

Review of State DOT Approaches to Distribute Federal Metropolitan Planning (PL) Funds to MPOs

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This study and others in the series are posted on the FHWA-FTA Transportation Planning Capacity Building website (<http://www.planning.dot.gov/>).

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Introduction

As authorized under [23 U.S.C. 104\(b\)](#), Metropolitan Planning (PL) funds are provided from the Federal Highway Trust Fund and are distributed by State Departments of Transportation (DOTs) to metropolitan planning organizations (MPOs) to conduct the transportation planning activities required by [23 U.S.C. 134 \(Metropolitan Transportation Planning\)](#). First authorized under the Federal-aid Highway Act of 1962, PL funds have been reauthorized under subsequent surface transportation legislation reauthorization acts, the latest being the [Infrastructure Investment and Jobs Act \(IIJA\)](#). PL Funds comprise most of the funding that MPOs use to conduct their transportation planning activities.

Under 23 U.S.C. 134, MPOs are required to conduct specific transportation planning functions that include (but are not limited to):

- Establishing and managing a fair and impartial setting for effective regional decision-making in metropolitan areas.
- Using data and planning methods to generate and evaluate alternatives; MPO planning studies and evaluations are included in the Unified Planning Work Program (UPWP).
- Developing and updating a long-range transportation plan for the metropolitan area that covers a planning horizon of at least twenty years and which fosters (1) mobility and access for people and goods, (2) efficient system performance and preservation, and (3) good quality of life.
- Developing a short-range (four-year) program of transportation improvements based on the long-range transportation plan—i.e., the Transportation Improvement Program (TIP)—which is intended to achieve the metropolitan area goals using spending, regulating, operating, management, and financial tools.
- Utilizing a performance-based planning and programming process.
- Involving the general public and other constituencies affected by planning activities in the five essential functions listed above.

Each MPO is responsible for establishing and carrying-out a “3-C”—comprehensive, continuous, and cooperative—transportation planning process to meet the transportation needs within its metropolitan planning area, whose boundaries and size vary by MPO. In addition to the [Census-designated Urban Areas](#), MPO boundaries include the area expected to become urbanized within a 20-year planning forecast period, as well as additional areas determined by political boundaries (e.g., a county) or other geographic boundaries.^{1 2} FHWA provides [updated information](#) on current Census-defined areas and definitions related to MPO boundaries.

In addition to planning for transportation needs within their boundaries, MPOs are also required to plan for regionally significant³ transportation needs, even if these fall partially outside of their boundaries. To effectively address needs beyond their traditional boundaries, and to plan collaboratively and efficiently with other regional entities, MPOs should identify opportunities to coordinate with other MPOs and government agencies within

¹FHWA Office of Planning, Environment, and Realty (HEP). 2018. “Highway Functional Classification Concepts, Criteria and Procedures: Section 6. Urban Boundaries. [Section 6. Urban Boundaries - Highway Functional Classifications - Related - Statewide Transportation Planning - Processes - Planning - FHWA \(dot.gov\)](#)

² According to [23 CFR 450.312\(a\)\(1\)](#): “At a minimum, the MPA boundaries shall encompass the entire existing urbanized area (as defined by the Bureau of the Census) plus the contiguous area expected to become urbanized within a 20-year forecast period for the metropolitan transportation plan.”

³ Defined by [23 CFR 450.101](#) as a transportation project (other than an exempt project) that is on a facility which serves regional transportation needs (such as access to and from the area outside of the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals themselves) and would normally be included in the modeling of a metropolitan area's transportation network, including at a minimum all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel.

their general region⁴.

State DOTs typically wait until after the results of the latest decennial Census before updating their PL funds distribution processes and formulas. Once each State's combined total apportionment is calculated, an amount is set aside for the State's Metropolitan Planning program using a calculation based on the relative size of the State's current FY Metropolitan Planning apportionment. The finalized amounts are listed in the official *Apportionment of Federal-Aid Highway Program Funds* for a given Fiscal Year and distributed and published electronically⁵.

PL funds are distributed based on a ratio of each State's FY 2020 urbanized-area population in relation to the total nationwide FY 2020 urbanized-area population. State DOTs then distribute this funding to the MPOs in the State based on a formula agreed to by the MPOs and approved by their FHWA Division Office. According to [23 U.S.C. 104\(d\)](#), these formulas must consider population, the status of planning, attainment of air quality standards⁶, metropolitan area transportation needs, and other factors necessary to provide for an appropriate distribution of funds to carry out the requirements of 23 U.S.C. 134 and other applicable requirements of Federal law. It is important to note that excess funds remaining after conducting the required Federal planning activities within metropolitan areas may be used for transportation planning outside of the metropolitan areas with the approval of the FHWA Division Office. Distribution formulas often account for potential funding surpluses, allocating them to specific programs or awarding these funds through competitive grants.

While each State DOT develops its distribution formula in accordance with Federal laws, statutes, and regulations in partnership with its MPOs and the FHWA Division Office, there are many methods for determining the appropriate distribution. Many State DOTs use population as in the foundation of their formulas, while others include additional factors such as air quality attainment status, State priority programs (such as regional planning), or vehicle miles traveled (VMT). Additionally, special considerations are often included for MPOs with boundaries that cross two or more States.

- This report describes a range of different approaches to distribution formulas, providing observations drawn from State DOT and MPO contacts and explaining the study team's analysis of the merits of different approaches.
- FHWA is publishing this information as a resource for State DOTs and MPOs nationwide to use in self-assessments of current distribution approaches and to consider alternative approaches.

Purpose

The purpose of this report is to provide examples of various approaches to PL funding distribution formulas, which can serve as a resource for State DOTs, FHWA Divisions and Division Offices, and MPOs when changing or updating their current formulas. In addition to funding distribution formulas, this report identifies different approaches for securing the required financial match for Federal planning funds and briefly discusses approaches to distributing [5303 formula grants](#) (transit funds) and [State planning research \(SPR\) funds](#). Federal Regulations state that PL funds should be distributed to MPOs using a formula based on:

⁴ Region in this context refers to an undefined area around the MPO where collaboration may enhance the planning process.

⁵ FHWA. 2023. "Bipartisan Infrastructure Law: Funding". <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/funding.cfm>.

⁶ FHWA. 2023. "Transportation Conformity". https://www.fhwa.dot.gov/environment/air_quality/conformity/.

“... population, status of planning, attainment of air quality standards, metropolitan area transportation needs, and other factors necessary to provide for an appropriate distribution of funds to carry out the requirements of 23 U.S.C. 134 and other applicable requirements of Federal law...”⁷

Examination of PL distribution formulas, conducted as part of the background research for this report, indicated that States’ formulas may not explicitly consider all the above factors, opting instead for measures which may be considered a proxy for those elements stipulated in the law. State DOTs, FHWA Divisions, and MPOs interpret this regulation together when developing the distribution formula to best suit the needs of the MPOs within that particular State. These formulas include different factors which ensure MPOs can satisfy the Federal planning requirements, sometimes including allocations for State priorities.

In addition to the guidance in the Federal Regulations, few additional resources or studies exist to assist DOTs and MPOs in developing or reviewing their PL funding formulas.

PL Funding Process

Figure 1 illustrates the process through which each level of government distributes PL funds. While this report focuses on various methods used to distribute Federal funds from the States to the MPOs, it is also important to consider how funds are allocated by the MPOs to their actual planning tasks and task-related costs through the development of the Unified Planning Work Program (UPWP). The UPWP is the Federally-required grant application developed by MPOs to document their transportation planning tasks and those of their partner agencies. Both the distribution of PL funds from State DOTs to MPOs and other state or local planning funds contributing to UPWP

planning work should be related to meeting overall national, State, and metropolitan area transportation needs, goals, and priorities. The MPOs’ planning activities as documented in the UPWP reflect consideration of not only State and Federal priorities, but regional and local priorities as well. Funding for these planning priorities is supported through the method and formula used to distribute the planning funds.

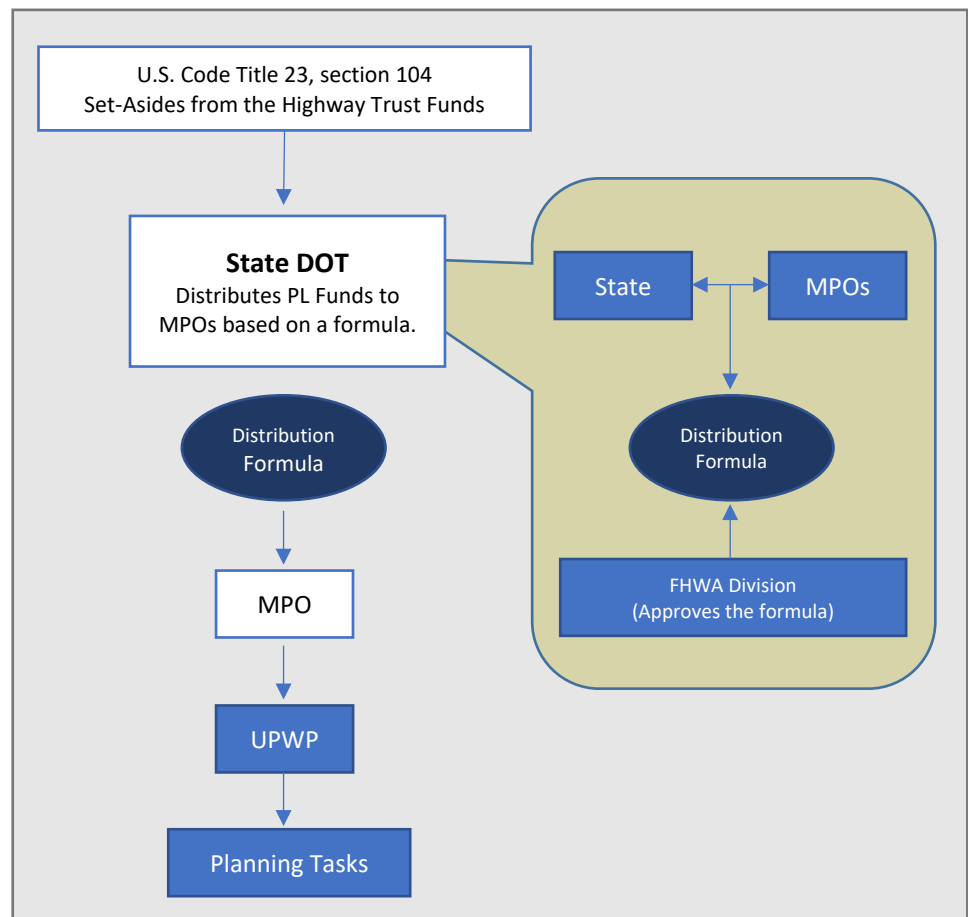


Figure 1: Illustration of the components of the PL Funds distribution process.

⁷ Distribution of PL Funds in [23 U.S.C. 104\(d\)\(2\)](#) and [23 CFR 420.109](#).

Funding Distribution Approaches

In addition to population—the predominate factor in PL distribution funding formulas—air quality, VMT, road miles, lane miles, transportation management area (TMA) designation⁵, and allowances for State managed planning processes are also considered.

Many States use a standard base funding amount to ensure all MPOs receive the minimum funding required for planning activities and maintaining and operating the MPO. In some States, this may be the minimum amount necessary to fund the salary and overhead for one planner and supportive services, while other States may have higher base amounts.

In addition to using different factors their formulas, many States prioritize these factors differently, resulting in many subtle distinctions among the State formulas. Many DOTs administer PL funds to MPOs through their central office and require MPOs to report these funds in their annual (or biannual) unified planning work program (UPWP). States can combine PL funds with Federal Transit Administration (FTA) Planning funds for the metropolitan transportation planning process under 49 U.S.C. 5303 (5303 funds) using a Consolidated Planning Grant (CPG). Many States choose to do this to reduce the administrative duties associated with managing two accounts.

While a comprehensive, per-State list of PL funding formulas does not currently exist, this report provides overviews of the processes and information on current practices in formula development.

PL Funding Formula Study Overview

The scope of this study focuses on the methods State DOTs use to distribute Federal PL funding to MPOs. The study team conducted a literature review of PL funding studies and held structured telephone interviews with representatives from eleven case study State DOTs (Figure 2). This report summarizes each of the State funding formulas reviewed and describes the benefits or constraints of individual factors or approaches in developing the funding formulas.

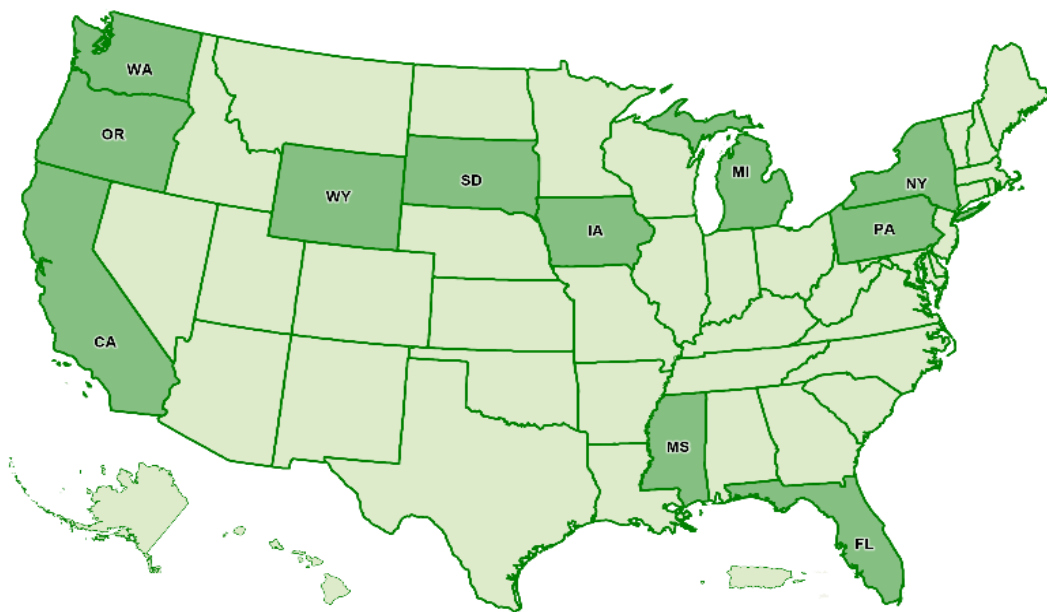


Figure 2: Geographic Distribution of State DOTs in this study
Data Source: Office of Planning, Federal Highway Administration (FHWA). Last boundary update 1/23/2023

The team selected the CA, FL, IA, MI, MS, NY, OR, PA, SD, WA, and WY (Figure 2 and Table 1) for the study to represent a range in formula types, populations, geographic location, and rural-urban balance. All formulas studied are compliant with applicable Federal regulations and illustrate the broad range of interpretations acceptable under these regulations. Although the regulations are flexible to accommodate different planning contexts across the country, it is also clear that there are opportunities to use the formula to advance current and changing State and Federal priorities: including air quality attainment; outcome- or performance-based planning; and coordinated transportation and land use planning. Many DOTs distribute additional planning funding to MPOs distinct from funding based on population.

Findings

Drawing on the content from the original PL Funds Report (2015)⁸ and a review of current documentation on the distribution formulas for the 11 featured States, the project team developed a series of findings for PL funding formula development, data and analysis, relationships to Federal and State priorities, and matching funds, summarized in Table 1. The case studies that follow this section provide an expanded discussion of these findings.

Table 1: State DOTs Formula Factors

State	# of MPOs ⁹	Population ¹⁰	% of State Classified as Urban ^{11 12}	Formula Factors						Match	
				Population	Standard Base	Tiered Base	Specific Program	Air Quality	State		Other
CA	18	38,368,552	98%	X		X		X			MPO
FL	27	21,538,187	97%	X	X		X			X	MPO
IA	9	3,190,369	60%	X							MPO
MI	13	10,077,331	82%		X						MPO
MS	4	2,961,279	47%	X	X						MPO / State
NY	14	20,201,249	82%	X	X					X	MPO
OR	10	4,237,256	84%	X		X					State
PA	20	13,002,700	89%	X		X	X				MPO / State
SD	3	886,667	50%			X			X		MPO
WA	12	7,705,281	90%			X		X			MPO
WY	2	576,851	31%		X				X		MPO / State

These findings illustrate the diverse formulas tailored to suit the needs of each State and highlight common

⁸ Lyons, W. M. and C. Duffy. 2015. "Review of State DOT Approaches to Distribute Federal Metropolitan Planning (PL) Funds to MPOs". <https://rosap.ntl.bts.gov/view/dot/12218>

⁹ The quantities of MPOs were obtained from the Bureau of Transportation Statistics: [Metropolitan Planning Organizations By State | Bureau of Transportation Statistics \(bts.gov\)](https://www.bts.gov/publications/data-tables/metropolitan-planning-organizations-by-state)

¹⁰ 2020 Population according to the [US Census Bureau](https://www.census.gov)

¹¹ "For the 2020 Census, an urban area comprises a densely settled core of census blocks that meet minimum housing unit density and/or population density requirements. This includes adjacent territory containing non-residential urban land uses. To qualify as an urban area, the territory identified according to criteria must encompass at least 2,000 housing units or a population of at least 5,000." [Urban and Rural \(census.gov\)](https://www.census.gov/programs-surveys/urban-and-rural/about/urban-and-rural.html)

¹² Urban percent from the United States Department of Agriculture, Economic Research Service [State Data \(usda.gov\)](https://www.ers.usda.gov/)

themes among the States. The range of formulas includes complex factors considering specific planning challenges (such as air quality factors), simple divisions of funds based on historical precedent or negotiations, and “set aside” funds used for specific State initiatives or priorities.

Formula Development

Various regional and local considerations inform distribution.

The study team found that the fairness of funding allocations is the most common concern when determining how to distribute funds. Many State DOTs emphasize the need to maintain a sense of fairness across and between MPOs, although the concept of fairness is interpreted differently by each State.

Population tends to be a major factor for distribution due to perceived fair-share.

Many states, especially those with few MPOs, favor population-based formulas because of their perceived fairness. Yet, in states with MPOs whose represented areas vary significantly in population, a base amount of funding with additional funds provided based on population percentage may be a preferred approach. This method ensures that even the smallest MPOs have sufficient funds to perform required basic planning activities.

Formulas tend to be updated after the decennial census results are released.

Most formula updates coincide with the results from the decennial census, making process improvements intermittent. States with a small number of MPOs and States that use formulas based on negotiated percentages tend to update their formulas less frequently than States with higher numbers of MPOs or complex formulas. Additionally, States using formulas with percentages based on consultation are especially unlikely to document their justification of a formula or formula factors in detail. This is problematic, as current State DOT, MPO, or FHWA Division Office staff members responsible for the allocation of planning funds may not be familiar with the “history” of why a particular approach is in use when information is lost through staff turnover.

States include methods to maintain relatively stable amounts of funding for the MPOs.

Many of the State DOTs highlighted in this report developed formulas with clauses to ensure funding levels remain constant or do not decrease significantly due to changes occurring among formula factors, such as increases and decreases in population. States like California and Pennsylvania—and Iowa, in the case of FTA 5303 funds—use a blend of historical and current population figures to ease the transition for MPOs affected by population loss compared to other MPOs with stable or growing populations.

The States with many MPOs (ten or more) seem more likely to use fixed and complex formulas, while States with fewer MPOs more frequently develop formulas based on discussions and rigorous consultation with the MPOs.

While all formulas must be developed by State DOTs in consultation with their MPOs (with approval from the FHWA Division Office), some formulas rely on data-driven factors while others result from negotiations among MPOs to ensure all MPOs receive adequate funding to meet Federal planning requirements. This can involve adjusting a percentage based on population to increase funding to smaller MPOs if there is a disparity between the small MPOs and large MPOs in the State. Some States may choose to develop a base level of funding to ensure planning needs are met, while other States may transfer a small percentage of funds from larger MPOs to smaller MPOs through consultation processes. This type of consultation may be easier to accomplish in States with smaller numbers of MPOs. Larger MPOs may have additional planning requirements such as: air quality management if they are in a non-attainment or maintenance area; or congestion management processes if they cover a TMA. Linking these activities to specific amounts of funding may help ensure MPOs are equipped to manage these technical planning responsibilities.

Data / Analysis for Population Percentages

Percentages based on population are derived from different sources.

State DOTs use different processes to update their population-based distributions: some wait ten years between releases of Census population figures to update the allocations; and others use projected population estimates to update the allocation figures more frequently). Many formulas include a clause to avoid penalizing MPOs for losing population.

Additional data analyses are often considered when determining population percentages.

Population-based formulas vary among the States. Some DOT formulas use percentages based on population and are adjusted through further data analysis in consultation with the MPOs to ensure the smaller MPOs are sufficiently funded. In cases where there are multiple MPOs of a similar size, the formula may simply divide the funding into equal parts among the MPOs. In other situations, MPOs may negotiate percentages based loosely on population (fixed percentages based on “large” or “small” MPOs, rather than percentages directly proportional to population figures).

State Priorities

States retain funding for specific purposes or programs.

Some States in the study (e.g. Pennsylvania, South Dakota, and Florida) retain funds for specific programs (i.e., the Land Use and Transportation Planning Program in Pennsylvania, Planning Technical Assistance in South Dakota, and funds for regional planning in Florida) after the required coordination with the MPOs¹³. A key difference between Pennsylvania and Florida is that in the former’s process, PennDOT maintains a more active role in determining how to allocate the land use planning funds; in Florida, FDOT allocates funds for regional planning to each MPO, giving the MPOs more responsibility for determining how to spend the funds.

States retain money for special planning studies.

Similar to retaining funding for specific purposes after the required coordination with the MPOs, some State DOTs retain PL funds for larger projects that MPOs would not be able to pay for on their own. Many States that retain funding for special planning studies do not limit the funding to planning work of MPOs—such is the case in Wyoming and Pennsylvania, which allocate funding for special planning studies in rural and urban areas.

Federal Priorities

Formulas explicitly include funding for specific Federal priorities, especially air quality attainment.

While the PL funds formula is supposed to ensure that MPOs can adequately perform Federally required planning activities, most formulas do not allocate funds based on specific activities. Air quality designation status is an exception: several States (e.g., Texas) use an allocation formula that adds PL funding resources specifically for MPOs in non-attainment or maintenance areas to use for planning aspects that address air quality requirements.

Matching Funds

Responsibility for matching funds is a challenging issue, especially in tight economic times.

State DOTs that once provided the required matching funding for PL funds have begun to shift the responsibility for this match to the MPOs. The discussion of responsibility for matching funds may be more controversial than the development of the funding formula itself. When MPOs are made responsible for providing the local match rather than the State DOT, some MPOs require all member governments to pay an equal share, while others procure the match from member jurisdictions where particular studies or projects are located. Some MPOs have utilized in-kind contributions to meet the match requirement that was once provided by the State.

States and MPOs can use toll credits for PL matching funds.

One solution for providing the PL match is to use toll credits, if available. Some States encourage this use of

¹³ See [23 CFR 420.109](#).

credits, while others try to use it after other options for matching funds have been exhausted.

States can consolidate PL and FTA 5303 funds utilizing a Consolidated Planning Grant approach.

Reductions in administrative effort by managing only one funding stream is an incentive for consolidating funds.¹⁴ Michigan and Washington are examples of this practice: both states align the distribution formulas for the two funding streams to further simplify the allocation of planning funds.

Opportunities

PL funding can be leveraged to advance State or Federal priorities by retaining funds for specific purposes or programs.

In the cases of Florida and Pennsylvania, these States reserve special funds for specific planning purposes (e.g., regional planning, land use and transportation linkages). Funding for these programs can be allocated to all MPOs for specific activities, granted for specific projects, or reserved for individual areas.

DOTs can allocate PL funding for special projects as needed, or issue competitive grants for projects that go beyond meeting basic Federal planning requirements.

States can use grant programs to provide funding for specific programs or initiatives, as well as special projects to meet determined needs.

DOTs can work with other State agencies that may be willing to provide matching funds or other assistance for mutually beneficial plans or programs.

The Federal government encourages interagency collaboration. In some cases, State agencies (such as a state-level entity responsible for conservation or recreation) may be willing to provide some of the PL match or assistance for projects that advance that agency's goals.

For population-based formulas, States can update population projections annually to reflect population distributions more closely. While it may be advantageous to update the funding formula every year using State population data rather than U.S. Census data, States may consider using blended formulas or weighted formulas to ease the transition if MPOs lose population.

States can use established formula factors from other programs.

Established factors can help provide a rationale for funding distribution to meet certain goals. In the case of California, the formula includes multiplying factors established in the FHWA-funded Congestion Mitigation and Air Quality Improvement (CMAQ) program, which is perceived as an objective method to distribute funding for air quality because the allocation formula was already established in another program.

¹⁴ [Program Guidance for Metropolitan Planning and State Planning and Research Program Grants \(8100.1D\) | FTA \(dot.gov\)](#)

California

Formula Summary	Number of MPOs	Population	Percentage Urban Population
<ul style="list-style-type: none"> • Base with 5 tiers • Additional allocation based on population • Additional allocation for air quality, based on factors from the CMAQ program • Adjusted amount based on the previous base amount 	18	38,368,552	98%

SUMMARY

The California Department of Transportation (Caltrans) uses a formula that considers population and air quality to distribute PL funds. The formula is one of the more complex formulas reviewed in this report, with 13 individual factors that make up the formula. These factors relate to population, air quality, and historical funding levels.

Caltrans uses a tiered base system with five funding categories based on the MPO population. The base is the minimum amount of funding each MPO within that category will receive. Each MPO receives additional funding based on other factors.

The base categories are as follows:

Minimum Population	Base Funding
50,000	\$456,000
250,000	\$475,000
500,000	\$498,000
1,000,000	\$547,000
2,000,000	\$647,000

The formula uses a blend of the current year’s base funding amount and the prior year’s base funding amount. Because MPOs may move from one base tier to another as their population changes, the blended factor prevents major fluctuations in PL allocations and supports predictability in funding. However, it may limit the ability to accommodate population shifts. Caltrans uses population estimates from the California Department of Finance, which are updated annually.

Air quality factors play a substantial role in California’s PL funds formula, as only four of eighteen MPOs are in attainment/unclassified areas where [Transportation Conformity](#) does not apply as of 2022. MPOs are given funding to manage planning for air quality based on the general air quality attainment status of the metropolitan area. However, MPOs are not explicitly required to use this additional funding for air quality planning purposes. Caltrans incorporates ozone, particulate matter, and carbon monoxide levels (only in the Southern California Association of Governments) as weighted factors used in the CMAQ¹⁵ program into the PL



Figure 3: Map of California showing MPO areas within the state and adjacent.
 Data Source: Office of Planning, Federal Highway Administration (FHWA).
 Last boundary update 1/23/2023

¹⁵ Every State receives at least a 0.5-percent minimum apportionment of CMAQ funds. Additional funds are apportioned according to a

formula. Caltrans uses these weighted factors to quantify the severity of ozone, particulate matter, and carbon monoxide air pollution and to apportion CMAQ funds to MPOs in proportion to the severity of air quality problems in nonattainment areas. MPOs can use PL funding, in addition to CMAQ funding, to help their areas meet attainment levels. Caltrans uses the weighted factors from the CMAQ program to equitably distribute planning funds based on an established related program.

This formula has been in place for nearly twenty years, with its last reauthorization in 2005. The formulas were developed jointly through discussions between Caltrans and the MPOs. Caltrans determined that these factors provide a way to equitably allocate funding among all MPOs, ensuring all MPOs can conduct the required planning, and allowing smooth transitions in the event of population decline (primarily through the combined factor of the previous base and current base).

Caltrans distributes FTA 5303 funds to MPOs largely based on population, with a \$15,000 minimum base amount guaranteed for all MPOs. Caltrans uses different methods to calculate the population for the PL and 5303 funding allocations; the agency uses Census data for the 5303-funding formula and the Department of Finance annual estimates for the PL funding formula.

New MPOs are subject to the same formula as existing MPOs. To accommodate two MPOs which were established based on the 2000 Census, California's allocations to all MPOs were reduced to provide necessary funding for the new MPOs. Caltrans uses SPR funds for State planning and special studies and makes some SPR funds available to MPOs and other regional planning agencies through a competitive grant process. These grants address statewide, interregional, or regional transportation deficiencies on the State highway system in partnership with Caltrans.

MPOs are responsible for providing the matching funds using cash or an in-kind match and, more recently, toll credits. California is one of several States that enacted authorization for toll credit matching¹⁶, which MPOs can use for their PL required matching funds. Authorized Where applicable, States can use toll revenue from State highways as a credit toward required matches for Federal Transportation Funds.^{17 18}

California's Detailed Formula

- 1) Population for each of the 18 MPOs, derived from the California Department of Finance E-1 estimate which lists all county and city population numbers in California
- 2) MPO population divided by the population of all MPOs
- 3) CMAQ ozone multiplier
- 4) CMAQ particulate matter multiplier
- 5) CMAQ carbon monoxide multiplier
- 6) Total multiplier (ozone * carbon monoxide multiplier unless one is zero)
- 7) Population figure multiplied by the ozone and carbon monoxide Total multiplier
- 8) MPO adjusted population divided by the total adjusted population of all MPOs
- 9) Base amount from previous fiscal year
- 10) Current base
- 11) Percent population multiplied by the PL population allocation
- 12) Adjusted population multiplied by the PL Base
- 13) Current base plus the Population allocation plus the air quality allocation

formula based on a state's population in ozone and carbon monoxide nonattainment and maintenance areas. The formula contains weighted factors for carbon monoxide and ozone areas. Additional weight is given to counties that are nonattainment or maintenance areas for both the carbon monoxide and ozone NAAQS. Source: [FHWA Fact Sheet on CMAQ and SAFETEA-LU](#).

¹⁶ [Caltrans Local Programs Procedures 16-05](#)

¹⁷ [Caltrans Local Programs Procedures 12-09](#)

¹⁸ [FHWA Federal-Aid Matching Strategies](#)

Florida

Formula Summary	Number of MPOs	Population	Percentage Urban Population
<ul style="list-style-type: none"> • “Off the top” funds are taken out for the following: MPOAC consultant, facility, and administration expenses; AMPO dues; NARC dues • Of the amount distributed to the MPOs, at least \$600,000 must be used for regional planning efforts • \$350,000 as a base sum to each MPO • FDOT distributes the remaining funds to each MPO based on the population of each urbanized area 	27 (1 multi-State)	21,538,187	97%

SUMMARY

Florida has 27 MPOs and 12 transportation management areas (TMAs). Most MPOs are contained within a single county, although seven MPOs cover multiple counties. Given the numerous MPOs representing a single urbanized area, or overlapping urbanized areas, the Florida Department of Transportation (FDOT) has encouraged these MPOs to consider merging or enhancing their regional coordination and planning. FDOT distributes an off-the-top amount to the [Florida Metropolitan Planning Organization Advisory Council \(MPOAC\)](#) for administration, consultant fees, and various dues for national planning organizations; provides a base amount of \$350,000 to each of the MPOs, reserves a portion of funding for regional planning, and distributes the remaining funds to the MPOs based on the population of each urbanized area. This allocation is to ensure that all MPOs meet Federal planning requirements. MPOs that merge retain their base allocation. For MPOs extending their boundaries to include new urbanized areas, a one-time \$350,000 allocation will be awarded. Provisions related to excess PL funds remain unchanged regardless of merging.

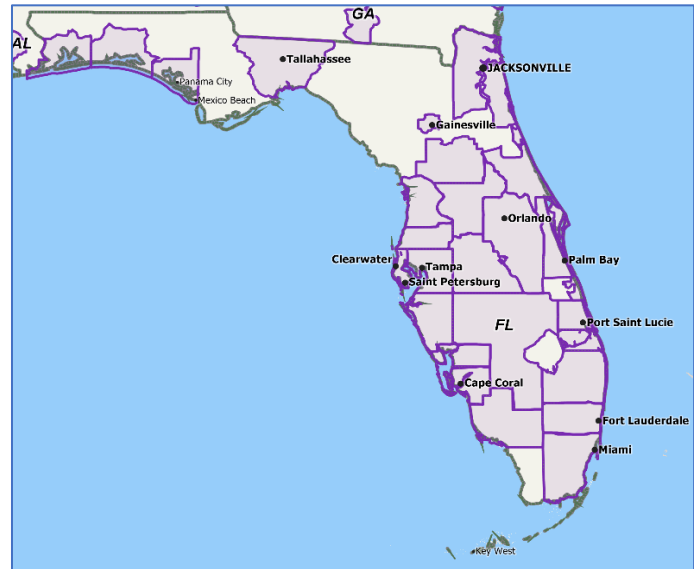


Figure 4: Map of Florida showing MPO areas within the state and adjacent.

Data Source: Office of Planning, Federal Highway Administration (FHWA). Last boundary update 1/23/2023

PL funds are used to support the MPOAC, which acts as the State’s MPO association to assist MPOs in carrying out the urbanized area transportation planning process by serving as the principal forum for collective policy discussion. Under the leadership of a full-time executive director, MPOAC membership is comprised of local elected officials and directors of planning staff from each of the MPOs, which meet in committees and subcommittees (e.g., the Policy and Technical Subcommittee) to assist MPOs with planning activities and decisions. Florida’s PL distribution formula also includes separate funding amounts reserved for MPOs to support regional planning activities in addition to meeting the minimum Federal planning requirements. These

funds allow MPOs to conduct planning outside their formal planning boundaries. For example, an MPO can conduct planning with other MPOs for a TMA with multiple MPOs; or an MPO can conduct planning as part of a larger “region” outside the TMA, with adjacent TMAs, or as a member of a regional planning working group or authority. Within the context of regional planning, each MPO decides how to spend these funds. In some cases, the MPOs may allocate the funding to joint planning studies across multiple MPOs: in one case, the MPOs established a regional working group – the Chairs Coordinating Committee (CCC) in Central West Florida, which is designated in Florida Statute. The CCC is composed of chairpersons from the seven member-MPOs and meets quarterly to develop regional solutions to transportation problems and to ensure a consistent regional planning approach among the six member agencies. The CCC is an example of partnership and coordination among multiple MPOs, where all MPOs are equal players. Regional planning is not rigidly defined in this context; MPOs can use the regional funding for planning on the peripheries of the MPO’s boundaries, coordination between multiple MPOs, or broader “megaregion” planning, which could include planning between metro areas or along major corridors that can cross State, county and/or MPO boundaries.

Florida’s Detailed Formula

- 1) "Off the top" amount to the MPO Advisory Council as well as dues for AMPO and NARC
- 2) Base amount of \$350,000 to each MPO
- 3) Reserved amount for regional planning activities
- 4) Distribution based on urbanized area populations (%)
- 5) Toll credits used as match for PL Funds

This type of coordination and regional strategy can improve the efficiency of planning by focusing attention on transportation needs and concerns that might be outside the boundaries of a single MPO or TMA. This arrangement could support technical collaboration through shared data on freight flows, collective work on regional transportation projects, shared ITS platforms, planning for inter-city, or regional passenger rail.

FDOT and the Florida MPOs further emphasize participation in the Association of Metropolitan Planning Organizations (AMPO), the National Association of Regional Councils (NARC), and the MPOAC, for which organizational membership dues are built into the PL formula. The technical assistance offered by these organizations serves as a valuable resource that has become a priority for Florida.

Florida only has one multi-State MPO—the Florida-Alabama Transportation Planning Organization (Pensacola metropolitan area in Florida, and Baldwin County in Alabama)—which is subject to the same formula factors as the other Florida MPOs (base, plus regional funding, plus percentage based on population of the urbanized area). A very small amount (approximately \$4,000) comes from Alabama, where a small section of the MPO is located. The MPOs use toll credits as the match for PL funds¹⁹.

¹⁹ Additional information on toll credits can be found here: [FHWA - Center for Innovative Finance Support - Project Finance - Federal-aid Fund Management Tools \(dot.gov\)](#)

Iowa

Formula Summary	Number of MPOs	State Population	Percentage Urban Population
<ul style="list-style-type: none"> Population based distribution 	9 (4 multi-State)	3,190,369	60%

SUMMARY

Iowa has nine MPOs, four of which are multi-State MPOs. The Iowa Department of Transportation (Iowa DOT) allocates PL funding to each MPO based strictly on the percentage share of the urbanized population within each MPO compared to the total population of all the urbanized areas in Iowa. For multi-state MPOs, the figure is calculated using the MPO population within the State’s borders. Iowa DOT notes that multi-state MPOs may have additional responsibilities or challenges due to their multi-state status—but additional funding is not provided for this.

Prior to 1985 when the PL fund distribution formula was established, Iowa used a base amount of funding for each MPO, supplemented by funding based on population. After the release of the 2000 Census, which led to the creation of a new MPO, Iowa DOT and the MPOs considered making changes to the formula. However, after a series of discussions, the agencies agreed to maintain the existing formula. The State provided state planning and research (SPR) funds to the new MPO—Ames Area MPO—in its initial years to help with start-up costs and to develop the State’s required policy and technical committees. The State continues to provide SPR funds to MPOs for special studies on a discretionary basis, but MPOs provide the required match for the PL funds.

Iowa DOT distributes the FTA 5303 funds to MPOs in thirds: 33.3% is distributed to MPOs equally; 33.33% is divided among MPOs based on the 1990 Census population, and 33.33% is divided among MPOs based on the 2000 Census population. Iowa DOT notes that this formula provides a transition for MPOs that have a significant population change from the old to new Census figures. The formulas for 5303 and PL distribution will be revisited cooperatively with Iowa’s MPOs when the 2020 Census urban area populations are available.

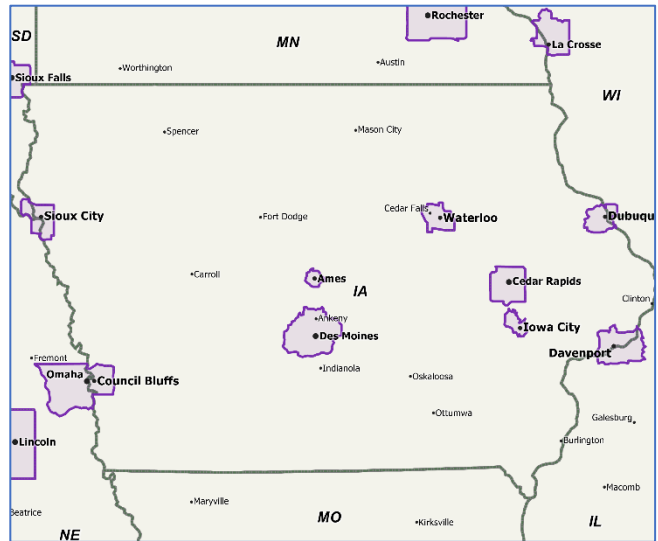


Figure 5: Map of Iowa highlighting MPOs areas within the state and adjacent.

Data Source: Office of Planning, Federal Highway Administration (FHWA). Last boundary update 1/23/2023

Iowa’s Detailed Formula

- 1) Percentage share of urban population within each MPO compared to total population of all urban areas in the state
- 2) Multi-state MPO share is based on the urban population for that MPO within Iowa

Michigan

Formula Summary	Number of MPOs	Population ²⁰	Percentage urban population
<ul style="list-style-type: none"> Each agency is allocated a base amount for PL funding, either \$55,000 or \$27,500 depending on the population factor The remainder is divided by percent population of MPO area. Population funding is calculated by subtracting the total base amount from the statewide total PL apportionment, then multiplying by the MPO population factor 	13	10,077,331	74.6%

SUMMARY

Michigan uses a two-part PL Funds distribution formula, consisting of base allocations and allocations by population, with the former funding one full-time employee per MPO. Each MPO determines the salary for the employee (determined to be \$55,000 following the 2010 Census), however the base funding allocated to each MPO is the same across the state. Multi-state MPOs receive one-half of a full-time employee salary, or \$27,500, as their base allocation. The remaining PL funds are then distributed to MPOs based on the 2010 urbanized area population. These amounts are calculated by subtracting the total base amount for all MPOs and then multiplying that value by the MPO population factor: its percentage of the population compared to the total state population. For FY 2021, the state allocated \$880,000 in base allocations to the MPOs, with \$10,289,405 in the remaining apportionment to be distributed by population.

For the Michigan MPO UPWPs, FHWA PL funds and FTA 5303 funds are combined to form the Consolidated Planning Grant (CPG) funds. MPO funding allocations are distributed as CPG funds rather than amounts from the two separate funding streams. Prior to the beginning of each fiscal year, MDOT requests the FTA 5303 funds be transferred from FTA to FHWA to create the FHWA-managed CPG. The Federal CPG funds typically require a 20 percent local match, but Michigan MPOs use a “sliding scale” which permits MPOs to maximize the reimbursement rate of the allocated federal funds at 81.85 percent with an 18.15 percent local match. The MPO/MDOT agreements require the commitment of funds for the implementation of the MPO’s annual UPWP to be effective at the beginning of each fiscal year: July 1st for the Southeast Michigan Council of Governments (SEMCOG) and October 1st for all other MPOs. The local

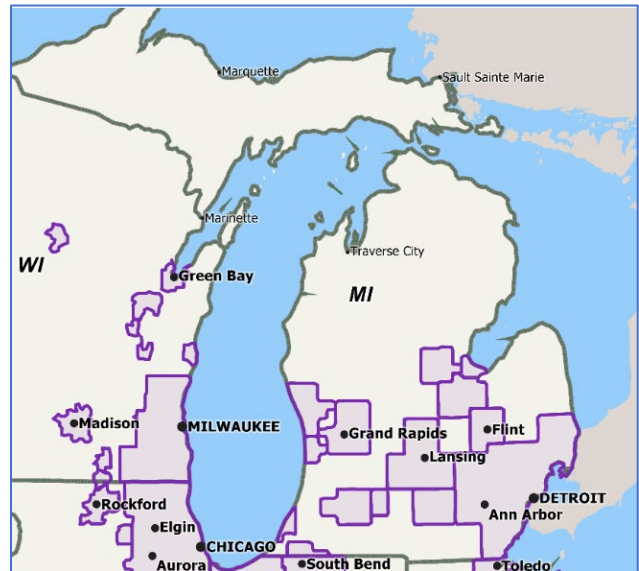


Figure 6: Map of Michigan showing MPO areas within the state and adjacent.

Data Source: Office of Planning, Federal Highway Administration (FHWA). Last boundary update 1/23/2023

²⁰ <https://www.census.gov/library/stories/state-by-state/michigan-population-change-between-census-decade.html>

commitment of funds may also include a local work credit or “in-kind” match. Upon receiving a work program approval letter from MDOT Contract Services Division (CSD), MPOs may incur eligible costs on the first day of the fiscal year. MDOT requests obligation of the CPG funds in late August or early September of the previous fiscal year to ensure MPO costs incurred on October 1 are eligible for reimbursement (obligation for SEMCOG CPG funding is requested in early June). The use of CPG funds must be shown in the approved MPO UPWP budget tables. The budget tables must be stratified by direct, other direct, indirect, fringe benefit, and total costs using the standard Michigan work element categories.²¹

CPGs should be spent within the fiscal year; however, there are certain allowances for the carryover of unexpended funds under the following conditions:

- The MPO outlines the need for additional funding in the next fiscal year and it is agreed to by MDOT (as additional obligation authority is required). This will be approved only on a case-by-case basis.
- An updated current year work program budget is submitted to MDOT Central Office that includes carryover funding. Carryover funding should be shown separately from the current fiscal year CPG funds.
- MDOT reviews and approves the updated work program submittal.

Michigan’s Detailed Formula

- 1) Base amount to fund one full-time employee, determined to be \$55,000 in 2010. Multi-state MPOs receive half this amount
- 2) FTA 5304 funds combined with PL funds in a Consolidated Planning Grant
- 3) The population factor is calculated as MPO population/State population
- 4) Subtract the total base amount for all MPOs
- 5) Multiply above resulting value by the MPO population factor to determine amount in addition to base

²¹ Michigan Department of Transportation. 2021. “Michigan Department of Transportation (MDOT) Planning Fund Management”.

Mississippi

Formula Summary	Number of MPOs	Population	Percentage urban population
<ul style="list-style-type: none"> • \$80,000 base for in-State MPOs • \$20,000 base for dual State MPO • Remainder divided by the population of an urbanized area 	4 (1 multi-State)	2,961,279	75%

SUMMARY

In 2019, the MDOT revised its PL formula to include new base amounts for its three in-state MPOs and the one multi-state MPO. The Jackson, Hattiesburg, and Gulf Coast MPOs receive a base amount of \$80,000 (up from \$75,000). The Memphis multi-state MPO receives a base amount of \$20,000 plus an additional \$10,000 for its air quality management responsibilities. The Gulf Coast MPO receives an additional \$40,000 in accordance with its responsibilities related to the Pascagoula/Moss Point area. MDOT identified this base fee as a reasonable amount to pay for the salary of one full-time planner, provided with office space and supplies, as well as some miscellaneous expenditures.

MDOT uses a formula based on daily VMT and population percentages to distribute 5303 funds. It is working on consolidating these with the PL funds, mainly to streamline the associated administrative tasks.

Prior to 2010, MDOT provided the match for the PL funds; however, the State turned the responsibility for this match over to the municipalities within the MPOs when it revised the formula to include a base. The match is typically in cash, as there have been administrative hurdles with processing in-kind matches.

The FTA Flex funds formula was also slightly altered in 2019 to distribute a more equitable amount to the Gulf Coast, again due to the Pascagoula/Moss Point area's oversight. After the base amount is applied, the formula uses population and VMT on a 50/50 basis. MDOT does not consolidate the PL and Flex funds, but the MPOs can use the funds interchangeably as they see fit for their UPWP tasks.

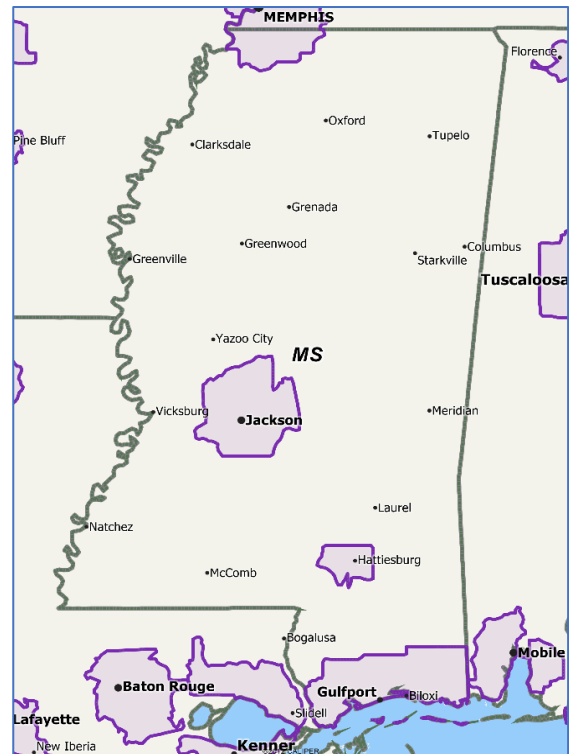


Figure 7: Map of Mississippi showing MPO areas within the state and adjacent.

Data Source: Office of Planning, Federal Highway Administration (FHWA). Last boundary update 1/23/2023

Mississippi's Detailed Formula

- 1) Base amount of \$80,000 for in-state MPOs and \$20,000 for the Memphis MPO (multi-state)
- 2) Additional amounts to the Memphis MPO (\$10,000) and the Gulf Coast MPO (\$40,000).
- 3) Match from municipalities
- 4) Formula based on population and vehicle miles travelled as a percent of state totals.

New York

Formula Summary	Number of MPOs	Population	Percentage urban population
<ul style="list-style-type: none"> • \$250,000 base for MPOs • 20% of the remaining funds are allocated to TMA MPOs based on population and lane size 	14	20,201,249	82%

SUMMARY

The current formula for allocating PL funds in New York was determined in 2012, following the publication of the 2010 Census Urbanized Area designations. It was updated in 2022 to include new base allocation sums.

The New York formula includes factors for urbanized area population, base allocation among large MPOs to ensure sufficient distribution to smaller MPOs, an added amount for TMA MPOs (populations over 200,000), and a set-aside for Association of Metropolitan Planning Organizations (AMPO) dues.

The 2012 formula included four parts: the first two calculations were set-asides for shared costs initiatives and the base allocation; the third part of the formula allocated 20% of the remaining funds to be distributed to MPOs serving a TMA proportional to the MPO population and lane miles; and the fourth part distributed all remaining funds to MPOs, accounting for the annual AMPO dues. AMPO dues are determined based on population and lane miles. As of FY2023, the base allocation for MPOs is \$250,000 (previously \$200,000), and there are currently eight MPOs that serve TMAs in New York.

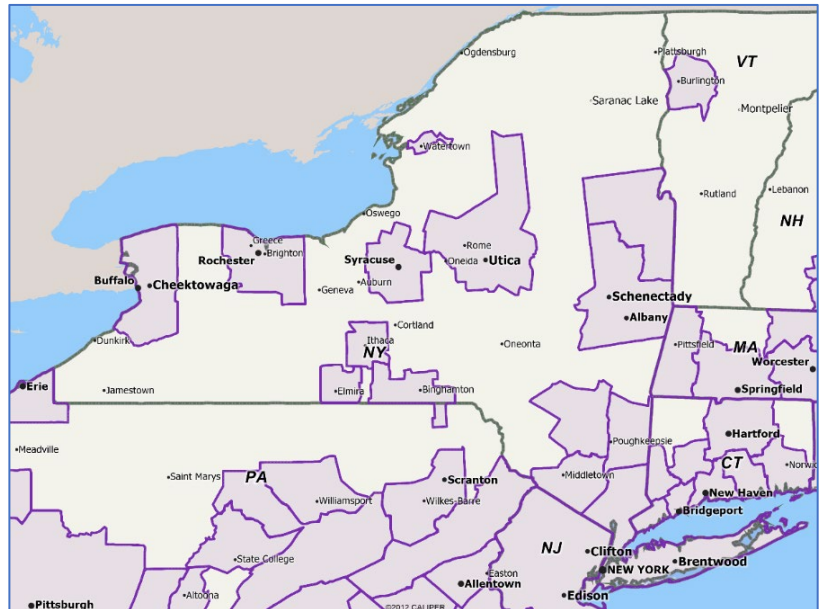


Figure 8: Map of the state of New York, showing the MPO areas within the state and directly adjacent.

Data Source: Office of Planning, Federal Highway Administration (FHWA). Last boundary update 1/23/2023

New York's Detailed Formula

- 1) Base amount for MPOs (\$250,000).
- 2) 20% of remaining funds distributed to TMA MPOs with populations over 200,000
- 3) Set asides for the national Association of MPO dues
- 4) Remaining funds are distributed to MPOs

Oregon

Formula Summary	Number of MPOs	Population	Percentage Urban Population
<ul style="list-style-type: none"> • \$1,600 base for the dual-State MPO (Longview-Kelso-Rainier) • Tiered base: In-State MPOs receive a base based on size: \$110,000 for “small” MPOs; \$180,000 for “medium” MPOs; and \$360,000 for “large” MPOs. • The remainder is divided by the population of the urbanized area 	10 (1 multi-State)	4,237,256	84%

SUMMARY

Oregon’s formula has been in effect since the early 2000s and was developed jointly by the Oregon Department of Transportation (ODOT), the Oregon MPOs, and the FHWA Oregon Division. The formula consists of a base amount and a secondary allotment distributed to the MPOs based on size. The base amount is set at three levels—for small, medium, and large MPOs in categories determined by the DOT, FHWA, and MPOs themselves—beginning with a \$110,000 minimum.

The MPOs, ODOT, and FHWA Division Office determined that Oregon MPOs require a minimum of \$180,000 annually to conduct required planning activities. The current base, plus an additional allocation, ensures all MPOs will have at least \$180,000. If the area represented by an MPO increases in population, the base amount may be increased after a discussion among ODOT, the MPOs, and the FHWA Division Office. However, the base amount cannot be decreased. In the case of the dual-State MPO—the Longview-Kelso-Rainier MPO between Washington and Oregon—a small amount of funding is provided by ODOT based on cost estimates for the MPO’s planning activities, but this MPO does not receive additional funds (only \$1,600 for travel expenses). Once the base amounts have been allocated to each MPO, the remaining money is distributed among the MPOs, based on each MPO’s population (the ratio of each MPO’s population relative to the total population of all MPOs combined). ODOT currently provides the required match for the PL funds.

In Oregon, 5303 funds are not consolidated with PL funds. These are distributed to the MPOs based on a standard base amount (\$22,500) and then by population. The local governments provide the match for the 5303 funds, which is often an in-kind match. SPR funds are divided among Oregon’s five

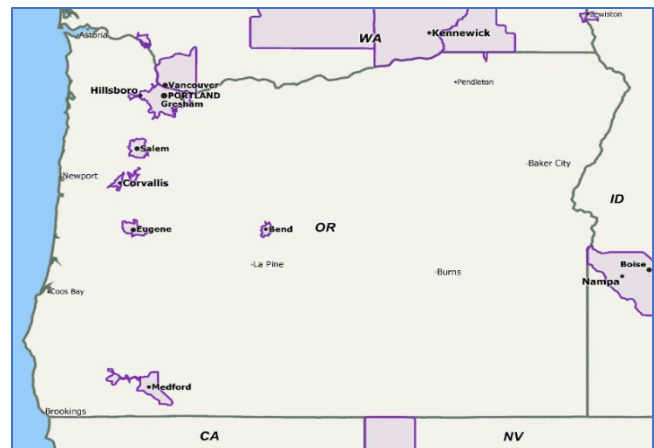


Figure 9: Map of Oregon showing MPO areas within the state and adjacent.

Data Source: Office of Planning, Federal Highway Administration (FHWA).

Oregon’s Detailed Formula

- 1) Formula created jointly by ODOT, MPOs, and FHWA Division
- 2) Base amounts: \$110,000 minimum for "small" MPOs, \$180,000 for "medium" MPOs, and \$360,000 for "large" MPOs
- 3) Additional amount distributed based on size of MPO
- 4) Dual state distributions based on planning activities
- 5) Distribution based on the ratio of each MPO’s population relative to the total population of all MPOs combined
- 6) ODOT provides match for PL Funds

regions. These funds are sometimes combined with PL funds for corridor studies or other studies that include areas outside of MPO boundaries.

Pennsylvania

Funding Summary	Number of MPOs	Population	Percentage Urban Population
<ul style="list-style-type: none"> • Base of \$86,000 • \$600,000 for Land Use Planning Program (combined MPO and SPR) • \$3,200,000 for special projects (combined MPO and SPR) • Population 	20	13,002,700	89%

SUMMARY

Pennsylvania MPOs each receive a base funding amount for planning activities, based on population and MPO needs, determined jointly through consultation among the Pennsylvania DOT (PennDOT) and the MPOs. The base amounts range from \$88,000 for the smallest MPO—i.e., the Blair County Planning Commission covering the Altoona metropolitan area—to \$3.3 million for the largest MPO, the Delaware Valley Regional Planning Commission representing the Philadelphia metropolitan area. The remaining PL funds are distributed among Pennsylvania’s Land Use Planning Program and Supplemental Project funds for special planning projects. Projects chosen from these two programs are funded by both PL and SPR funds. The amount from each program is determined annually by PennDOT based primarily on State budgetary constraints. Both MPOs and rural planning organizations (RPOs) can receive money from these funds.

To apply for funds from the \$3,200,000 set aside for supplemental projects, MPOs and RPOs submit a summary document of proposed projects, expected outcomes, and detailed scopes of work with associated costs. PennDOT reviews the applications annually and chooses studies based on determined needs and State discretion. PennDOT often includes other State agencies like the Pennsylvania Department of Conservation and Natural Resources (PA DCNR) in the review process. These agencies may assist by providing the required financial match for proposed projects.

PennDOT uses some set-aside funding for State initiatives, such as the Local Transportation Asset Inventory/Assessment. PennDOT also funds a local technical assistance program (LTAP), which grants funding to MPOs or RPOs for land use and transportation studies. The program uses both PL and SPR funds totaling

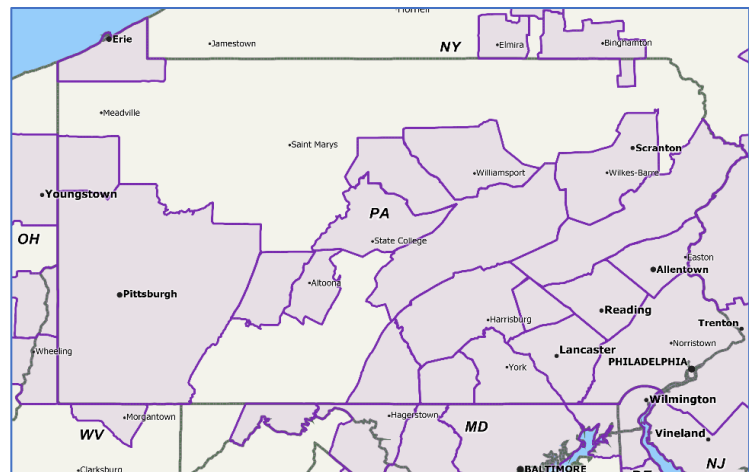


Figure 10: Map of Pennsylvania showing MPO areas within the state and adjacent.

Data Source: Office of Planning, Federal Highway Administration (FHWA). Last boundary update 1/23/2023

Pennsylvania’s Detailed Formula

- 1) Base amount to MPOs
- 2) Additional amount based on population and MPO needs
- 3) Remaining funds distributed among the statewide special programs to fund planning projects and other state initiatives

\$600,000 annually. As current population percentages are based on the 2000 Census, PennDOT is updating the long-standing distribution formula, which will incorporate the new population figures from the 2020 Census. They are considering the possibility of including other distribution factors such as air quality attainment status, lane miles, level of planning difficulty, and potentially other factors.

South Dakota

Formula Summary	Number of MPOs	Population	Percentage Urban Population
<ul style="list-style-type: none"> • 2.4% of the total to Sioux City • 15% of the remaining to SDDOT • The remainder is divided between Sioux Falls and Rapid City, based on population (Sioux Falls receives 69.37%, Rapid City receives 30.63%) 	3 (1 multi-State)	886,667	50%

SUMMARY

South Dakota has three MPOs, one of which is a multi-State MPO located in Sioux City, IA: the Siouxland Interstate Metropolitan Planning Council, or SIMPCO. The South Dakota Department of Transportation (SDDOT) distributes 2.4% of the total PL funds to the SIMPCO: a percentage based on the amount of funding agreed upon to conduct South Dakota’s portion of the MPO planning activities. SDDOT retains 15% of the remaining funds after the required coordination with the MPOs²² to fund technical assistance to the MPOs. This 15% is based on a historical approximation for the salary of one planner plus additional funding for joint studies conducted in partnership with the MPOs. SDDOT then divides again the remaining funds to be distributed between the Rapid City Area MPO, the South Eastern Council of Governments (SECOG), and the Sioux Falls MPO, using a formula estimated on the 2000 Census population.

While the distribution formula will not change, the percentage allotted for the Rapid City Area MPO and the SECOG may be updated based on the 2020 decennial Census. SDDOT and the MPOs meet annually, with the PL Funds formula on the agenda after the release of the urbanized area populations from the decennial Census. SDDOT reports that the MPOs have been satisfied with the arrangement and feel that the funding is adequate for planning purposes. When it comes to the multi-state MPO, South Dakota, Nebraska, and Iowa jointly determine the amount of funding SIMPCO needs to conduct comprehensive MPO planning: each State is responsible for a percentage of funding equal to the percentage of the population in that State. South Dakota has translated that dollar amount into a percentage of

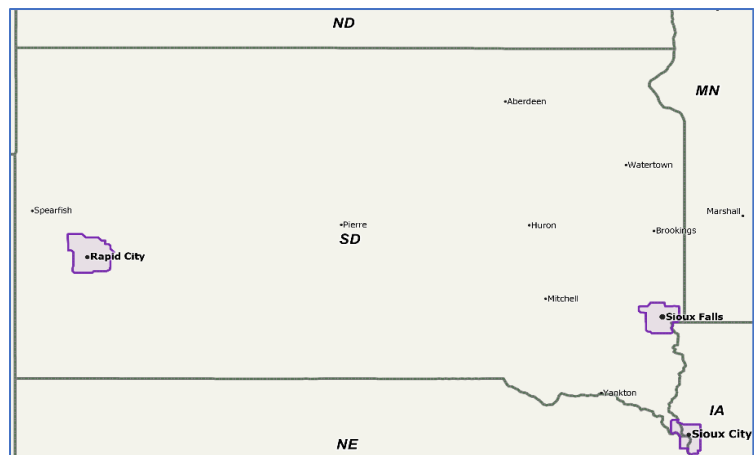


Figure 11: Map of South Dakota showing MPO areas within the state and adjacent.

Data Source: Office of Planning, Federal Highway Administration (FHWA). Last boundary update 1/23/2023

South Dakota’s Detailed Formula

- 1) 2.4% of the total PL funds are allocated to the Sioux City MPO (tri-state MPO)
- 2) 15% of remaining funds retained by SDDOT for technical assistance to MPOs
- 3) Remaining funds distributed between Rapid City Area MPO and SECOG
- 4) MPOs are responsible for matching PL funding

²² 23 CFR 420.109

PL funds and incorporated that percentage into its formula.

The municipalities within the MPOs are responsible for the required match for the PL funding. Municipalities that plan to have special studies within their represented area will pay a higher amount of the match, but MPOs and municipalities sometimes find the required match difficult to obtain.

Washington

Formula Summary	Number of MPOs	Population	Percentage Urban Population
<ul style="list-style-type: none"> • Base amount is 1.35% of the full appropriation (adjusted for bi-state MPOs based on the area in WA). • The remaining funds are distributed proportionally based on population. • Allocations for air quality MPOs are based on a percentage of 1.9%. 	12 (4 bi-State)	7,705,281	90%

SUMMARY

Washington has twelve MPOs, three of which are multi-state. In Federal Fiscal Year (FFY) 2022, WSDOT amended its base amounts for MPOs to be determined as a percentage of the overall PL fund appropriation (1.35%), which comes close to the amount proposed (\$127,000). For the multi-state MPOs, the percentage assigned for the base amount is applied proportionately, relative to the proportion of the Urbanized Area population within the Washington state boundaries. MPOs that are multi-state or belong to multi-state urbanized areas receive a boost of 0.11% of the full appropriation per MPO.

The TMA allocation was similarly adjusted based on a percentage of the overall appropriation, allotting 1.9% per TMA which is aggregated to determine the amount of funds in the TMA “pool.” The pool then is distributed proportionally, by population, to the TMAs. This adjustment aims to mitigate against changes to the number of TMAs in the state. Under the previous formula, which divided 9% of total appropriation amongst all relevant TMAs, the total amount allocated to all TMAs did not change if there were a change in the number of TMAs.

The overall appropriation was also adjusted to reflect the air quality allocation at 1.9% per air quality non-attainment area. The amount is determined by multiplying the number of the non-attainment areas by the proposed percentage to establish an air quality pool of the appropriation funds. This subset of funds is then distributed proportionally by population to the air quality non-attainment MPOs. Under the previous formula, which divided 9% of total appropriation amongst all relevant MPOs, the total amount allocated to all air quality impacted MPOs did not change if there were a change in the number of air quality impacted MPOs.

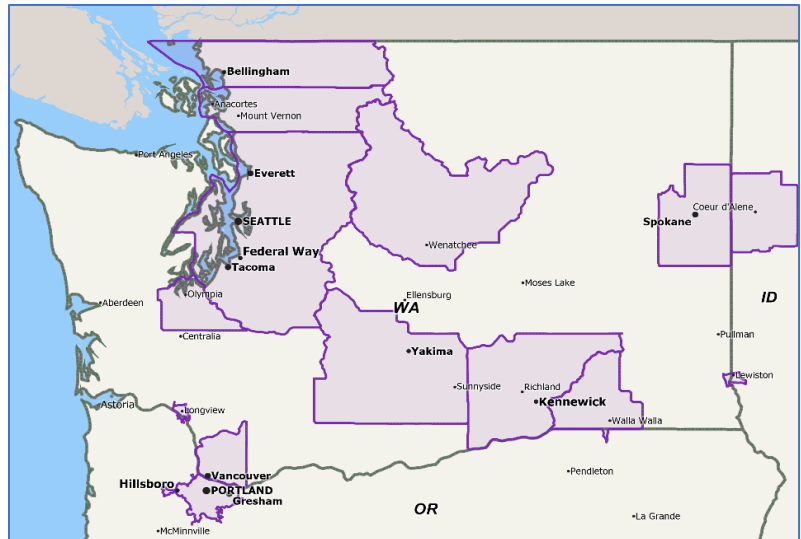


Figure 12: Map of Washington showing MPO areas within the state and adjacent.

Data Source: Office of Planning, Federal Highway Administration (FHWA). Last boundary update 1/23/2023

In FFY 2021, WSDOT and the MPOs underwent the following changes:

- Thurston Regional Planning Council (TRPC) no longer receives an air quality allocation.
- Southwest Washington Regional Transportation Council (RTC) no longer receives an air quality allocation.
- Walla Walla Valley Metropolitan Planning Organization (WWVMPO) now receives an air quality allocation.
- Yakima Valley Conference of Governments (YKCOG) expanded its metropolitan planning area (MPA) to include the entire county.

The FFY 2022 adjustments attempt to address issues associated with static values, as opposed to a percent calculation. Increases or decreases in funding for MPOs occur as the total number of TMAs and/or air quality MPOs changes. WSDOT will continue to re-evaluate how the formula is impacted by changes in the number of TMAs or the number of air quality MPOs, though some of this fluctuation is mitigated by the additional TMAs or MPOs funding being taken from the pre-set pool of funds.

In 2022, WSDOT requested the transfer of Washington's FTA Section 5303 funds to FHWA, using the Consolidated Planning Grant process to streamline the administration of planning funds to MPOs. This request also included the allocation of funds to the Idaho Transportation Department for planning activities related to the shared multi-state MPO areas.

Washington's Detailed Formula

- 1) Base amounts are calculated at 1.35% of the overall appropriation (\$127,000).
- 2) Bi-state MPOs base amounts are based on the urban population for that MPO within Washington.
- 3) TMA allocation is 1.9% of PL Funds and distributed proportionally by population.
- 4) The remaining funds are distributed proportionally based on population.

Wyoming

Formula Summary	Number of MPOs	Population	Percentage Urban Population
<ul style="list-style-type: none"> • 33.33% to Casper • 33.33% to Cheyenne • 33.33% retained by WYDOT 	2	563,626	30%

SUMMARY

Wyoming has two MPOs. The two MPOs are similar in both geographic size and population. According to the 2020 Census, Cheyenne’s urban area had a population of 65,132, alike to the Casper urban area’s population of 59,038.

The State DOT formula last approved in 2007 divides the PL funds into thirds: 33.3% is allocated to each MPO, and 33.3% is retained within the State DOT for planning studies in MPO and non-MPO areas.²³ The Wyoming Department of Transportation (WYDOT) awards the remaining third of the State’s PL funds through a competitive process targeted to cities and counties to conduct additional planning studies. A city or county can apply for funding by submitting a letter of request to its WYDOT District Engineer on a rolling basis, who will review the application with WYDOT staff to determine if the project is aligned with the metropolitan long-range transportation plan goals and if it will benefit the community.

In most cases, the applying municipalities are responsible for the match. However, when the State uses funding from the 33.3% reserved for planning studies, WYDOT is able to pay for the match up to \$50,000. This formula prioritizes the provision of resources from the two MPOs to smaller communities, as most of the state population resides in rural areas and has a great need for competitive PL funds.

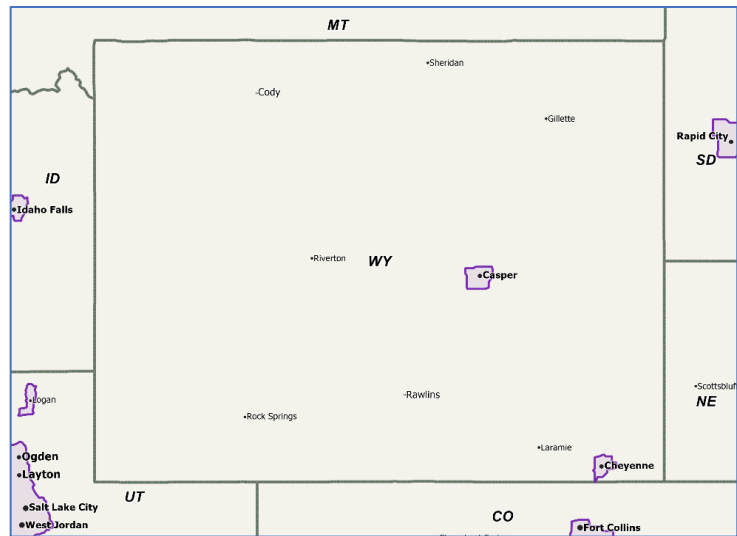


Figure 13: Map of Wyoming showing MPO areas within the state and adjacent.

Data Source: Office of Planning, Federal Highway Administration (FHWA). Last boundary update 1/23/2023

Wyoming’s Detailed Formula

- 1) One third of the PL Funds is given to the two MPOs
- 2) The remaining third is retained by WYDOT for a planning activity funding program
- 3) Municipalities are responsible for the match unless WYDOT’s third is used for planning studies, then WYDOT matches up to \$50,000

²³ According to 23 CFR 420.109(d) in minimum apportionment states PL funding allocations may be used outside the metropolitan areas, Wyoming is one of these states.