

METROPOLITAN PLANNING FUNDING



Metropolitan transportation planning funding derives from two sources: a one percent takedown from the Surface Transportation Program, Bridge Replacement and Rehabilitation Program, Congestion Mitigation and Air Quality Program, Interstate Management, and National Highway System Program; and transit authorizations, the funding for which comes from both the Mass Transit Account of the Highway Trust Fund and the General Fund.

FTA metropolitan transportation planning funding authorizations may vary for any year, depending on the degree to which Congress appropriates non-guaranteed funds authorized to be appropriated from the General Fund. Funding authorized from the Mass Transit Account of the Highway Trust Fund, and certain funds authorized to be appropriated from the General Fund, are guaranteed.

NARC continues to advocate for more resources to already financially strapped MPOs and considers increased funding to be paramount to meeting our regional needs in the future. NARC suggests the following adjustment in reauthorization.

Recommendations

- Increase to two percent the takedown cap and allow MPOs to voluntarily draw this extra amount down for planning purposes or revert the extra amount back for operations, maintenance, and construction.

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