

STAFF REPORT

SUBJECT: FY 19/20 Delivery of Federal Funding

RECOMMENDED ACTION: Information

SUMMARY:

SJCOG, in its role as the federally designated Metropolitan Planning Organization, distributes Congestion Mitigation Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) funds to local agencies. In Federal Fiscal Year (FY) 2019/2020, San Joaquin agencies moved forward on ~\$25 million in federal funds for various transportation projects, amounting to a delivery of 177.1 percent of the region's annual limit known as obligation authority.

TOP 5 REGIONS IN CALIFORNIA BY PERCENTAGE DELIVERED (OBLIGATIONAL AUTHORITY IN FISCAL YEAR 2019/20)



The region also secured a ~\$5.9 million “bonus” due to its delivery achievement. A bonus is not additional funds but additional cash flow opportunity to tap into SJCOG’s future year funds.

RECOMMENDATION:

This staff report is for information only.

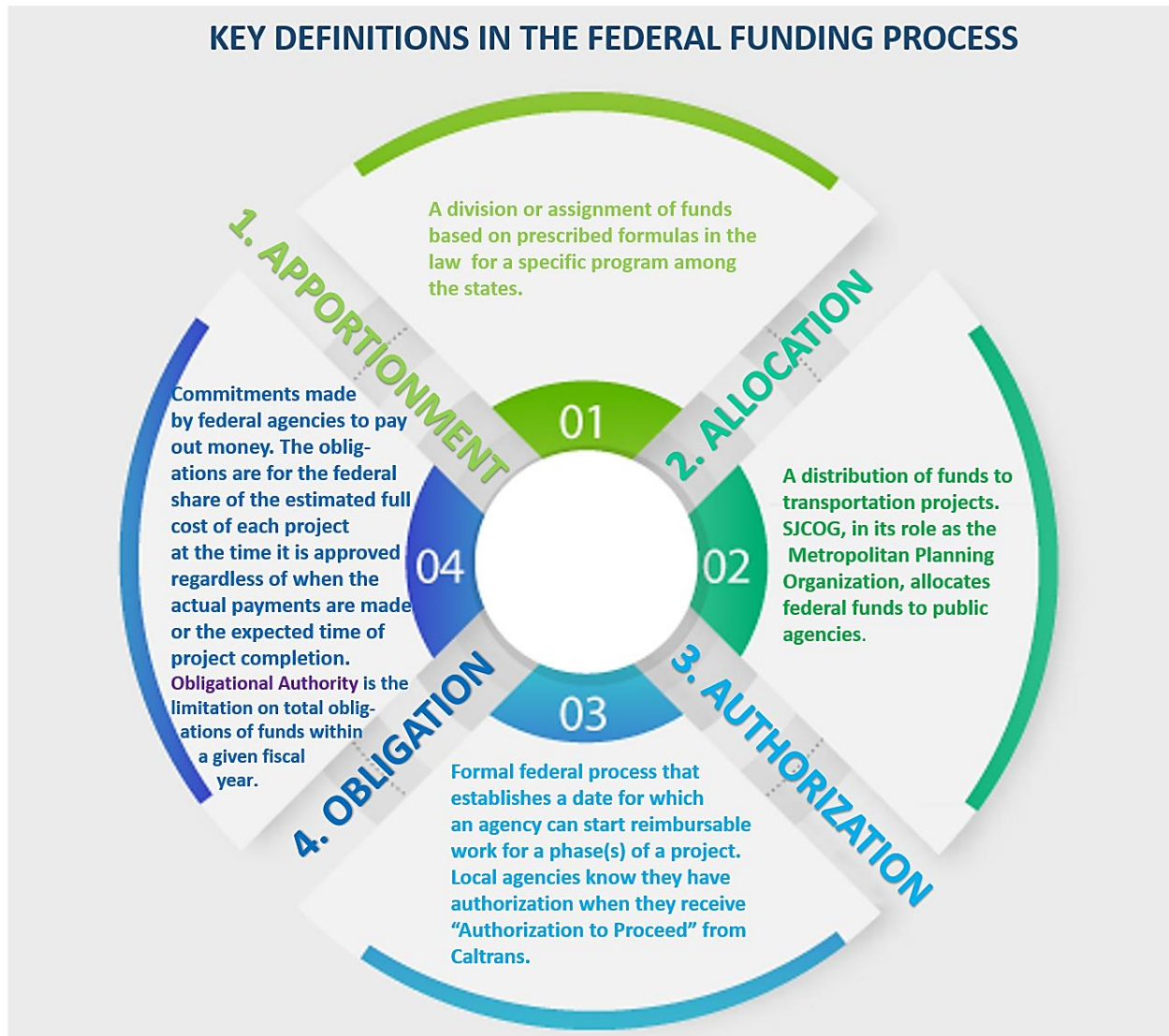
FISCAL IMPACT:

None. All funds reported have been previously approved by the SJCOG Board. Additional funds from the August Redistribution (the bonus) will be programmed by the SJCOG Board in a future amendment to the Federal Transportation Improvement Program.

DISCUSSION:

The process of financing the Federal-aid Highway Program begins with congressional approval of a Federal Highway Act. The current federal law is entitled, Fixing America's Surface Transportation Act or “FAST Act”. The Fast Act is the primary instrument used by Congress to shape and redirect the federal-aid highway program. The federal-aid transportation funding process starts when the funds are “apportioned” to each state (Figure 1).

Figure 1



The funds are then “allocated” by the Metropolitan Planning Organizations (MPO) or state agencies, depending on the type of federal-aid program. The **Regional Surface Transportation Program** (RSTP) and the **Congestion Mitigation and Air Quality Program** (CMAQ) are two federal-aid programs which are allocated by the San Joaquin Council of Governments.

Once funds are allocated by the SJCOG Board, local agencies must get permission (also known as “authorization to proceed”) from Caltrans and Federal Highway Administration to move forward on a project before any expenditures are incurred. “Authorization” refers to the activation of funding for a project, allowing a given phase of a project to proceed with federal funding.

Funds which secure authorization to proceed are then considered “obligated” and that dollar amount is deducted from the “obligational authority” set for the region. “Obligational authority” is the total dollar figure within a given fiscal year that the federal government commits to pay to the region. Each year, regional agencies are provided with an obligation authority total for CMAQ and RSTP funding. As a result, each region’s obligation authority total dollar amount functions as a spending level expectation. In FY 19/20, the amount for San Joaquin was set at \$14.1 million. The San Joaquin region must meet this annual target or federal-aid funds may be redistributed. This report shows that the San Joaquin region not only met this target but exceeded it by over \$10.86 million.

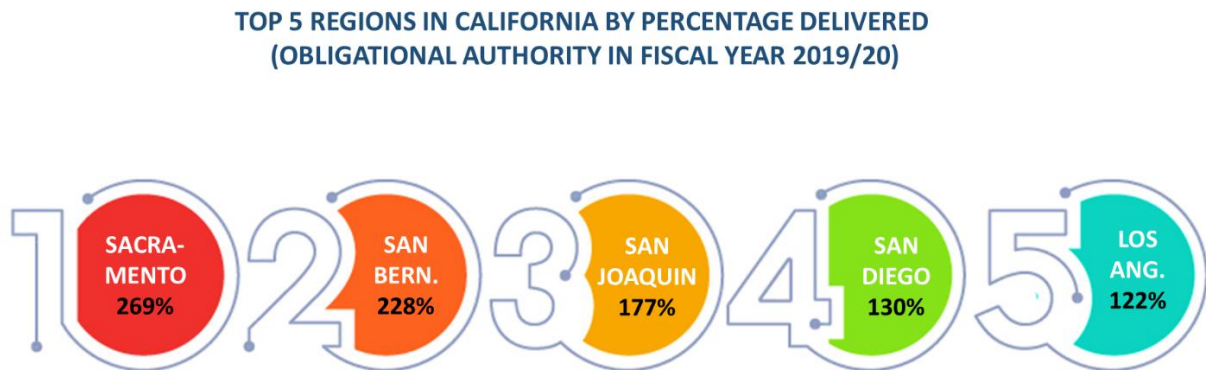
Caltrans encourages project delivery beyond established obligation authority target each year, because it demonstrates the need for funding in California, as well the ability to spend funds when they become available. Caltrans is then put in a better position to capture additional obligation authority from states unable to use it. This process is often known as “use it or lose it”.

San Joaquin Ranks Near the Top

The San Joaquin County region has compiled a history of meeting (and exceeding) its obligation targets for CMAQ and RSTP funded projects. In FY 2019/20, a total of \$25,962,693 in CMAQ and RSTP obligations were processed, representing delivery of 177.1 percent of the region’s obligation authority.

Further, this total represents the third largest obligation percentage in the state (Figure 2).

Figure 2



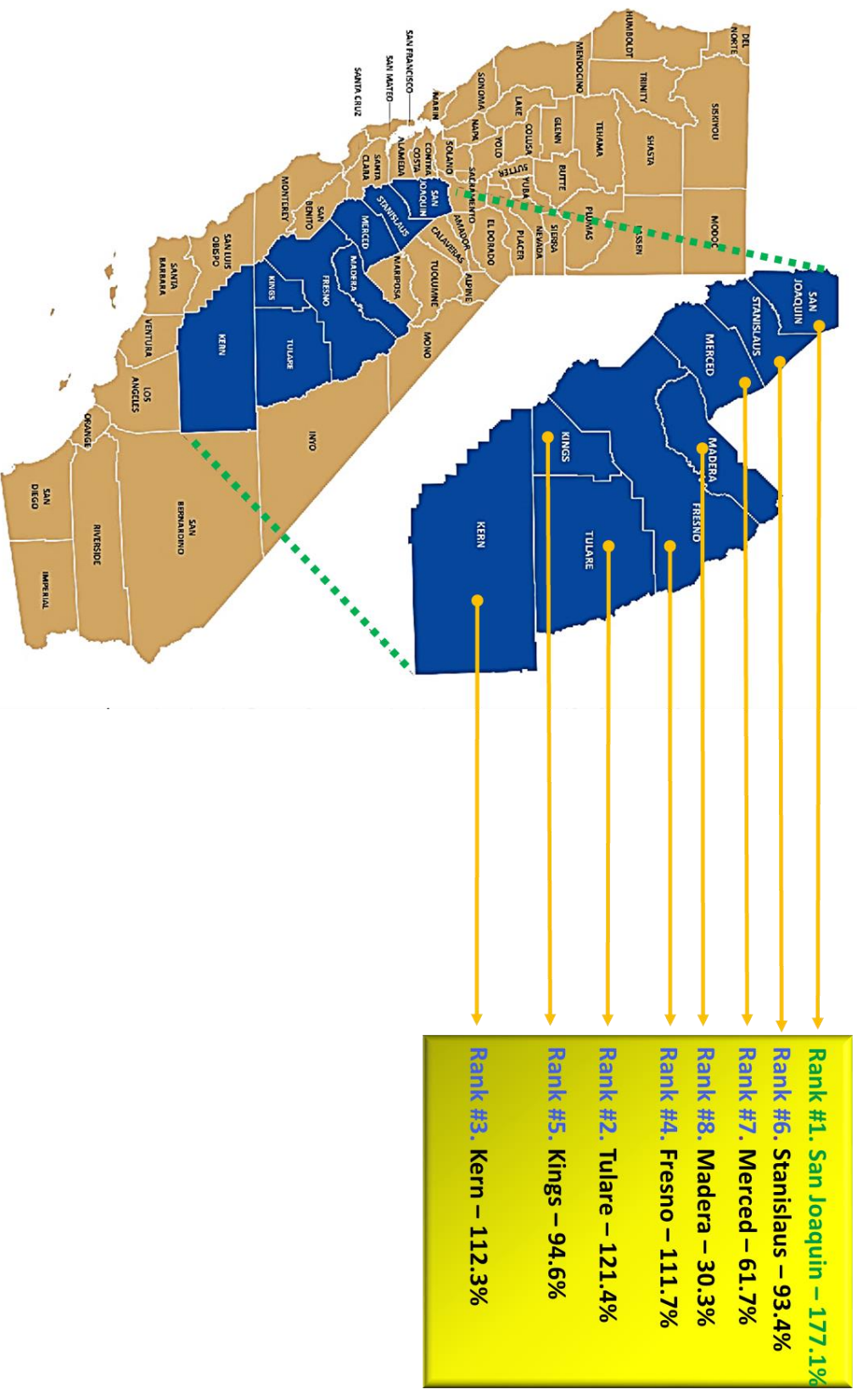
On the following page, Figure 3 shows the rank order of the San Joaquin region compared to the 7 other regions in the San Joaquin Valley.

\$5.9 Million, an added “Bonus” for Delivery

At the end of each fiscal year, Caltrans assigns additional obligation authority (for use in the following fiscal year) to regions that overdelivered. The amount each region receives is based on the extent to which they overdelivered against their obligation authority targets. Caltrans refers to this process as “August Redistribution.” Based on performance in FY 19/20, San Joaquin County will receive \$5,909,823 in additional obligation authority for FY 19/20. These advanced projects are able to take advantage of today’s project costs and be available for the public’s benefit at least one year early.

Figure 3

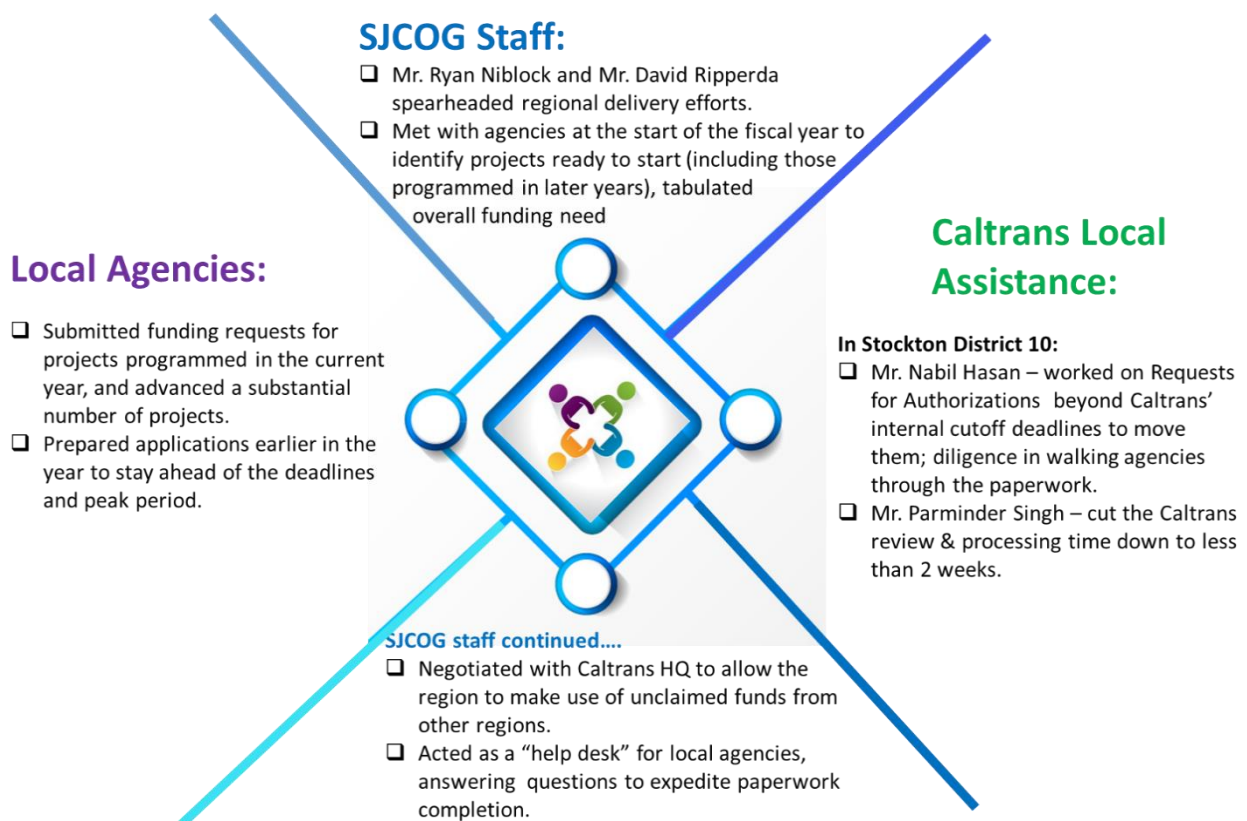
RANK ORDER - 8 COUNTIES IN SAN JOAQUIN VALLEY BY PERCENTAGE DELIVERED (OBLIGATIONAL AUTHORITY IN FISCAL YEAR 2019/20)



Partnerships make it possible

There are many agencies that deserve recognition for the delivery achievement identified in this staff report. The partnerships--between San Joaquin COG staff and the staff of cities/county and transit agencies in the San Joaquin region, and Caltrans Local Assistance-- are the primary reasons behind the resounding success of the region's transportation program. Figure 4 provides a snapshot of the various strategies by SJCOG staff and its partners in working together to make this all happen.

Figure 4

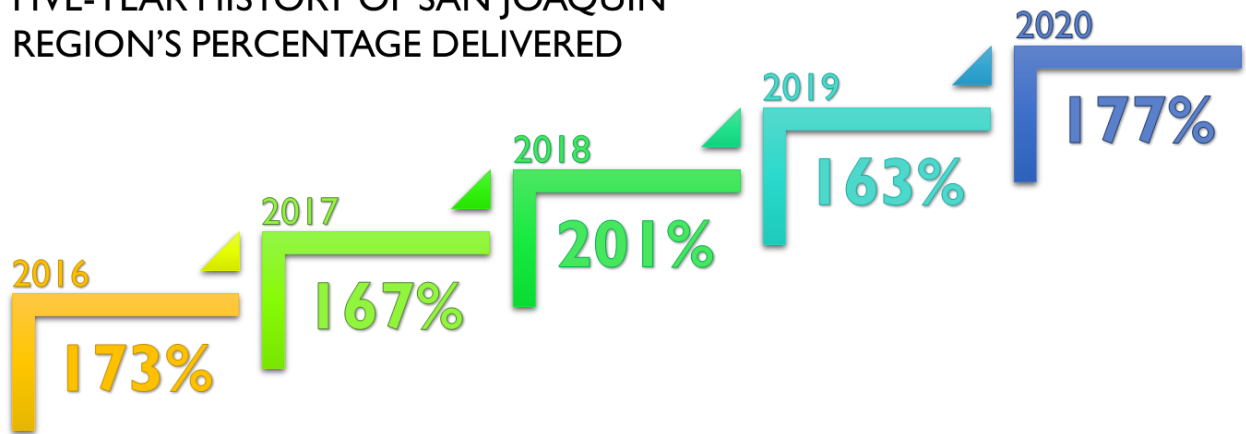


A Proven Track Record

Fiscal Year 2019/20 is not an unusual achievement for the San Joaquin region. The above-mentioned strategies and partnerships have resulted in the region exceeding its delivery targets year after year (Figure 5).

Figure 5

FIVE-YEAR HISTORY OF SAN JOAQUIN REGION'S PERCENTAGE DELIVERED



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