FINAL Fiscal Year (FY) 2024-25 Formula Allocations
Metropolitan Planning Fund Allocations to California MPOs
Prepared by the Caltrans Division of Transportation Planning

Metropolitan Planning Organization (MPO)	FHWA PL			FTA 5303	SB1 Formula
	Cumulative Total (PL&CS)	PL Only	Complete Streets		
Southern California Association of Governments	$24,051,524	$23,450,236	$601,288	$11,783,973	$5,203,500
Metropolitan Transportation Commission	$9,783,876	$9,539,280	$244,597	$4,860,889	$2,121,100
San Diego Association of Governments	$4,903,102	$4,780,524	$122,578	$2,012,940	$1,065,000
Sacramento Area Council of Governments	$3,745,414	$3,651,779	$93,635	$1,453,435	$815,400
Fresno Council of Governments	$1,937,055	$1,888,629	$48,426	$481,958	$423,700
Kern Council of Governments	$1,807,585	$1,762,396	$45,190	$386,070	$395,600
San Joaquin Council of Governments	$1,663,902	$1,622,304	$41,598	$467,598	$363,600
Association of Monterey Bay Area Governments	$1,509,188	$1,471,458	$37,730	$365,570	$330,300
Stanislaus Council of Governments	$1,370,637	$1,336,371	$34,266	$299,047	$0
Tulare County Association of Governments	$1,186,291	$1,156,634	$29,657	$210,914	$259,900
Santa Barbara County Association of Governments	$1,071,794	$1,045,000	$26,795	$275,353	$235,500
Merced County Association of Governments	$954,720	$930,852	$23,868	$112,644	$211,200
San Luis Obispo Council of Governments	$931,160	$907,881	$23,279	$129,264	$206,100
Butte County Association of Governments	$829,514	$808,776	$20,738	$87,499	$184,300
Madera County Transportation Commission	$782,725	$763,157	$19,568	$68,122	$172,800
Shasta Regional Transportation Agency	$777,716	$758,273	$19,443	$93,479	$172,800
Kings County Association of Governments	$774,627	$755,261	$19,366	$58,363	$171,500
Tahoe Regional Planning Agency	$755,700	$736,808	$18,893	$151,654	$167,700
Total	$58,836,531	$57,365,618	$1,470,913	$23,298,772	$12,500,000

Federal Highway Administration (FHWA) Metropolitan Planning (PL) funds - PL allocations above are based on an assumed 84% Obligation Authority (OA) rate of the FY 2024-25 federal apportionment amount. In the event the final OA rate is higher or lower, we will notify you.

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, effective July 1st, 2022, MPOs may seek approval to increase toll credits to match their final FHWA PL and FTA 5303 allocations. Complete Streets funds have a federal match waiver approval effective Jan. 2023.

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.