

FFY 2024 - 25
Local Assistance Delivery
Estimated Formula OA Funds as of April 30, 2025

Region	Estimated FFY 2025 OA ¹	Adjustment to FFY 2025 OA for FFY 2024 Over - Under Delivery ²	Estimated FFY 2025 Oversight Adjustment ³	Estimated FFY 2025 PROTECT OA Adjustment ⁸	Contribution for LS&R Needs Assessment FFY 2025 ⁴	LS&R Needs Assessment Funding Offset	Adjusted FFY 2025 Estimated OA ⁵	FFY 2025 Obligations as of 4/30/25	Percent Estimated OA Delivered	Balance FFY 2025 Estimated OA ⁶
Amador	906,288	(130,247)	(14,370)	66,457	-	-	828,127	668,088	80.7%	160,039
Butte	4,621,963	(2,244,936)	(73,287)	1,145,443	-	-	3,449,183	3,371,235	97.7%	77,948
Calaveras	1,018,732	(177,738)	(16,153)	90,688	-	-	915,530	750,259	81.9%	165,271
Fresno	25,808,544	(6,359,455)	(409,576)	3,244,811	-	-	22,284,324	2,253,874	10.1%	20,030,450
Kern	23,211,132	(13,084,225)	(368,323)	6,676,019	-	-	16,434,602	(108,413)	0.0%	16,543,014
Kings	3,875,531	3,512,948	(61,502)	-	-	-	7,326,977	2,771,498	37.8%	4,555,478
Madera	4,006,053	5,623,310	(63,577)	-	-	-	9,565,786	2,486,811	26.0%	7,078,975
Mariposa	411,420	2,175,120	(6,524)	-	-	-	2,580,016	299,574	11.6%	2,280,442
Merced ⁹	7,222,480	(50,839)	(114,623)	25,940	-	-	6,762,958	4,968,296	73.5%	1,794,662
Nevada	2,427,299	2,643,876	(38,505)	-	-	-	5,032,671	2,041,521	40.6%	2,991,150
Sacramento (SACOG)	56,980,615	(23,425,883)	(904,032)	11,952,686	-	-	44,603,386	8,609,078	19.3%	35,994,308
San Diego	81,117,080	(116,757,315)	(1,287,052)	59,573,570	-	-	22,646,283	14,291,034	63.1%	8,355,249
San Francisco Bay Area (MTC)	169,976,409	(47,985,365)	(2,695,223)	24,483,772	-	-	143,779,592	18,361,201	12.8%	125,418,391
San Joaquin ⁹	19,943,228	25,275,555	(316,503)	-	-	-	45,222,279	13,212,629	29.2%	32,009,651
San Luis Obispo	6,274,179	3,260,424	(99,485)	-	-	-	9,435,119	4,592,271	48.7%	4,842,848
Santa Barbara	6,121,015	2,575,543	(96,704)	-	-	-	8,599,854	4,071,179	47.3%	4,528,675
Southern California (SCAG)	512,488,542	46,067,432	(8,135,599)	-	-	-	550,420,374	70,353,616	12.8%	480,066,759
Stanislaus	14,018,038	7,101,635	(222,457)	-	-	-	20,897,216	5,540,936	26.5%	15,356,280
Tahoe	3,303,004	(482,441)	(52,390)	246,158	-	-	3,014,331	2,884,242	95.7%	130,089
Tehama	1,469,866	1,914,651	(23,305)	-	-	-	3,361,212	1,087,074	32.3%	2,274,138
Tulare	12,122,145	(9,181,709)	(192,376)	4,684,821	-	-	7,432,882	7,200,620	96.9%	232,262
Tuolumne	1,241,028	1,960,857	(19,677)	-	-	-	3,182,208	914,031	28.7%	2,268,177
Exchange Counties	24,080,247	176,258	(380,438)	-	-	-	23,876,067	28,433,695	119.1%	(4,557,627)
TOTAL LOCAL AGENCIES	982,644,839	(117,592,545)	(15,591,683)	112,190,365	-	-	961,650,976	199,054,349	20.7%	762,596,627
HBP	285,873,817	(75,404,571)	(4,594,212)	38,473,987	-	-	244,349,022	133,631,497	54.7%	110,717,525
Safety ¹⁰	94,120,240	(37,570,310)	(1,345,311)	19,169,656	-	-	74,374,275	29,280,943	39.4%	45,093,332
Carbon Reduction Program (CRP) ⁷	62,011,003	90,953,858	-	-	-	-	152,964,861	41,515,124	27.1%	111,449,737
PROTECT Program ^{7,8}	43,391,356	131,442,652	-	(169,834,008)	-	-	5,000,000	-	0.0%	5,000,000
SRTS	-	8,170,915	-	-	-	-	8,170,915	(3,654)	0.0%	8,174,569
TOTAL	1,468,041,256	(2)	(21,531,206)	-	-	-	1,446,510,048	403,478,259	27.9%	1,043,031,789
FFY 2024 Formula OA Obligations YTD (4/30/24) (Total)	Prior year data displayed for informational purposes		-	-	-	-	1,454,601,157	389,395,698	26.8%	1,065,205,459

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Information:

- < This April 30, 2025, report is based on the Department's Federal Aid Data System (FADS) transactions.
- < Obligations include obligations, deobligations and Federal Transit Administration (FTA) transfers.
- < The federal fiscal year (FFY) 2024-25 (FFY 2025) RSTP Exchange is included in the March 2025 Obligation Authority (OA) delivery report in the FFY 2025 Obligations amount.
- < The federal fiscal year (FFY) 2024-25 (FFY 2025) HSIP SB 137 Exchange is included in the March 2025 Obligation Authority (OA) delivery report in the Safety Obligations amount.

Footnotes:

¹ The Locals' estimated base Federal Fiscal Year (FFY) 2024-25 (FFY 2025) Obligation Authority (OA) is based on last year's (FFY 2024) actual OA amount until a full year of FFY 2025 OA is released. The FFY 2024 actual OA amount was provided by our Department's Office of Federal Resources (OFR) on October 14, 2024, and is based on the Federal Highway Administration (FHWA) FFY 2024 OA Notice (FHWA N4520.284) dated March 25, 2024. The Continuing Appropriations Act, 2025, was amended by the American Relief Act, 2025, and provides 165 days of OA through March 14, 2025. The Continuing Appropriations Act, 2025, provided an estimated \$322M OA to the locals and more information from the American Relief Act, 2025, is pending. The OA spread between regions and programs was updated based on the Department's Division of Financial Programming FFY 2025 Estimates apportionment distributions issued on January 9, 2025.

² Balance of FFY 2024 OA (last FFY's OA balance) -- This is the amount a Region/Program must pay back if over delivered or the amount a Region/Program will receive to "make whole" if under delivered based on the Division of Local Assistance's (DLA's) OA Management Policy. Amounts shown in parenthesis are amounts owed and positive (non-parenthesis numbers) amounts are to be repaid to Regions/Programs. Please see September 30, 2024, OA delivery report for details on this amount.

³ Required by Sections 182.6(n) and 182.7(k) of the California Streets and Highways Code. The distribution of the estimated oversight amount is based on the FFY 2024 State/Local Splits report from OFR dated October 14, 2024, and Division of Local Assistance's Oversight Spread to Programs dated October 14, 2024.

⁴ Received agreements during FFY 2025 from Region(s) for the Local Streets and Roads (LS&R) Statewide Needs Assessment Funding Concurrence.

⁵ This is the FFY 2025 adjusted estimated base OA, which includes adjustments for the FFY 2024 OA over or under delivery, the FFY 2025 Estimated Oversight Adjustment, the PROTECT OA adjustment, and the LS&R Needs Assessment.

⁶ Balance of FFY 2025 estimated OA per date of report -- This is the running balance of FFY 2025 estimated OA. At the end of the FFY, this is the amount a Region/Program must pay back if over delivered or the amount a Region/Program will receive to "make whole" if under delivered based on DLA's OA Management Policy. Amounts shown in parenthesis are owed back and positive (non-parenthesis numbers) amounts are owed to those Regions/Programs. If OA is lost to the State due to DLA under delivery as a whole, under delivered OA may not be available to repay Regions and/or Programs.

⁷ CRP and PROTECT OA will be treated similar to HBP and Safety based on program administration.

⁸ PROTECT OA is reduced to \$5,000,000 for FFY 2025 based on discussions with DLA PROTECT program managers. Estimated excess PROTECT OA is redistributed and spread between regions/programs that received AR in FFY 2024. The Estimated PROTECT OA redistribution is based on the percentage of received FFY 2024 AR. The amounts of estimated excess PROTECT OA may change in the future when the total local Estimated OA amount is updated.

⁹ The San Joaquin Council of Governments (SJCOG) and the Merced County Association of Governments (MCAG) entered into a transfer agreement dated January 24, 2025, for MCAG to transfer \$320,000 OA to SJCOG for the purpose of funding a ridesharing service. The same amount of CMAQ apportionment was also transferred and is reflected on SJCOG's and MCAG's Monthly CMAQ/STBGP Activity report.

¹⁰ In March 2025, \$30,000,000 of Local federal-aid Safety apportionments and OA were transferred to OFR per Reference 2.5h from the June 27-28, 2024 California Transportation Commission meeting, in exchange for State Highway Account (SHA) funds. The transfer and exchange is allowed per Senate Bill (SB) 137 (Chapter 639 of the 2019 Statutes), effective October 8, 2019, which authorized the Department to allow up to \$100,000,000 of federal Local Assistance funds to be exchanged for SHA funds. The purpose of the exchange is to fund local Highway Safety Improvement Program (HSIP) projects with State and local funds. The exchange will lead to increased efficiency for local agencies by reducing the time and resources needed to deliver HSIP projects.