

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

Metropolitan Planning Organization (MPO)	FHWA PL Best Estimates	FTA 5303 Final Allocations
Southern California Association of Governments	\$20,074,559	\$9,007,453
Metropolitan Transportation Commission	\$8,052,854	\$3,557,462
San Diego Association of Governments	\$3,948,363	\$1,540,186
Sacramento Area Council of Governments	\$2,945,502	\$1,030,499
Fresno Council of Governments	\$1,568,216	\$352,678
San Joaquin Council of Governments	\$1,326,014	\$329,899
Kern Council of Governments	\$1,468,761	\$313,340
Association of Monterey Bay Area Governments	\$1,220,421	\$291,632
Stanislaus Council of Governments	\$1,119,425	\$251,290
Santa Barbara County Association of Governments	\$868,176	\$209,890
Tulare County Association of Governments	\$960,396	\$164,450
San Luis Obispo Council of Governments	\$754,181	\$105,945
Tahoe Metropolitan Planning Organization	\$611,407	\$89,796
Merced County Association of Governments	\$768,688	\$85,653
Shasta Regional Transportation Agency	\$626,021	\$75,729
Butte County Association of Governments	\$689,754	\$65,642
Kings County Association of Governments	\$628,374	\$60,363
Madera County Transportation Commission	\$634,067	\$55,448
Total	\$48,265,179	\$17,587,356

Federal Highway Administration (FHWA) Metropolitan Planning (PL) funds - PL allocations above are based on an assumed 90% Obligation Authority (OA) rate of the FY 2020-21 federal apportionment amount. In the event the final OA rate is higher or lower, we will notify you and make adjustments to the final FY 2021-22 allocation amounts.

Federal Transit Administration (FTA) 5303 funds - Final FTA 5303 allocations above are 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 MPO's programmed amounts,
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 amounts:

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.