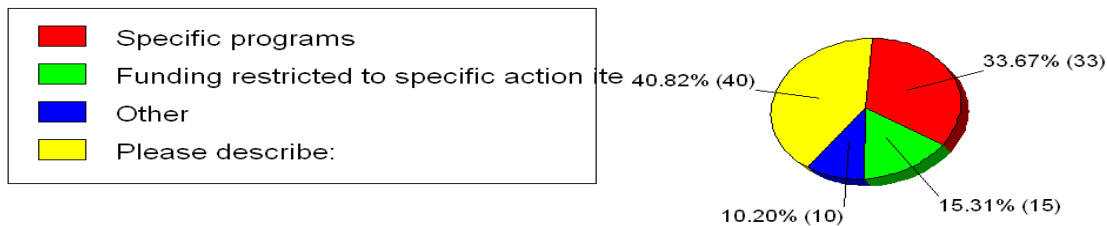


## **AMPO Survey Results: Local Match**

This AMPO Survey was sent to all MPOs during July of 2009 and received 66 responses. The survey gathered information on how MPOs derive funds to meet federal matching requirements for metropolitan planning funds (FHWA PL and FTA 5303). Also information collected indicated what local match funds were used for and any challenges in meeting local match requirements.

### **If your MPO requires a local match, what is it used for?**

- 49.25% cited Specific Programs (33 responses)
- 22.39% cited Funding Restricted to Specific Action Item(s) (15 responses)
- 13.43% cited Other (9 responses)



MPOs listed Other as the following:

- Organization operations and programs
- Matching federal funds
- MPO only receives local \$ for FTA planning
- Match CPG & non-fed eligible items & cost over-runs & special projects
- Federally funded projects programmed in our UPWP
- MPO requires local match for PL fund
- 20% federal aid match & 100% technical assistance to local govts.
- Match for UPWP items, special projects, and non-fed eligible expenses
- To match PL funding, 5303 funding and STP Metro funds used for Planning
- UPWP tasks or planning studies in region
- Special Studies, build Reserve
- Local match required for federal funds is spent only on federally eligible activities
- Sustains basic MPO staff/overhead
- MPO operations
- Federal planning funds cover only a portion of our transportation activities. Dues and grants fund the remainder.
- To fund Commute Solutions, Congestion Monitoring, Travel Demand Modeling, etc.
- Any activity that supports the MPO

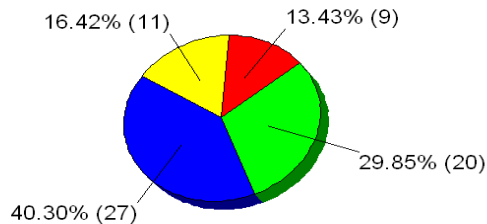
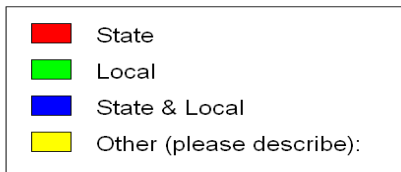
- Legislative Issues and Local Match to FTA Grant
- Programs and tasks in the UPWP scope of work; focused first on federally mandated functions, and secondly on state and local programs or tasks funded through UPWP if sufficient funding
- Local match share of entire program
- Transportation planning activities
- Match is in-kind. No dollars received.
- Cash flow
- UWP grants and non-transportation activities
- Not restricted
- In-kind match to fed. planning grants
- Local match is in-kind service unless it is a study, which requires a hard match to pay the consultant.
- Specific Transportation Projects

MPOs that do not require a local match listed the following reasons:

- MPO does not require a local match due to state toll credits

### How do you derive your local match?

- 40.3% cited State & Local (27 responses)
- 29.85% cited Local (20 responses)
- 16.42% cited Other (11 responses)
- 13.43% cited State (9 responses)

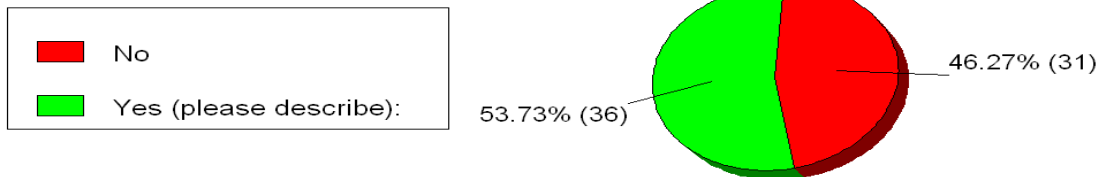


MPOs listed Other as the following:

- Local \$ for FTA 5307 match FHWA planning \$ are all state in-kind match
- MPO Bylaws
- Local (65%) and State Legislature (35%)
- In-kind
- Local match formula
- In-kind services
- Local funds and soft match: credits for tolls collected by State
- Based on population
- Toll revenues

## Are there any challenges for your MPO to meet local match requirements?

- 53.73% cited Yes
- 46.27% cited No



MPOs that cited Yes gave the following reasons:

- All of the local agencies are experiencing significant municipal and county budget cuts
- Declining local revenue
- Texas used to give match in actual \$ then they moved to in-kind and from time to time there are discussions of dropping the match
- Recently, some of our locals are having a difficult time finding local match funds even though it leverages significant federal funds
- Members not very receptive to an increase in dues
- From time to time yes. Generally, the larger the project cost, the greater the challenge.
- Due to the economic conditions
- Local govt. funds are very tight & limited
- As of FY11 GDOT will no longer be providing half of local match
- Borough does not have road powers; limited city resources
- Local governments budgets are feeling the crunch from sales tax revenues dropping significantly
- Getting cash is difficult, planning studies are limited and state provides no match
- States/Federal tougher and tougher to deal with on local match tracking, generation, and eligibility
- Diminishing levy amounts that the host agency (RDC) is collecting via the County(s) in our area
- As the recession hits local governments too
- Limited to what our smaller jurisdictions can afford in time of city staff and service reductions
- Accounting for in-kind contributions
- City and County Budget challenges
- Cutbacks to local government budgets due to declining property values and no-tax initiatives
- Our local member agencies are experiencing declining revenue and are cutting budgets
- Willingness of local partners to provide the local match

- FHWA has determined that Del DOT salaries paid with state funds cannot be used to match PL funds
- Due to the enactment of CPI driven tax caps for municipalities, the recession, and state budget cutbacks, we 1) have not increased our dues for fy2010 so we are at a set rate, 2) lost 24% of our dues from local communities who opted not to pay, 3) lost our cash match from state DOT for local match. Next year we are using 20% toll credits for all local match, which means a 20% decrease in scope of work capacity
- Raising dues of local governments in tight economic times
- We have tapped out most of our local sources for match, and are now increasingly drawing from STP funds for planning.
- State appropriating funds
- Declines in local funds and toll revenues
- Locals don't always submit
- Revenue shortfalls for our member agencies have forced us to cut back on certain grant opportunities
- Hard match can be difficult to come up with especially in these tough economic times
- The state used to pay 15% and the local 5% but recently it has changed to 10% each which is harder for the local municipalities
- Local match contributions have been voluntary until 2009. Reluctance on part of locals to pay match because they don't understand benefit of participating.

### **What is the percentage of your total budget that comes from local sources?**

MPO responses varied between 1 - 40%. Below are some specific percentages with explanations.

- 1% from contributions from local municipalities
- 3% of TOTAL budget comes from local match = some FTA 5307 \$ are provided for planning which are matched by local urban governments. However the FHWA MPO planning \$ are totally matched by in-kind state.
- 4% of our total funding comes from a 20% cash match to PL/FTA through the State of Arkansas. The State of Texas uses Transportation Development Credits to match PL/FTA funds but no "cash" is available to the MPO.
- Less than 5% (some in-kind services and a small amount of funds)
- In NY State, the required local match on MPP and PL planning funding is 5%. NY State provides a 15% match, but it is entirely in-kind. For OCTC, the portion of our program carried out by Orange Co. Planning Department staff is paid for through the county operating budget (with the Federal share reimbursed). The portion of the OCTC program carried out with contracted consultants involves direct payments from the county capital budget (again with the Federal share reimbursed). In both cases the source of local funds is county taxation.
- Approximately 10%. Our major budget stable support comes from the CPG and CDBG administrative funds.
- Currently about 11-12%. Prior to the economic down turn we obtained approx. 20% dues from municipalities in our MPO, for special studies and to build a reserve for unforeseen revenue declines, shortfalls, rescissions, or delays in federal transportation legislation or appropriations. The current annual program therefore is smaller than previous years.
- Prior to 2010 - 0%; in 2010 = 16%, all state funds

- 17%. Last year it was 19% but was reduced due to our member agencies revenue shortfalls.
- 18% paid as part of the dues to PACOG by the two largest entities - City and County.
- 13% of the UPWP is made up of local funds; 8% is made up of state funds; 26% is made up of FHWA/FTA planning funds; and 53% comes from discretionary regional STP funds. In addition to the UPWP budget the agency maintains many additional contracts and grant-funded programs.
- Currently 20% comes from local sources. 10% from state DOT, 10% from local governments. In FY11 the state DOT will no longer provide 10% match, locals will be required to provide all 20%.
- We require a 25% match from our MPO partners. The match is based on population. Back in the 1980's, the MPO partners developed the system. The port and the smallest city, actually in Oregon, pay 5% and 3% match respectively. The remaining 92% is split between the cities of Longview, Kelso and Cowlitz County. We have never used STP funds for administrative activities, so our match is higher to accommodate the operations without touching the STP funds.
- 19.2 % local jurisdictions + 9.0 % state funds = total 28.2% non fed sources
- In the past, local governments were able to provide 20% cash match. However, financial stresses during the last several years have resulted in the need to use in-kind matching.
- 44%, this includes the total MPO and regional planning commission funding which has local contracting for planning, grant writing and mapping contracts.
- As a planning department, approximately 1/2 the budget comes from local sources or STP funds.
- Our MPO is purely federally funded.
- Our counties and cities receive approximately one-third of our overall funding for local studies. They match their funding with in-kind services.