



Transportation Committee

May 8, 2014

2014 SACOG Delivery Plan Update

Issue: What projects are poised for delivery in 2014 and what is SACOG doing to ensure that it meets its project delivery goals and targets?

Recommendation: None. This item is for information only; there will not be a staff presentation.

Discussion: In September 2013, the SACOG Board approved the SACOG Delivery Plan 2014 Process. Outlined in this item were the timing, tiers and overall process (see Attachment A). Since this point, SACOG collected delivery information from sponsors of projects slated to receive the following federal funds: Congestion Mitigation and Air Quality (CMAQ), Regional Surface Transportation Program (RSTP), and Regional Improvement Program (RIP). The attached list shows which projects intend to submit requests for authorization (RFAs) in order to obligate federal funds in federal fiscal year (FFY) 2014 so that they can proceed with federally reimbursable work (see Attachment B).

If all of the project funding in Tiers I and II of the 2014 Delivery Plan were obligated in FFY 2014, SACOG would exceed its obligation authority (OA) target by \$16.5 million (134 percent of its \$48.2 million target). OA is available capacity to expend funds. Apportionment targets are separate from OA; apportionment is available funding. If all CMAQ projects were to deliver, SACOG would exceed its CMAQ apportionment by \$7.3 million (21 percent above \$34.2 million target). If all RSTP projects delivered, SACOG would still have a balance of \$13.5 million (63 percent below \$38.5 million target).

Projected delivery for 2014 is modest and may still meet SACOG's targets. Although it would seem that the region is on track, historically, delivery of federally funded transportation projects has been well below 100 percent of projections. Often, only two thirds of those projects that said they would deliver actually delivered. Should delivery slip by more than 25 percent, SACOG would fall short of using its entire obligation authority.

Creative Approaches for 2014

SACOG has had success creating opportunities for other projects to advance to balance delivery failure. One way SACOG does this is through its tiered prioritization process. Projects in Tier I have funds programmed in the current year, FFY 2014, and have delivery priority until February 1, 2014. Projects in Tier II are programmed in other years of the Metropolitan Transportation Improvement Program (MTIP), but share delivery priority with Tier I projects from February 1 until May 1, 2014. Tier III projects are those that desire a loan of CMAQ or RSTP funds. After May 1, 2014, SACOG may loan these projects funding in order to help meet overall delivery targets.

In past years, Tiers I and II added up to SACOG meeting 150 percent of its obligation authority (OA) delivery targets. This year, the two tiers add up to only 134 percent. In order to ensure more than 100 percent of OA delivery, SACOG will pursue Tier III loans for projects that wish to borrow CMAQ or RSTP funds and pay them back with local or state funds. Tier III currently has \$23.2 million in projects wishing to deliver. If all three tiers delivered, SACOG would hit 182 percent of its OA delivery target (see Attachment C).

There is a downside to this delivery strategy. If delivery is strong and SACOG runs out of apportionment or the state runs out of obligation authority, then some projects won't be able to obligate in FFY 2014. They will need either to wait for their tier window in 2015, or else use advance construction. But the benefits are that SACOG is likely to win additional OA for the region by over-delivering its OA and participating in "August Redistribution," which is the federal redistribution of leftover OA from the rest of the country. Attachment D provides a statewide overview of the success of SACOG last year in capturing federal redistribution relative to other regions.

Purpose, Goals, Objectives, and Strategies

The Delivery Plan is a tool SACOG employs as part of a series of objectives and strategies intended to help SACOG achieve its project delivery goals.

Goals

1. Promptly implement the Metropolitan Transportation Plan/Sustainable Communities Strategy for 2035(MTP/SCS).
2. Ensure that no funding is lost from the region.
3. Win additional funding for the region.

Objectives

1. Help individual MTP/SCS projects deliver on time or earlier.
2. Deliver and exceed the region's annual obligation authority (OA) early and before the end of the fiscal year.
3. Deliver or exceed the region's entire apportionment for CMAQ and RSTP early and before the end of the fiscal year.

Strategies

1. Coordinate with project sponsors, Caltrans Local Assistance, and federal partners through phone calls, emails, and regular meetings.
2. Provide any assistance possible, such as helping sponsors surmount delivery obstacles and streamlining MTIP amendments.
3. Pursue creative approaches, such as offering Tier III loans, facilitating funding swaps, borrowing apportionments and/or obligation authority from other regions, and taking advantage of toll credits.

JLC:gg

Attachments

Key Staff: Sharon Sprowls, Senior Program Specialist, (916) 340-6235
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SACOG Board of Directors

Item #13-9-4 Consent

September 19, 2013

Approve Delivery Plan 2014 Process

Issue: What process should be adopted for developing the 2014 SACOG Project Delivery Plan?

Recommendation: The Transportation Committee unanimously recommends that the Board approve the 2014 Project Delivery Plan process.

Committee Action/Discussion: Each year, SACOG staff helps project sponsors deliver their projects with SACOG-controlled federal funds. Project sponsors navigate a complicated federal aid funding process to request and spend these funds in a timely manner. SACOG's annual delivery plan prioritizes who can request federal funds during the current Federal Fiscal Year (FFY) by balancing past commitments, funding availability, and project readiness.

On December 9, 2012, the SACOG Board approved the 2013 FFY Delivery Plan and Process, which concludes on September 30, 2013. Staff has been diligently working with project sponsors over the summer months to maximize the use of federal funds and increase delivery. Staff will be returning as part of a future Board cycle to highlight the results of this process once the FFY ends.

Proposed 2014 Delivery Plan Process

SACOG staff will initiate the process by requesting project sponsors to complete a Project Cost and Schedule form (PCS form), similar to the Project Cost and Schedule form used in the application process for the 2014 SACOG Flexible Funding Round. Staff will use the information from these forms to develop the 2014 Project Delivery Plan, showing basic project information, funding amounts, and an expected date for the project sponsor's Request for Authorization (RFA) for federal funds. If project sponsors believe that the current date is inaccurate, they should update the PCS form with a description of the delay so that SACOG staff can be more accurately predict delivery for 2014. If the schedule in the PCS form cannot be met, SACOG staff will find other projects to advance.

As in past years, the 2014 Delivery Plan will have three tiers: The first tier is for projects programmed in the current year and bond-funded projects programmed in any year of the Metropolitan Transportation Improvement Program (MTIP). These projects will have priority for SACOG's federal funds until February 1, 2014. The second tier is for projects programmed in any year of the MTIP. These projects will have priority for SACOG's federal funds until May 1, 2014. The third tier is for projects not programmed in the MTIP that would like to borrow SACOG's federal funds to deliver a project earlier than its other identified funds might allow. SACOG will consider these requests based on delivery need. Staff recommends approval of the process outlined in more detail in Attachment A.

Approved by:

Mike McKeever
Chief Executive Officer

MM:SS:gg
Attachment

Key Staff: Matt Carpenter, Director of Transportation Services, (916) 340-6276
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PROPOSED 2014 DELIVERY PLAN PROCESS

Because of SACOG's past project delivery successes, the 2014 Project Delivery Plan proposes to use the same process as earlier plans. Projects will be classified under the following prioritized three tiers:

Classification	Project Group	Level of Priority
Tier I	Projects programmed in the MTIP for FFY 2014 and programmed projects with Proposition 1B funds irrespective of year.	Priority until February 1, 2014
Tier II	Projects programmed in any year of the MTIP	Priority until May 1, 2014
Tier III	Projects not programmed in the MTIP that desire a loan.	Will be considered after May 1, 2014

As shown in the above table, projects programmed in the SACOG MTIP for FFY 2014 and programmed projects with Proposition 1B funds in any year of the MTIP will be given the highest priority in the new plan to implement the projects. The hope is that between October 1, 2013, and February 1, 2014, sponsors of these projects will submit their fully completed Request for Authorization (RFA) to Caltrans District 3 Office of Local Assistance. Should there be problems fully completing the RFA and those problems carryover beyond February 1, 2014, that project will lose its highest priority status and compete with projects in Tier II. This will continue until May 1, when SACOG will consider loans for un-programmed projects. The 2014 Project Delivery Plan offers the opportunity to un-programmed projects seeking loans for implementation from SACOG. The process and conditions for such loans are already well established in the SACOG region, and the proposed 2014 plan will adhere to them.

The following is the proposed plan schedule:

Date	Activity
Aug 28, 2013	2014 Project Delivery Plan process presented to the Regional Planning Partnership
Sep 5, 2013	2014 Project Delivery Plan process presented to the Transportation Committee
Sep 26, 2013	SACOG Board approves process
Oct 1, 2013	Letter sent to project sponsors requesting 2014 projects for delivery
Oct 31, 2013	Deadline to receive all project delivery requests
Dec 4, 2013	SACOG will prepare initial delivery plan
Mar 3, 2014	Delivery plan update request sent to jurisdictions
Mar 17, 2014	Deadline to receive updates
Apr 1, 2014	Submit SACOG 2014 Draft Project Delivery Plan to Caltrans

As in past years, staff proposes to expand SACOG's project delivery potential by borrowing apportionments and/or obligational authority (OA) or loaning, as appropriate, from other regional agencies or from the state. Extending these practices for the 2014 Delivery Plan may help fund additional projects or keep funds within the region. With respect to borrowing or loaning funds, under normal circumstances, staff will take any proposed loan agreements to the Board for its review and approval prior to signature by the Chief Executive Officer. In the event that there is an urgent need for SACOG to execute a loan agreement, current Board delegation gives the Chief Executive Officer discretion to commit SACOG for such purposes. Consistent with past practices, staff would then report back to the Board at the earliest opportunity or at the yearend delivery update. An example of this type of update can be seen in Attachment A-1; this is a report of an actual loan agreement which took place as part of the 2013 Delivery Process.

2013 Loan Agreements Example*:

**This is a report of an actual loan agreement which took place as part of the 2013 Delivery Process*

Loan Agreement: Entered and effective August 7, 2013. SACOG loaned \$440,000 in FFY 2012/2013 apportionment, FFY 2013/2014 programming capacity, and FFY 2013/2014 obligational authority to the Tahoe Regional Transportation Planning Agency (TRPA). TRPA will be repaying the apportionment, programming capacity, and obligational authority in FFY 15/16.

Loan Agreement Background: TRPA and the El Dorado County Transportation Commission requested that SACOG loan \$440,000 to TRPA to allow TRPA to advance its CMAQ-funded Lake Tahoe Boulevard Enhancement Project. This agreement was beneficial to TRPA; it can now deliver a project in the fall of 2013. SACOG benefits from spending down available CMAQ apportionment in the current year.

SACOG 2014 Delivery Information for CMAQ and RSTP Funded Projects

Updated 04-15-2014

Includes all projects planning to obligate CMAQ or RSTP, with expected RFAs for the entire FFY 2014, which covers October 2013 through September 2014. Some of these projects may have already obligated.

**Sponsor Estimated Request for Authorization (RFA) Dates,
Last updates from sponsors 03-28-14**

By Feb 1	By May 1	After May 1	Grand Total
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Tier I, II, and III projects with RSTP and CMAQ sorted by lead agency

	By Feb 1	By May 1	After May 1	Grand Total
Tier I RSTP and CMAQ Obligated as of 04-13-2014	\$ 8,886,550	\$ 350,108	\$ -	\$ 9,236,658
City of Placerville	\$ -	\$ 214,592	\$ -	\$ 214,592
Clay Street at Cedar Ravine	\$ -	\$ 214,592	\$ -	\$ 214,592
City of Rancho Cordova	\$ 1,879,000	\$ -	\$ -	\$ 1,879,000
Sunrise Blvd. Complete Streets Rehabilitation	\$ 1,879,000	\$ -	\$ -	\$ 1,879,000
City of Rocklin	\$ -	\$ 135,516	\$ -	\$ 135,516
Pacific Street-Bikeway/Neighborhood Electric Vehicle Expansion Project	\$ -	\$ 135,516	\$ -	\$ 135,516
City of Roseville	\$ 2,591,780	\$ -	\$ -	\$ 2,591,780
Oak Street Improvements	\$ 2,591,780	\$ -	\$ -	\$ 2,591,780
County of El Dorado	\$ 60,770	\$ -	\$ -	\$ 60,770
Francisco Drive Right-Turn Pocket	\$ 60,770	\$ -	\$ -	\$ 60,770
County of Yuba	\$ 3,569,000	\$ -	\$ -	\$ 3,569,000
SR 70/Feather River Blvd. Interchange	\$ 3,569,000	\$ -	\$ -	\$ 3,569,000
Sac. Metro Air Quality Management District	\$ 600,000	\$ -	\$ -	\$ 600,000
Spare the Air Phase 2	\$ 600,000	\$ -	\$ -	\$ 600,000
SACOG	\$ 186,000	\$ -	\$ -	\$ 186,000
Programming and Monitoring (RSTP) Phase 2	\$ 186,000	\$ -	\$ -	\$ 186,000
Tier I RSTP and CMAQ programmed in FFY 2014	\$ 6,589,647	\$ 22,866,695	\$ 12,131,090	\$ 41,587,432
Caltrans District 3	\$ -	\$ -	\$ 900,000	\$ 900,000
Feather River Parkway	\$ -	\$ -	\$ 900,000	\$ 900,000
City of Citrus Heights	\$ -	\$ 1,181,913	\$ -	\$ 1,181,913
Auburn Blvd Complete Streets - Phase 2 (Rusch Park to Northern City Limits)	\$ -	\$ 1,062,000	\$ -	\$ 1,062,000
Mariposa Safe Routes to School - Phase 3	\$ -	\$ 119,913	\$ -	\$ 119,913
City of Colfax	\$ -	\$ 200,000	\$ -	\$ 200,000
Grass Valley Street Railroad Crossing Pedestrian and Bike Improvements	\$ -	\$ 200,000	\$ -	\$ 200,000
City of Elk Grove	\$ 400,000	\$ 640,000	\$ -	\$ 1,040,000
Complete Streets Reconstruction - Waterman Rd.	\$ -	\$ 576,000	\$ -	\$ 576,000
ITS Master Plan - Phase 4 Implementation	\$ -	\$ 64,000	\$ -	\$ 64,000
Old Town Elk Grove Streetscape Improvements - Phase 2	\$ 400,000	\$ -	\$ -	\$ 400,000

**Sponsor Estimated Request for Authorization (RFA) Dates,
Last updates from sponsors 03-28-14**

	By Feb 1	By May 1	After May 1	Grand Total
City of Folsom	\$ -	\$ 500,000	\$ 1,715,100	\$ 2,215,100
Green Valley Road Widening	\$ -	\$ 500,000	\$ -	\$ 500,000
Lake Natoma Trail – Gap Closure	\$ -	\$ -	\$ 1,715,100	\$ 1,715,100
City of Lincoln	\$ -	\$ 2,313,911	\$ -	\$ 2,313,911
Lincoln Blvd. Streetscape - Phase 1	\$ -	\$ 2,313,911	\$ -	\$ 2,313,911
City of Placerville	\$ -	\$ -	\$ 762,000	\$ 762,000
Western Placerville Interchanges Phase 1B	\$ -	\$ -	\$ 762,000	\$ 762,000
City of Rancho Cordova	\$ 215,637	\$ 190,000	\$ 330,216	\$ 735,853
Folsom Blvd Complete Streets -Phase 4	\$ -	\$ -	\$ 330,216	\$ 330,216
Rancho Cordova Elementary School Bicycle and Pedestrian Improvement Project	\$ 215,637	\$ -	\$ -	\$ 215,637
Traffic Management Center	\$ -	\$ 190,000	\$ -	\$ 190,000
City of Sacramento	\$ 100,000	\$ 1,680,416	\$ 2,700,000	\$ 4,480,416
Complete Street Rehabilitation - Bell Avenue	\$ -	\$ 914,944	\$ -	\$ 914,944
Complete Street Rehabilitation - Fruitridge Road	\$ -	\$ 110,000	\$ -	\$ 110,000
Complete Street Rehabilitation - Power Inn Road	\$ 100,000	\$ -	\$ -	\$ 100,000
Meadowview Road Streetscape Project	\$ -	\$ 443,000	\$ -	\$ 443,000
R Street Corridors Phase II Streetscape Improvements, 16th to 18th Streets	\$ -	\$ -	\$ 2,700,000	\$ 2,700,000
South Sacramento Parkway Trail - West	\$ -	\$ 212,472	\$ -	\$ 212,472
City of West Sacramento	\$ 110,663	\$ 442,700	\$ -	\$ 553,363
Broadway Bridge Project Study Report	\$ -	\$ 442,700	\$ -	\$ 442,700
Sycamore Trail/Westacre and Bryte Bicycle Routes	\$ 110,663	\$ -	\$ -	\$ 110,663
City of Winters	\$ -	\$ -	\$ 646,269	\$ 646,269
Walnut Lane Roundabout	\$ -	\$ -	\$ 646,269	\$ 646,269
City of Yuba City	\$ 680,000	\$ 3,185,000	\$ -	\$ 3,865,000
Feather River Bridge at 5th Street	\$ -	\$ 3,185,000	\$ -	\$ 3,185,000
Garden Highway Bicycle Lanes and Sidewalks	\$ 680,000	\$ -	\$ -	\$ 680,000
County of El Dorado	\$ 645,200	\$ -	\$ 1,833,000	\$ 2,478,200
El Dorado Trail Extension - Missouri Flat Road to El Dorado	\$ -	\$ -	\$ 745,000	\$ 745,000
El Dorado Trail Extension -Los Trampas to Halcon	\$ -	\$ -	\$ 55,000	\$ 55,000
Francisco Drive Right-Turn Pocket	\$ -	\$ -	\$ 708,000	\$ 708,000
Northside School Class I Bike Path - Phase 1 & 2	\$ 645,200	\$ -	\$ -	\$ 645,200
Silva Valley Bike Path	\$ -	\$ -	\$ 325,000	\$ 325,000
County of Placer	\$ -	\$ 2,326,693	\$ 2,364,097	\$ 4,690,790
Auburn Folsom Rd Class II Bike Lane	\$ -	\$ -	\$ 558,240	\$ 558,240
Cook Riolo Road Pathway	\$ -	\$ -	\$ 880,857	\$ 880,857
HMA Overlay, Various County Roads (Yr1)	\$ -	\$ 2,326,693	\$ -	\$ 2,326,693
Pedestrian Improvements along Hwy 49, Education Street, and Town Court	\$ -	\$ -	\$ 925,000	\$ 925,000

**Sponsor Estimated Request for Authorization (RFA) Dates,
Last updates from sponsors 03-28-14**

	By Feb 1	By May 1	After May 1	Grand Total
County of Sacramento	\$ 662,360	\$ 1,759,205	\$ 105,408	\$ 2,526,973
Fair Oaks Blvd - Phase 3 (FOBI-3)	\$ 662,360	\$ -	\$ -	\$ 662,360
Fair Oaks Boulevard Bicycle and Pedestrian Mobility Project	\$ -	\$ 632,989	\$ -	\$ 632,989
Florin Creek Trail/SOFA Bike & Pedestrian Improvements	\$ -	\$ 243,458	\$ -	\$ 243,458
Garfield Avenue Bike Lanes and Pedestrian Connectivity Project	\$ -	\$ 316,166	\$ -	\$ 316,166
Old Florin Town Streetscape - Phase 2	\$ -	\$ 566,592	\$ 105,408	\$ 672,000
County of Yolo	\$ -	\$ -	\$ 75,000	\$ 75,000
Road Rehabilitation - County Road 27	\$ -	\$ -	\$ 75,000	\$ 75,000
County of Yuba	\$ -	\$ 97,300	\$ -	\$ 97,300
Mathews Lane and Ramirez Road Farm-to-Market Project	\$ -	\$ 97,300	\$ -	\$ 97,300
Paratransit	\$ -	\$ 1,571,200	\$ -	\$ 1,571,200
Replace CNG Paratransit Vehicles	\$ -	\$ 1,571,200	\$ -	\$ 1,571,200
Placer County Transit	\$ -	\$ 732,000	\$ -	\$ 732,000
PCT Bus Replacements - 2015	\$ -	\$ 732,000	\$ -	\$ 732,000
Placer County Transportation Planning Agency	\$ -	\$ 168,334	\$ -	\$ 168,334
Placer County Congestion Management Program	\$ -	\$ 168,334	\$ -	\$ 168,334
Sac. Metro Air Quality Management District	\$ -	\$ -	\$ 200,000	\$ 200,000
Bike Share	\$ -	\$ -	\$ 200,000	\$ 200,000
SACOG	\$ 1,381,487	\$ 378,023	\$ -	\$ 1,759,510
Regional Bicycle and Pedestrian Data Collection	\$ 181,487	\$ 378,023	\$ -	\$ 559,510
Transportation Demand Management (TDM) Phase 2	\$ 1,200,000	\$ -	\$ -	\$ 1,200,000
Sacramento Regional Transit District	\$ -	\$ 500,000	\$ 500,000	\$ 1,000,000
New Dos Rios Light Rail Station	\$ -	\$ 500,000	\$ -	\$ 500,000
New Horn Light Rail Station	\$ -	\$ -	\$ 500,000	\$ 500,000
Sacramento/ West Sac/ SRTD/ YCTD	\$ -	\$ 5,000,000	\$ -	\$ 5,000,000
Downtown/Riverfront Transit (Streetcar) Project Development	\$ -	\$ 5,000,000	\$ -	\$ 5,000,000
Yolo County Transportation District	\$ 2,394,300	\$ -	\$ -	\$ 2,394,300
Yolobus Fixed Route Bus Replacement	\$ 1,596,300	\$ -	\$ -	\$ 1,596,300
Yolobus Paratransit Vehicle Replacement	\$ 798,000	\$ -	\$ -	\$ 798,000
Tier II RSTP and CMAQ in MTIP after FFY 2014	\$ -	\$ -	\$ 13,843,456	\$ 13,843,456
City of Citrus Heights	\$ -	\$ -	\$ 2,402,705	\$ 2,402,705
Mariposa Safe Routes to School - Phase 3	\$ -	\$ -	\$ 19,477	\$ 19,477
Sunrise Blvd. Complete Streets	\$ -	\$ -	\$ 2,383,228	\$ 2,383,228
City of Davis	\$ -	\$ -	\$ 192,000	\$ 192,000
Eighth St. RR Xing Bike/Ped Safety	\$ -	\$ -	\$ 192,000	\$ 192,000

**Sponsor Estimated Request for Authorization (RFA) Dates,
Last updates from sponsors 03-28-14**

	By Feb 1	By May 1	After May 1	Grand Total
City of Folsom	\$ -	\$ -	\$ 1,673,800	\$ 1,673,800
Historic Powerhouse Canal Trail - Johnny Cash Trail Connection Project	\$ -	\$ -	\$ 778,800	\$ 778,800
Historic Powerhouse/Folsom Lake Regional Trail	\$ -	\$ -	\$ 895,000	\$ 895,000
City of Live Oak	\$ -	\$ -	\$ 1,645,205	\$ 1,645,205
Live Oak Collaborative Highway 99 Streetscape Improvements	\$ -	\$ -	\$ 810,000	\$ 810,000
Pennington Rd. Complete Streets Rehabilitation	\$ -	\$ -	\$ 835,205	\$ 835,205
City of Woodland	\$ -	\$ -	\$ 915,000	\$ 915,000
Downtown Streetscape (Main St.)	\$ -	\$ -	\$ 915,000	\$ 915,000
City of Yuba City	\$ -	\$ -	\$ 433,000	\$ 433,000
Bogue Rd. Complete Streets Rehabilitation	\$ -	\$ -	\$ 433,000	\$ 433,000
County of Sacramento	\$ -	\$ -	\$ 903,006	\$ 903,006
Fair Oaks Blvd - Phase 3 (FOBI-3)	\$ -	\$ -	\$ 903,006	\$ 903,006
County of Sutter	\$ -	\$ -	\$ 467,000	\$ 467,000
Brittan Elementary School Pedestrian Route Improvement Project	\$ -	\$ -	\$ 467,000	\$ 467,000
County of Yolo	\$ -	\$ -	\$ 1,593,540	\$ 1,593,540
CR 98 Bike and Safety Improvement - Phase 2	\$ -	\$ -	\$ 1,593,540	\$ 1,593,540
County of Yuba	\$ -	\$ -	\$ 13,200	\$ 13,200
Mathews Lane and Ramirez Road Farm-to-Market Project	\$ -	\$ -	\$ 13,200	\$ 13,200
Sac. Metro Air Quality Management District	\$ -	\$ -	\$ 3,605,000	\$ 3,605,000
Bike Share	\$ -	\$ -	\$ 3,605,000	\$ 3,605,000
Tier I and Tier II RSTP and CMAQ Total	\$ 15,476,197	\$ 23,216,803	\$ 25,974,546	\$ 64,667,546
Tier III STIP Projects considered for advancement through loans	\$ -	\$ -	\$ 23,234,000	\$ 23,234,000
Caltrans District 3	\$ -	\$ -	\$ 2,900,000	\$ 2,900,000
SR 51 NB Transition Lane and Local Roadway Improvements	\$ -	\$ -	\$ 900,000	\$ 900,000
I-5 HOV Lanes - Phase 1	\$ -	\$ -	\$ 2,000,000	\$ 2,000,000
City of Davis	\$ -	\$ -	\$ 134,000	\$ 134,000
Mace Blvd Complete Streets	\$ -	\$ -	\$ 134,000	\$ 134,000
City of Rancho Cordova	\$ -	\$ -	\$ 700,000	\$ 700,000
Zinfandel Complex Improvements	\$ -	\$ -	\$ 700,000	\$ 700,000
County of Yuba	\$ -	\$ -	\$ 500,000	\$ 500,000
Powerline Rd Bike/Ped Improvements Phase 2	\$ -	\$ -	\$ 500,000	\$ 500,000
City of Woodland	\$ -	\$ -	\$ 500,000	\$ 500,000
East Main St. Improvements	\$ -	\$ -	\$ 500,000	\$ 500,000
Sacramento Regional Transit	\$ -	\$ -	\$ 18,500,000	\$ 18,500,000
CNG Bus Replacement (from \$10m to \$18.5m)	\$ -	\$ -	\$ 18,500,000	\$ 18,500,000

SACOG 2014 Delivery Scenarios using Tier 3 loans

How are Delivery Plan "Tiers" associated with MTIP or RTIP program years?

	2013 MTIP	2014 RTIP	2014 Delivery Tiers *	
2013	Covers 4 federal fiscal years			
2014			Tier I	
2015		Covers 5 state fiscal years and stretches across 6 FFYs		Tier II
2016				Tier II
2017				Tier III
2018				Tier III
2019			Tier III	

* Tier III delivery applies to projects programmed in the STIP

How much Obligation Authority and Apportionment is available to SACOG?

	2014	Adjustment for Over-Delivery	Caltrans Oversight	Total
Obligation Authority	\$ 51,514,482	\$ (2,402,653)	\$ (945,036)	\$ 48,166,793

	Carry-Over/Prior Year	2014	De-obs thru Feb	Total
CMAQ Apportionment	\$ 5,197,963	\$ 28,735,941	\$ 358,757	\$ 34,292,661
RSTP Apportionment	\$ 11,679,527	\$ 25,297,826	\$ 1,498,426	\$ 38,475,779
				\$ 72,768,440

Who requested Tier 3 loans to advance their RTIP funded projects?

Tier III Request to Advance (STIP Funded Projects)

How much money could SACOG loan to Tier 3 projects?

	CMAQ	RSTP	
Rancho Cordova: Zinfandel Complex Improvements		\$ 700,000	
Caltrans: SR51 NB Transition Lanes		\$ 900,000	
Co. of Yuba: Powerline Rd.	\$ 500,000		
Davis: Mace Blvd.		\$ 134,000	
Woodland: East Main St.		\$ 500,000	
Caltrans: I5 HOV Lanes	\$ 2,000,000		
RT: CNG Bus Replacement	\$ 18,500,000		
Total	\$ 21,000,000	\$ 2,234,000	\$ 23,234,000

What is the best possible delivery scenario if SACOG does not issue Tier 3 loans?

	Scenario 1: All Tier I and Tier II Deliver		
	Delivery	Over/Under	Percentage
Obligation Authority Predicted to Use	\$64,667,546	(\$16,500,753)	134%
CMAQ Predicted to Use	\$41,592,661	(\$7,300,000)	121%
RSTP Predicted to Use	\$24,975,779	\$13,500,000	65%

What is the best possible delivery scenario if SACOG issues Tier 3 loans?

	Scenario 2: All Tiers I,II, and III Deliver		
	Delivery	Over/Under	Percentage
Obligation Authority Predicted to Use	\$87,901,546	(\$39,734,753)	182%
CMAQ Predicted to Use	\$62,592,661	(\$28,300,000)	183%
RSTP Predicted to Use	\$27,209,779	\$11,266,000	71%

What is the most likely delivery scenario if SACOG does issue Tier 3 loans?

	Scenario 3: Scenario 2 with 20% Failure		
	Delivery	Over/Under	Percentage
Obligation Authority Predicted to Use	\$70,321,237	(\$22,154,444)	146%
CMAQ Predicted to Use- (Applying 20% here only)	\$50,074,129	(\$15,781,468)	146%
RSTP Predicted to Use- (Applying 20% here only)	\$21,767,823	\$16,707,956	57%

**FFY 2012 - 13
Local Assistance Delivery
Formula OA Funds as of September 30, 2013**

Attachment D

Region	Actual FFY 2013 OA ¹	Adjustment to FFY 2013 OA for FFY 2012 Over - Under Delivery ²	FFY 2013 Oversight Adjustment ³	Contribution for LS&R Needs Assessment FFY 2012/13 ⁹	LS&R Needs Assessment Funding Offset	Adjusted FFY 2013 Actual OA ⁴	FFY 2013 Obligations as of 9/30/13	Percent Actual OA Delivered	FFY 2013 August Redistribution ¹ 57,795,655	Balance FFY 2013 Actual OA ⁵
Butte	5,116,848.00	(346,762)	(62,461)			4,707,625	3,849,416	81.8%	-	858,209
Fresno	23,473,718.00	5,118,637	(312,481)			28,279,873	30,887,375	109.2%	438,940	(2,168,562)
Kern	19,276,613.00	7,025,347	(256,549)			26,045,412	16,882,332	64.8%	-	9,163,079
Kings	3,788,167.00	(149,348)	(46,744)			3,592,075	3,458,448	96.3%	-	133,627
Los Angeles	247,367,223.00	68,171,382	(3,292,206)		3,299	312,249,698	376,491,878	120.6%	10,814,365	(53,427,816)
Madera	3,727,726.00	921,448	(46,097)			4,603,077	1,661,387	36.1%	-	2,941,690
Merced ¹⁰	6,324,720.00	1,812,146	(78,157)			7,957,709 ¹⁰	6,990,955	87.9%	-	966,754
Monterey	5,738,105.00	(864,171)	(63,961)			4,809,973	5,734,970	119.2%	155,712	(769,285)
Orange	75,896,522.00	(40,618,016)	(1,010,953)			34,267,554	72,991,483	213.0%	6,518,688	(32,205,242)
Riverside ⁶	54,784,204.00	29,492,058	(729,511)			91,546,751 ⁶	81,380,141	88.9%	-	10,166,610
Sacramento (SACOG)	52,065,840.00	(16,428,996)	(693,128)			34,943,715	37,832,691	108.3%	486,323	(2,402,653)
San Benito	763,649.00	(114,480)	(8,517)			640,652	735,381	114.8%	15,947	(78,783)
San Bernardino ⁶	51,575,637.00	(27,132,260)	(676,903)			15,766,475 ⁶	32,707,996	207.5%	2,851,893	(14,089,629)
San Diego	65,985,141.00	(50,349,315)	(878,803)			14,757,023	51,578,625	349.5%	6,198,455	(30,623,147)
S.F. Bay Area (MTC)	148,104,043.00	(102,270,666)	(1,972,350)			43,861,027	105,012,978	239.4%	10,294,164	(50,857,787)
San Joaquin ¹⁰	17,278,515.00	(21,310,505)	(230,152)			(4,161,142) ¹⁰	13,212,529	+100%	2,924,640	(14,449,032)
San Luis Obispo	5,893,849.00	(3,979)	(70,720)			5,819,150	3,703,345	63.6%	-	2,115,805
Santa Barbara	5,842,177.00	2,590,534	(65,323)			8,367,387	5,842,177	69.8%	-	2,525,210
Santa Cruz	3,630,074.00	(40,844)	(40,434)			3,548,797	3,395,403	95.7%	-	153,393
Stanislaus	12,970,825.00	(6,355,715)	(172,773)	(3,299)		6,439,038	11,412,957	177.2%	837,297	(4,136,622)
Tahoe	1,047,156.00	1,913,605	(12,759)			2,948,001	2,144,199	72.7%	-	803,802
Tulare	10,795,584.00	3,616,107	(135,108)			14,276,584	9,646,627	67.6%	-	4,629,957
Ventura	17,548,721.00	11,615,901	(233,752)			28,930,871	30,205,818	104.4%	214,621	(1,060,326)
Amador ⁷	825,398.00	339,881	(9,990)			1,155,289	676,496	58.6%	-	478,793
Calaveras ⁷	985,007.00	1,962,605	(11,954)			2,935,658	1,567,907	53.4%	-	1,367,751
Imperial ⁷	3,436,522.00	(879,209)	(45,775)			2,511,539	325,989	13.0%	-	2,185,550
Mariposa ⁷	396,186.00	621,046	(4,787)			1,012,445	183,733	18.1%	-	828,712
Nevada ⁷	2,142,764.00	494,392	(25,904)			2,611,253	2,177,900	83.4%	-	433,352
Tuolumne ⁷	1,205,174.00	620,087	(14,521)			1,810,740	1,120,739	61.9%	-	690,001
Tehama ⁷	1,384,281.00	-	(16,645)			1,367,636	868,879	63.5%	-	498,757
Rural Counties ⁷	13,110,066.00	629,849	(110,082)			13,629,833	12,909,233	94.7%	-	720,600
TOTAL LOCAL AGENCIES	862,480,455.00	(129,919,239)	(11,329,500)	(3,299)	3,299	721,231,716	927,589,990	128.6%	41,751,042	(164,607,231)
HBP	282,695,452.00	(99,362,050)	-			183,333,402	278,645,600	152.0%	16,044,613	(79,267,585)
Safety	62,729,036.00	174,561,430	-			237,290,466	49,586,197	20.9%	-	187,704,269
SRTS	20,078,749.00	40,461,855	-			60,540,604	12,952,585	21.4%	-	47,588,019
TOTAL	1,227,983,692.00¹	(14,258,003)⁸	(11,329,500)	(3,299)	3,299	1,202,396,189	1,268,774,372	105.5%	57,795,655	(8,582,528)
FFY 2012 Formula OA Obligations YTD (9/30/12) (Total)						1,200,439,585	1,267,792,321	105.6%		(14,258,003)

Prior year data displayed for informational purposes

FFY 2012 - 13
Local Assistance Delivery
Formula OA Funds as of September 30, 2013

Information:

< This September 30, 2013 report is based on the Department's Federal Aid Data System (FADS) transactions.
< Obligations include obligations, deobligations, exchanges, and Federal Transit Administration transfers (FTAs).

Footnotes:

¹ The Locals' FFY 2012-13 Actual OA and August Redistribution amounts are based on the amounts provided by the Department's Federal Resources Office (FRO) on October 18, 2013. Actual Local OA is \$1,227,983,692 with adjustments to/for: 1. Remove Local Rail OA from FRO base Local OA (-\$7,260,530); FRO retains all Rail OA and apportionments, 2. FHWA Prior Year return (Local share = -\$1,496,425), 3. FHWA Adjustment to Formula Limit (Local Share = +\$4,547,663), and 4. FHWA Adjustment for Other Allocated Limit (Local Share = +\$7,975,398). Also, an additional \$57,795,655 of OA provided from FHWA via the August Redistribution process.

² Balance of FFY 2012 OA (last FFY's OA balance) -- This is the amount a Region/Program must pay back if it 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.

³ Required by Sections 182.6(n) and 182.7(k) of the California Streets and Highways Code. This oversight amount has been revised with the September 30, 2013 OA report to: 1) base the calculation on the FFY 2013 revised advance apportionments dated February 22, 2013, and 2) to lower the total amount by \$250 to \$11,329,500.

⁴ This is the FFY 2013 adjusted actual base OA, which includes adjustments for FFY 2012 OA Over or Under Delivery, the Oversight Adjustment, and contribution for the LS&R Needs Assessment.

⁵ Balance of FFY 2013 actual OA per date of report -- This is the balance of FFY 2013 OA at the close of the FFY and 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 parentheses are amounts owed back and positive (non-parentheses) amounts are amounts owed to those Regions/Programs.

⁶ Per the August 1, 2006 MOU between Riverside County Transportation Commission (RCTC) and the San Bernardino Associated Governments (SANBAG), the FFY 2006 OA for these two regions was adjusted in September 2006 to reflect an OA loan of \$16,000,000. The loan decreased RCTC's FFY 2006 OA and increased SANBAG's FFY 2006 OA by \$16,000,000. The August 1, 2006 memo states that the repayment of the OA to RCTC from SANBAG is anticipated in FFY 2009 or FFY 2010. Upon direction from these Regions, repayment was applied in FFY 2012 (50% - applied October 2011) and FFY 2013 (50% - applied October 2012).

⁷ The Rural Counties' subtotal above excludes those rural counties receiving CMAQ beginning in FFY 2006. This amount now includes Tehama as of the May 31, 2013 report per Caltrans' Division of Transportation Programming's revised Advance apportionments dated February 22, 2013.

⁸ Based on the September 30, 2012 (FFY 2012) year-end reconciliation (please see September 30, 2012, OA delivery report for details on this amount). This results in an adjustment to the Locals' OA for this FFY (FFY 2013). This amount reduces the Locals' OA balance.

⁹ Received agreements from Region(s) for the Local Streets and Roads (LS&R) Statewide Needs Assessment Funding Concurrence.

¹⁰ June 27, 2013 Letter of Understanding between San Joaquin Council of Governments (SJCOG) and Merced County Association of Governments (MCAG) to transfer \$101,000 of CMAQ apportionments and OA in FFY 2013 from MCAG to SJCOG to support the rideshare project.