

## MAP-21 FACT SHEET

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**DATE:** October 17, 2012

**SUBJECT:** Metropolitan Planning (MP) in MAP-21

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### **PROBLEM STATEMENT:**

MAP-21 has not significantly changed the existing Metropolitan Planning Organization (MPO) planning goals or the process of administering federal planning funds to the MPOs.

### **RECOMMENDATION:**

No changes are required at this time.

### **BACKGROUND:**

The Metropolitan Planning program under SAFETEA-LU provided funding for the integration of transportation planning processes in the Metropolitan Planning Organizations (MPOs) into a unified metropolitan transportation planning process, culminating in the preparation of a multimodal transportation plan for the MPO. Title 23 of the United States Code, section 134(f) (revised in SAFETEA-LU section 6001(h)) describes Federal Planning Factors issued by Congress to emphasize planning factors from a national perspective. Under Map-21 these planning factors remain unchanged. The eight planning factors (for both metro and statewide planning) are as follows:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase the accessibility and mobility of people and for freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.

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Metropolitan Planning (PL) funding under MAP-21 is determined by using a multiplier that is applied to the State lump sum apportionment to determine each State's appropriation of PL fund amounts. The multiplier is the Ratio of the State's FY 2009 PL funds to its FY 2009 Total Apportionment. This formula replaces the previous 1 ¼ percent set-aside from core programs that was apportioned to the States based on urbanized area population used under SAFETEA-LU. This change in formula does not present a significant change in funding levels between SAFETEA-LU and MAP-21.

Fiscal Year	2013	2014
National FHWA Metropolitan Planning (PL) Appropriations	\$311,667,197	\$314,302,948
<i>ESTIMATED</i> PL Appropriation to California	\$47,520,287	\$47,922,390
Anticipated Obligation Authority (OA)	90.5%	90.5%

Metropolitan & Statewide and Nonmetropolitan Transportation Planning funding is provided for in MAP-21 per Title 49 U.S.C. § 5303-5305, which authorizes \$126,900,000 in FY 2013 and \$128,800,000 in FY 2014 to provide financial assistance for both the metropolitan and statewide planning needs.

Fiscal Year	2013	2014
National FTA Funds Authorized	\$126,900,000	\$128,800,000
Metropolitan (Section 5303)	104,971,680	106,543,360
Statewide (Section 5304)	21,928,320	22,256,640

Of the annual apportionment, 82.72% of the amounts authorized for section 5305 are allocated to the Metropolitan Planning Program and 17.28% to the Statewide Planning and Research program.

California MPOs receive FHWA PL and FTA § 5303 funds each year to develop transportation plans and programs. All MPOs receive FHWA PL funds and all MPOs with an urbanized area receive FTA § 5303 funds each year. The percentage of the California apportionment of FHWA PL and FTA § 5303 each MPO receives is determined by a formula agreed to by the MPOs, Department, and FHWA/FTA.

The FHWA PL formula (for California) has three components:

1. A base allocation
2. A two-part population component which distributes funds by the proportion of the total population of each MPO based on California Department of Finance estimates each January
3. An air quality component based on the proportion of federal Congestion Mitigation Air Quality (CMAQ) funds to total programmatic FHWA PL funds

The FTA § 5303 formula (for California) has two components:

1. A base allocation
2. A population component, which distributes funds according to the MPO's percentage of statewide urbanized area population as of the most recent decennial census.

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The FHWA PL formula refers to *total* population, but the FTA § 5303 formula refers to *urbanized area* population. Also, the FHWA PL population number is adjusted annually through the use of Department of Finance's E-1 Estimates, but the FTA § 5303 population number is only adjusted after each decennial census.

**PROPOSED IMPLEMENTATION SCHEDULE:**

October 1, 2012 as no significant changes to the program have been identified.

**ADDITIONAL CONSIDERATIONS:**

None