

**Estimated Fiscal Year (FY) 2020-21 FHWA PL and FTA 5303
Metropolitan Planning Fund Allocations to California MPOs**

Prepared by the Caltrans Division of Transportation Planning

Metropolitan Planning Organization (MPO)	FHWA PL			FTA 5303		
	Low	Mid	High	Low	Mid	High
Southern California Association of Governments	\$20,454,551	\$20,871,991	\$21,289,431	\$8,895,189	\$9,170,298	\$9,445,407
Metropolitan Transportation Commission	\$8,205,287	\$8,372,742	\$8,540,197	\$3,513,322	\$3,621,981	\$3,730,640
San Diego Association of Governments	\$4,023,102	\$4,105,206	\$4,187,310	\$1,521,259	\$1,568,308	\$1,615,358
Sacramento Area Council of Governments	\$3,001,258	\$3,062,508	\$3,123,758	\$1,017,944	\$1,049,427	\$1,080,909
Fresno Council of Governments	\$1,597,901	\$1,630,511	\$1,663,121	\$348,596	\$359,377	\$370,158
San Joaquin Council of Governments	\$1,351,115	\$1,378,688	\$1,406,262	\$326,101	\$336,187	\$346,272
Kern Council of Governments	\$1,496,563	\$1,527,105	\$1,557,647	\$309,749	\$319,329	\$328,909
Association of Monterey Bay Area Governments	\$1,243,523	\$1,268,901	\$1,294,279	\$288,312	\$297,229	\$306,146
Stanislaus Council of Governments	\$1,140,614	\$1,163,892	\$1,187,170	\$248,475	\$256,160	\$263,845
Santa Barbara County Association of Governments	\$884,609	\$902,663	\$920,716	\$207,592	\$214,012	\$220,433
Tulare County Association of Governments	\$978,576	\$998,547	\$1,018,518	\$162,719	\$167,752	\$172,785
San Luis Obispo Council of Governments	\$768,457	\$784,140	\$799,823	\$104,945	\$108,191	\$111,437
Tahoe Metropolitan Planning Organization	\$622,980	\$635,694	\$648,408	\$88,998	\$91,751	\$94,503
Merced County Association of Governments	\$783,239	\$799,223	\$815,207	\$84,908	\$87,534	\$90,160
Shasta Regional Transportation Agency	\$637,870	\$650,888	\$663,906	\$75,108	\$77,431	\$79,754
Butte County Association of Governments	\$702,810	\$717,153	\$731,496	\$65,147	\$67,162	\$69,177
Kings County Association of Governments	\$640,268	\$653,335	\$666,401	\$59,934	\$61,787	\$63,641
Madera County Transportation Commission	\$646,069	\$659,254	\$672,439	\$55,080	\$56,784	\$58,488
Total	\$49,178,792	\$50,182,440	\$51,186,089	\$17,373,378	\$17,910,699	\$18,448,020

Disclaimer: These are estimated allocations only. Final allocation amounts will be provided once final official notices are released by FHWA and FTA. It is unknown when the final official notices will be released. The MPO should program within the range provided.

Federal Highway Administration (FHWA) Metropolitan Planning (PL) funds - Final PL allocations will be based on the final apportionment provided to California and apply the Obligation Authority (OA) Limitation rate.

Federal Transit Administration (FTA) 5303 funds - Final FTA 5303 allocations will be based on final apportionments provided to California and are not subject to an OA limitation.

If final FHWA PL or FTA 5303 allocations are higher than the high estimate, the MPO has two options:

1. Increase the programmed amount of FHWA PL and/or FTA 5303 match the final allocations. MPOs will need to program the additional amount via a formal amendment due by May 1st. If the final allocations are released later in the fiscal year, the agency may be allowed to add the additional funding in the Certification of Expenditures (COE) process with prior HQs approval. In this case, the MPO will save its full allocation/Obligation Authority (OA) and the funds will be safe from a rescission. If the MPO is using toll credits to match the affected allocation and the amount of toll credits requested is not sufficient to cover the increase, the MPO will need to use other non-federal match source(s) to accommodate the difference. Refer to section 3.09b of the 2017 Regional Planning Handbook (RPH).

2. Not increase the programmed amount to match the final fiscal year allocations. In this case, the MPO will lose the difference in OA (Final Allocation vs Programmed amount below final allocation) and any unprogrammed funds may be subject to a Federal rescission. The MPO may request to use the unprogrammed amount in a subsequent fiscal year by submitting a justification to Erin Thompson in HQs Regional Planning. The request will be forwarded to the Caltrans Office of Federal resources for review and approval for the August OA re-distribution. If approved, the MPO could program the funding. If denied, the MPO will not be able to use the unprogrammed OA.

If final FHWA PL or FTA 5303 allocations are lower than the MPOs programmed fiscal year allocations:

The MPO will need to reduce its programmed allocations to the final FY allocation amount. This also means that the amount of local match needed will be reduced proportionately.