



**SAN JOAQUIN COUNCIL OF GOVERNMENTS
MANAGEMENT AND FINANCE COMMITTEE**

ISADORE'S

680 N. Main Street, Manteca, CA 95336

HOSTED BY: CITY OF LATHROP

Wednesday, February 19, 2014

Noon

The San Joaquin Council of Governments is in compliance with the American with Disabilities Act and will make all reasonable accommodations for the disabled to participate in employment, programs and facilities. Persons requiring assistance or auxiliary aid in order to participate should contact Rebecca Calija at (209) 235-0600 at least 24 hours prior to the meeting.

A G E N D A

1. Call to Order and Self Introductions
2. Public Comments
3. Approve Minutes of January 15, 2013 Approve
4. FY 2014-2015 Revenue Estimate of the Local Transportation Fund & Apportionment Schedule Action
5. 2014 Active Transportation Program (ATP) Guidelines and Call for Projects Schedule Discussion
6. Measure K Ordinance and Expenditure Plan Amndment Process Information
7. Executive Director's Report
8. Other Matters of Business
9. Adjourn to next regular scheduled meeting on Wednesday, March 19, 2014.

Chair: Tammy Alcantor
City of Escalon

Vice Chair: Steve Salvatore
City of Lathrop

SAN JOAQUIN COUNCIL OF GOVERNMENTS
MANAGEMENT AND FINANCE COMMITTEE

Meeting held at
Isadore's
680 N. Main Street, Manteca, CA 95336

January 15, 2014

MINUTES

1. The meeting was called to order by Chair Tammy Alcantor at 12:08 p.m.

Attendance and Self Introductions:

Tammy Alcantor, Escalon Interim City Manager; Rad Bartlam, Lodi City Manager; Donna DeMartino, SJRTD General Manager/CEO; Karen McLaughlin, Manteca City Manager; Stacey Mortensen, SJRRC Executive Director; Monica Nino, County Administrator; Kevin Werner, Ripon Deputy Administrator; Steve Dial, SJCOG Deputy Executive Director/CFO; Diane Nguyen, SJCOG Deputy Director; Mike Swearingen, Senior SJCOG Regional Planner; Rosie Vargas, SJCOG Office Services Supervisor.

Others Present:

Harry Mavrogenes, Chief Deputy County Administrator.

Committee Members Not Present:

Leon Churchill, Tracy City Manager; Steve Salvatore, Lathrop City Manager; Kurt Wilson, Stockton Interim City Manager;

2. Public Comment:

None.

3. Approve Minutes of November 13, 2013:

It was moved/seconded (McLaughlin/Werner) to approve the minutes of November 13, 2013. Motion passed with two abstentions.

4. FY 2014-15 Draft Overall Work Program

Mr. Dial presented this item stating every year in January staff prepares a draft OWP for Board approval. Estimated revenues are \$7,441,942.00 which is a reduction from the last fiscal year 2013/14. Mr. Dial explained the OWP is a management tool identifying the tasks and products and it also identifies the funding sources and staff resources necessary to complete the OWP.

****Harry Mavrogenes joined the meeting****

Mr. Dial stated this is just for operations of COG and it does not include the Measure K Capital program which comes out of the Strategic Plan which is separate funding.

Mr. Dial reviewed the list of new studies and projects proposed for FY 2014/15 and stated staff is excited about completing the Airport Land Use Plan update for the Stockton Metropolitan Airport's Master Plan and the update of the Ground Access Improvement program.

Mr. Dial stated once the Board approves the draft OWP it then will be submitted for review by Caltrans, the Federal Highway Administration and the Federal Transit Administration. It will also be available for all SJCOG's member agencies and partners to review the draft and submit comments during the month of February. The final FY 2014/15 draft OWP will be presented at the March SJCOG Board meeting, along with the FY 2014/15 Annual Financial Plan for adoption.

Mr. Chesley gave an update on the Airport Land Use Plan funding for all five airports. Mr. Mavrogenes asked if there was a budget for the ALUP. Mr. Chesley said no. Mr. Mavrogenes stated the Master Plan process that started in 2007 has not been completed and would like to meet with COG staff regarding this.

Ms. Nino asked how often does the ALUP get updated? Mr. Chesley said the Airport Land Use Plan guidelines recommends every 20 years. The last time it was updated was in 1993 for the Stockton Metropolitan Airport.

Mr. Chesley discussed the history of the ALUC and stated SJCOG was given that role in 1973.

Ms. DeMartino expressed her concerns about the loss of revenue to RTD and the other jurisdictions when the funding for the ALUP is taken off the top of the LTF.

Ms. Mortensen asked if there is money in the OWP to support the neighboring efforts for the sales tax. Mr. Chesley said not specifically for sales tax, but there are dollars that COG use and gets reimburse for them because they do not have the staff or knowledge.

It was moved/seconded (McLaughlin/Mortensen) recommend to Board adoption of the Draft FY 2014-15 Overall Work Program for the purpose of submitting to Federal and State agencies. Motion passed unanimously by voice vote.

5. Regional Housing Needs Assessment County Target and Housing Allocation Methodology

Mr. Swearingen gave a brief update on this item stating the RHNA is a State-mandated planning requirement for accommodating the projected housing need through each jurisdiction's General Plan element. This is the 5th RHNA cycle that represents a ten year period from January 1, 2014 through December 31, 2023.

Mr. Swearingen stated the Advisory Committee reviewed the methodology used in the last RHNA cycle and approved the use of the same methodology for this current cycle. Mr. Swearingen stated the RHNA determination letter, allocation methodology and schedule is attached to the staff report for your review.

Mr. Swearingen stated the RHNA Allocation methodology will go before the SJCOG Board in March 2014 for adoption.

Ms. Nino asked in regards to the numbers from the State does staff receive some kind of level of confirmation if they are relevant. Mr. Swearingen said the first step is for COG staff to work collaboratively with the State Department of Housing and Community Development. Mr. Swearingen stated our forecast of 3% is within the forecast with the Department of Finance which is critical so we can use our forecast.

Ms. Mortensen asked in regards to the Strategic Growth Council does this target hurt us or are we eligible. Ms. Nguyen said it does in regards to eligibility for state/federal dollars.

This item was for information only, no action was taken.

6. Fiscal Year 2013 Regional Transportation Impact Fee Program

Ms. Nguyen presented this item stating it's a requirement for the RTIF to have an annual report. This report covers fiscal year 2012-13. Ms. Nguyen stated since its inception in 2006 to date the RTIF has generated \$34.8 million in revenue. After distributions and operational deductions, the net RTIF generated across participating agencies for this report period was \$3.2 million. Of the \$3.2 million the City of Tracy is the highest activity followed by the City of Manteca then San Joaquin County.

This item was for information only, no action was taken.

7. Executive Director's Report

Mr. Chesley announced on January 31st there is a Board workshop preceded by last Friday's, January 10th workshop. One of the items at the workshop was the Habitat program and the conclusion was the overall discussion was positive and the Board members were satisfied the way the Habitat program is working.

Mr. Chesley reported on the discussion at the January Board meeting that evolved around the advocacy with Washington D.C. and Sacramento.

Mr. Chesley stated at the January 31st Board workshop project development will be discussed from 2017 to 2025.

Mr. Chesley stated back in 2005 he made a commitment to the Board that staff will do more outreach and team building in San Joaquin County and continue to carry on this effort.

Mr. Chesley congratulated Rad Bartlam on his new position; Mr. Chesley added that Mr. Bartlam is a great Community Development Director and City Manager and said he will be missed.

8. Other Matters of Business

None.

9. Adjournment

There being no further business to discuss, the meeting was adjourned at 1:00 p.m. to Wednesday, February 19, 2014.

STAFF REPORT

SUBJECT: FY 2014-2015 Revenue Estimate of the
Local Transportation Fund & Apportionment
Schedule

RECOMMENDED ACTION: By Motion, Recommend to the Board
Approval of the FY 2014-2015 Revenue
Estimate of \$23,884,980 & FY 2014-2015
Apportionment Schedule

SUMMARY:

The Local Transportation Fund (LTF) is an important source of transit, roads and streets funding in San Joaquin County. Revenues to the LTF are derived from 1/4 cent of the 7 1/4 cents retail sales tax collected statewide. The 1/4 cent is returned by the State Board of Equalization to each county according to the amount of tax collected in that county.

In San Joaquin County, SJCOG administers the LTF. Before the start of each fiscal year, the SJCOG Board must adopt a total LTF revenue estimate.

JUSTIFICATION

The \$23,884,980 estimate is 5% higher than the revenue estimate for FY 2013-2014 of \$22,747,600. Pursuant to Title 21, Chapter 3, Sub-chapter 2, Article 3, Section 6620 of the California Code of Regulations, the San Joaquin County Auditor-Controller shall, and has been requested to, confirm the revenue estimate.

SJCOG staff believes the \$23,884,980 estimate is justified for the following reasons:

- 1) Current fiscal year estimate. After six months or halfway through the year, current year LTF revenue is 53% of the adopted revenue estimate. Due to a slower than expected holiday period and to the uncertain economic conditions, staff prudently estimates FY 2013-14 revenue to be about that of the adopted estimate or \$22,747,605. First quarter, quarter over quarter revenues were strong, however, State Board of Equalization distributions have been flat for the second quarter and first month of the third quarter, therefore, SJCOG staff is recommending a 5% increase over the estimated actual FY 13-14 or \$23,884,980 as the 2014-2015 revenue estimate.

- 2) Recent LTF History. FY 07/08 declined 3.2% and, FY 08-09 also declined 11.02% and FY 09-10 declined another 14.6%. Fiscal Year 2010-11 increased 8.6% and FY 2011-12 increased 11%. FY 2012-13 grew at just under 5%.

FISCAL IMPACT

Adopting the \$23,884,980 revenue estimate will provide local agencies with a prudent number from which to budget the coming fiscal year's transportation programs. In the event revenues are higher than this estimate, local agencies will be able to claim the difference later in the fiscal year. Conversely, if LTF revenue does not reach the estimate, claimants will not receive those funds nor will they be available in the future.

LOCAL TRANSPORTATION FUND APPORTIONMENTS

Once the revenue estimate is adopted, the LTF apportionments follow according to procedures specified in the Transportation Development Act. The funds are to be allocated for the designated purpose in the sequence stated in the TDA.

Pursuant to TDA statute 99233.1, there shall be allocated to the county and the transportation-planning agency such sums as are necessary to administer this chapter. The TDA administrative expenses of the County Auditor and SJCOG must be broken out. Pursuant to statute, the County Auditor-Controller maintains the TDA Trust Fund and writes the payment checks. SJCOG controls and administers TDA funds, and acts as the policy making body on TDA issues.

- The San Joaquin County Auditor has notified SJCOG that the office's expenses will be \$2,000, the same as last year.
- SJCOG is requesting \$225,000 to administer TDA funds, the same amount as the past non-Triennial Performance Audit year. This amount funds the external independent auditor's work and SJCOG staff expenses. The primary expense is the independent auditor at \$175,000 this year. About \$100,000 is the SJCOG financial statements and \$75,000 for the TDA compliance and fiscal audits of the nine claimants. One-third of the Chief Accountant's time and one-third of the Staff Accountant's time; over \$50,000 of staff time, is spent in the TDA process including preparing the revenue estimate and apportionment tables, assisting member agencies in preparation of their claims, payment of claims and internal accounting for all TDA funds.
- In addition, at their workshop on January 31, 2014, the Board directed there be a special planning assessment of \$180,000 "off the top", to complete the Airport Land Use Compatibility Plan to include Stockton Metropolitan Airport.

Pursuant to TDA statute 99233.2, the planning agency receives funding for planning and programming activities in the fiscal year. SJCOG policy is to apportion 3% of estimated revenues for transportation planning; \$716,549. The transportation planning funds are for SJCOG to use as a match for approximately \$4,000,000 in federal and state funds as well as undertaking projects

lacking outside funding. LTF is the source of all SJCOGs participation in the various Valleywide activities and initiatives.

Pursuant to TDA statute 99233.3, 2% of the total funds remaining (after the TDA administrative and planning expenses are deducted) are allocated for bicycle/pedestrian projects. That equates to \$455,229 for bicycle/pedestrian projects. If a community determines that these funds are better used to meet other transportation needs, then it may pass a resolution to that effect. The SJCOG Board then may allocate these funds for that purpose.

Pursuant to Section 99233.4, the San Joaquin Regional Rail Commission (RRC) can claim for service operations and capital improvements. By law, these funds are taken off the top prior to apportioning the remaining funds to other claimants.

- At its July 2005 meeting, the SJCOG Board adopted a policy providing the RRC with a base of \$666,866 which would inflate by 2.5% above the increase in the LTF revenue estimate annually. However, this policy also dictates that in years where the revenue estimate does not increase or decreases, RRC will share in the decrease with the other claimants. The revenue estimate of \$23,884,980, while estimated to grow over last year, due to the recession, is still only 98% of the revenue estimate in 2005 on which the base was established. Therefore, the RRC apportionment for FY 2014-15 is \$653,529.

Pursuant to Section 99231, the total remaining funds, that is, \$23,884,980 minus the “off the top” allocations, \$21,652,673, are available for general transportation purposes and apportioned to claimants based upon population. Actual Local Transportation Funds received will be more or less than the initial apportionment depending on whether total revenues received are more or less than anticipated. The specific apportionments for each claimant are shown in the attached Table 2.

- By statute, the San Joaquin Regional Transit District (SJRTD) is the primary claimant for TDA funds within the SJRTD boundaries. Since the City of Stockton is completely within the SJRTD boundaries, it (Stockton) has no population estimate for general transportation purposes. Since a portion of the Stockton Metropolitan Area is unincorporated and that population lives within the SJRTD boundaries, the Transit District's population estimate includes them as well. Additionally, SJRTD and the County have negotiated an agreement transferring the operation of County Area Transit over to SJRTD. Per their agreement, SJRTD is to receive 76% of the County's LTF funds (excluding bicycle/pedestrian funds and the SJCOG planning allocation). Stockton and the County, however, receive their population-based apportionment of the 2% bicycle/pedestrian funds. At the bottom of Table 2, the composition of SJRTD's apportionment is detailed.

RECOMMENDED ACTION:

That the Management and Finance Committee recommend to the Board the approval of the Local Transportation Fund estimate of \$23,884,980 for FY 2014/15 and the apportionment schedule as identified in Tables 1 and 2, attached.

ATTACHMENTS

1. LTF Apportionment Tables 1 & 2

TABLE 1

LOCAL TRANSPORTATION FUND
REVENUE ESTIMATE AND RECOMMENDED OVERALL APPORTIONMENT
FISCAL YEAR: 2014-15

| | | |
|---|---------|------------|
| ESTIMATED REVENUE FY 2014-15 | \$ | 23,884,980 |
| RECOMMENDATIONS | | |
| I. LESS ADMINISTRATIVE ALLOCATIONS | | |
| COUNTY AUDITOR* | 2,000 | |
| COG TDA ADMINISTRATION* | 225,000 | |
| AIRPORT LAND USE (Special Assessment) * | 180,000 | |
| A. COG TRANSPORTATION PLANNING 3% PLANNING APPORTIONMENT** | 716,549 | 22,761,431 |
| B. COUNTY AND CITIES 2% BICYCLE/PEDESTRIAN** APPORTIONMENT | 455,229 | |
| C. SAN JOAQUIN REGIONAL RAIL COMMISSION *** | 653,529 | |
| II. BALANCE AVAILABLE FOR 2014-15 BY AREA GENERAL PURPOSES (TRANSIT, STREETS, ETC.)** | | 21,652,673 |

*Upon adoption by the COG Board, these amounts are fixed and will be apportioned "off the top".

**These amounts will vary with actual revenues received.

*** Per TDA taking off the top \$666,866 x .98=\$653,529

See Table 2 for breakdown of 2% bicycle/pedestrian funds and general purpose revenues.

February 5, 2014

| TABLE 2 | | | | | | |
|--|----------------------|---------|----------------|---------------|-----------------|-------------|
| LOCAL TRANSPORTATION FUND AREA APPORTIONMENT | | | | | | |
| FISCAL YEAR: 2014-15 | | | | | | |
| CLAIMANTS | POPULATION ESTIMATE* | | BIKE/PED APPT. | GENERAL APPT. | TRANS. PLANNING | TOTAL APPT. |
| | | % | | | | |
| SAN JOAQUIN REGIONAL | | | | | | |
| TRANSIT DISTRICT | 415,706 | 0.59749 | 0 | 12,937,330 | 415,590 | 13,352,920 |
| LATHROP | 18,908 | 0.02718 | 12,371 | 588,442 | 18,903 | 619,717 |
| LODI | 62,825 | 0.09030 | 41,106 | 1,955,198 | 62,807 | 2,059,112 |
| MANTECA | 69,815 | 0.10034 | 45,680 | 2,172,736 | 69,796 | 2,288,212 |
| TRACY | 83,900 | 0.12059 | 54,896 | 2,611,081 | 83,877 | 2,749,853 |
| RIPON | 14,535 | 0.02089 | 9,510 | 452,349 | 14,531 | 476,390 |
| ESCALON | 7,206 | 0.01036 | 4,715 | 224,260 | 7,204 | 236,179 |
| UNINCORPORATED** | 22,855 | 0.03285 | 93,469 | 711,277 | 22,849 | 827,595 |
| SAN JOAQUIN REG. RAIL COMM | 0 | 0.00000 | 0 | 653,529 | 20,994 | 674,522 |
| STOCKTON | 0 | 0.00000 | 193,481 | 0 | 0 | 193,481 |
| COUNCIL OF GOV'TS | | | | | | |
| TRANSPORTATION PLANNING | | 0.00000 | | | 716,549 | |
| TOTAL | 695,750 | 1.00000 | 455,229 | 22,306,202 | 716,549 | 23,477,980 |
| SAN JOAQUIN RTD | | | | | | |
| | | POP. | PCT. | GENERAL APPT | | |
| CITY OF STOCKTON | | 295,707 | 0.7113 | 295,624 | | |
| CO. OF SAN JOAQUIN | | 47,625 | 0.1146 | 47,612 | | |
| CO. OF SAN JOAQUIN - CAT | | 72,374 | 0.1741 | 72,354 | | |
| | | ----- | ----- | ----- | | |
| TOTAL | | 415,706 | 1.00 | 415,590 | | |

*State Department of Finance population estimates (January, 2013).

**Unincorporated population not used in SJRTD calculation

Total Unincorporated population (used to determine bike/ped apportionment)=

142,854

STAFF REPORT

SUBJECT: 2014 Active Transportation Program (ATP)
Guidelines and Call for Projects Schedule

RECOMMENDED ACTION: Discussion

SUMMARY:

The Active Transportation Program (ATP) was created in 2013 by Senate Bill 99 and Assembly Bill 101 to promote the increased use of active modes of transportation, such as biking and walking. The ATP consolidates funding from the federal Transportation Alternatives Program (TAP), the federal Safe Routes to School (SRTS) program, the state Safe Routes to School (SR2S) program, and the state Bicycle Transportation Account (BTA). The new ATP will divide approximately \$120 million per year between the state and regions according to guidelines developed by the California Transportation Commission (CTC). Consistent with the federal TAP requirements, the Draft ATP Guidelines distribute the total annual funding capacity between three separate programs with 10% going to small urban/rural areas with populations of 200,000 or less, 40% going to Metropolitan Planning Organizations (MPO) in urban areas with populations greater than 200,000 and 50% going to a statewide program. All funding must be competitively awarded with the requirement that 25% of the funds in each program benefit disadvantaged communities. While the state (Caltrans) will manage the competitive selection process for both the statewide and small urban/rural programs, the state is not eligible to use ATP funds. A link to the full draft 2014 ATP Guidelines is identified in the attachments.

Per the draft 2014 ATP Guidelines and schedule, the SJCOG region will have two separate opportunities to fund ATP eligible projects. The first is as part of the statewide program and the second is as part of SJCOG's own MPO program. With the statewide program preceding the MPO programs, SJCOG is seeking to work with local agencies and active transportation interest groups to advance candidate projects for the statewide program call for projects that will begin on March 21, 2014. This may include the convening of a new multidisciplinary ATP advisory committee that will ultimately be required to support the selection of projects through SJCOG's MPO program. As part of this effort SJCOG will be considering the use of Measure K Bicycle/Pedestrian/Safe Routes to School funds to support the local match requirements of candidate projects.

RECOMMENDED ACTION:

Discussion only.

FISCAL IMPACT:

None at this time.

SCHEDULE:

- CTC adopts ATP Guidelines March 20, 2014
- Statewide ATP Call for Projects begins March 21, 2014
- Project applications due to Caltrans May 21, 2014
- MPOs submit optional guidelines to Caltrans May 21, 2014
- CTC action on MPO guidelines June 25, 2014
- CTC adopts statewide ATP projects August 20, 2014
- MPO project recommendations due to CTC September 30, 2014
- CTC adopts MPO project recommendations December 10, 2014

ATTACHMENTS:

- 1) Draft 2014 Active Transportation Program Guidelines available at:
http://www.catc.ca.gov/programs/ATP/DRAFT_ATP_%20Guidelines_012914.pdf
- 2) 2014 Active Transportation Program Fund Estimate

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 11-12, 2013

Reference No.: 4.4
Action Item

From: STEVEN KECK
Acting Chief Financial Officer

Prepared by: Ron Sheppard
Division Chief
Budgets

Subject: **2014 ACTIVE TRANSPORTATION PROGRAM FUND ESTIMATE
RESOLUTION G-13-17**

RECOMMENDATION:

The California Department of Transportation (Department) requests the California Transportation Commission (Commission) approve the 2014 Active Transportation Program (ATP) Fund Estimate.

ISSUE:

The 2014 ATP Fund Estimate's program capacities are based on Senate Bill (SB) 99 and Assembly Bill (AB) 101, along with the Federal Highway Administration, Commission and California State Transportation Agency guidance. The Department will work with Commission Staff to make any needed updates or amendments.

In addition, the following assumptions were used to calculate the 2014 ATP Fund Estimate's program capacities:

1. Distribution to Metropolitan Planning Organizations is based upon total population.
 - Federal Transportation Alternative Program (TAP) funding distributed according to Moving Ahead for Progress in the 21st Century (MAP21) guidance.
 - Other federal funds distributed by total population.
2. Recreational Trails not subject to Federal TAP distribution guidelines.
3. Federal Highway Safety Improvement Program funds will not be used in the ATP.
4. 95 percent obligation authority for all federal funding apportionments.
5. Fiscal year 2014-15 of the ATP Fund Estimate includes fiscal year 2013-14 carry over funds.
6. Population based on 2010 census data.
7. State and federal resources will remain stable throughout the fund estimate period.

BACKGROUND:

The Administration proposed the ATP in the January 2013 Governor's Budget proposal, but due to the complex nature of the programs, and the scope of the changes proposed, the Legislature chose to defer action on this proposal when adopting the June 15th Budget package and instead froze funds for these purposes and inserted intent language that the ATP would be developed before the end of the 2014 legislative session.

The new ATP will divide approximately \$124.2 million for active transportation projects between the state and regions subject to guidelines that will be adopted by the Commission.

This replaces the current system of small-dedicated grant programs, which fund programs like Safe Routes to Schools, bicycle programs, and recreational trails. The intent of combining this funding is to improve flexibility and reduce the administrative burden of having several small independent grant programs.

The ATP, as articulated in SB 99 and AB 101, signed into law September 26, 2013, differs from the Administration's initial proposal in several areas. These changes reflect compromises reached with various stakeholders and mirror concerns raised about the proposal in budget hearings, including:

1. Funding for the Environmental Enhancement and Mitigation Program continues to remain a stand-alone program administered by the Natural Resource Agency instead of being consolidated in the ATP.
2. The Safe Routes to Schools program is guaranteed at least \$24 million of funding from the Program funds for three years. Of this amount, at least \$7.2 million is available for non-infrastructure program needs including the continuation of technical assistance by the state. In the original proposal, the Safe Routes to Schools program had no funding minimum.
3. This proposal includes a requirement that 25 percent of all ATP funds benefit disadvantaged communities, an addition to the January proposal.
4. The state will not exercise its option to opt out of using federal funds transportation funds for recreational trails, which was initially part of the administration's proposal. In addition, the Department of Parks and Recreation will retain \$3.4 million of federal funds for recreational trails.

RESOLUTION G-13-17:

BE IT RESOLVED that the California Transportation Commission does hereby adopt the 2014 ATP Fund Estimate, as presented by the Department on December 11, 2013, with programming in the 2014 ATP to be based on the statutory funding identified.

Attachment

ACTIVE TRANSPORTATION PROGRAM (ATP) PROPOSAL

FUND ESTIMATE

(\$ in thousands)

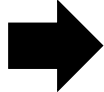
| | 2013-14 | 2014-15 | 2015-16 | 2-Year Total | 3-Year Total |
|---|--------------------|--------------------|--------------------|--------------------|--------------------|
| RESOURCES | | | | | |
| STATE RESOURCES | | | | | |
| Beginning Balance | \$0 | | | | \$0 |
| State Highway Account | 34,200 | 34,200 | 34,200 | 68,400 | 102,600 |
| State Resources Subtotal | \$34,200 | \$34,200 | \$34,200 | \$68,400 | \$102,600 |
| FEDERAL RESOURCES | | | | | |
| Transportation Alternative Program (TAP) | \$63,650 | \$63,650 | \$63,650 | \$127,300 | \$190,950 |
| TAP Recreational Trails | 1,900 | 1,900 | 1,900 | 3,800 | 5,700 |
| Other Federal | 19,950 | 19,950 | 19,950 | 39,900 | 59,850 |
| Federal Resources Subtotal | \$85,500 | \$85,500 | \$85,500 | \$171,000 | \$256,500 |
| TOTAL RESOURCES AVAILABLE | \$119,700 | \$119,700 | \$119,700 | \$239,400 | \$359,100 |
| DISTRIBUTION | | | | | |
| URBAN REGIONS (MPO Administered) | | | | | |
| State | (\$13,221) | (\$13,221) | (\$13,221) | (\$26,442) | (\$39,663) |
| Federal | (34,659) | (34,659) | (34,659) | (69,318) | (103,977) |
| Urban Regions Subtotal | (\$47,880) | (\$47,880) | (\$47,880) | (\$95,760) | (\$143,640) |
| SMALL URBAN & RURAL REGIONS (State Administered) | | | | | |
| State | (\$4,829) | (\$4,829) | (\$4,829) | (\$9,658) | (\$14,487) |
| Federal | (7,141) | (7,141) | (7,141) | (14,282) | (21,423) |
| Small Urban & Rural Regions Subtotal | (\$11,970) | (\$11,970) | (\$11,970) | (\$23,940) | (\$35,910) |
| STATEWIDE COMPETITION (State Administered) | | | | | |
| State | (\$16,150) | (\$16,150) | (\$16,150) | (\$32,300) | (\$48,450) |
| Federal | (43,700) | (43,700) | (43,700) | (87,400) | (131,100) |
| Statewide Competition Subtotal | (\$59,850) | (\$59,850) | (\$59,850) | (\$119,700) | (\$179,550) |
| TOTAL DISBURSEMENTS | (\$119,700) | (\$119,700) | (\$119,700) | (\$239,400) | (\$359,100) |

Notes: Individual numbers may not add to total due to independent rounding. Final dollar amounts may vary based on actual apportionment and obligational authority by FHWA or any changes in Federal guidance.

ACTIVE TRANSPORTATION PROGRAM (ATP) PROPOSAL
URBAN REGION SHARES
(\$ in thousands)

FISCAL YEAR 2014-15

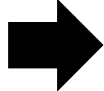
| URBAN REGIONS | FEDERAL TAP | FEDERAL OTHER | STATE | TOTAL |
|----------------------------|------------------|------------------|------------------|------------------|
| MTC Region | \$ 10,503 | \$ 3,829 | \$ 5,816 | \$ 20,149 |
| SACOG Region | 2,945 | 1,218 | 2,247 | 6,410 |
| SCAG Region | 28,985 | 9,667 | 12,213 | 50,865 |
| Fresno COG (Fresno UZA) | 1,118 | 498 | 1,005 | 2,622 |
| Kern COG (Bakersfield) | 895 | 450 | 1,021 | 2,366 |
| SANDAG (San Diego UZA) | 5,052 | 1,658 | 2,013 | 8,722 |
| San Joaquin COG (Stockton) | 633 | 367 | 931 | 1,931 |
| Stanislaus COG (Modesto) | 612 | 275 | 562 | 1,450 |
| Tulare CAG (Visalia) | 375 | 237 | 634 | 1,246 |
| Total | \$ 51,119 | \$ 18,199 | \$ 26,442 | \$ 95,760 |



| Disadvantaged Communities* |
|----------------------------|
| \$ 5,037 |
| 1,602 |
| 12,716 |
| 655 |
| 591 |
| 2,180 |
| 483 |
| 362 |
| 311 |
| \$ 23,940 |

FISCAL YEAR 2015-16

| URBAN REGIONS | FEDERAL TAP | FEDERAL OTHER | STATE | TOTAL |
|----------------------------|------------------|-----------------|------------------|------------------|
| MTC Region | \$ 5,252 | \$ 1,915 | \$ 2,908 | \$ 10,075 |
| SACOG Region | 1,472 | 609 | 1,123 | 3,205 |
| SCAG Region | 14,493 | 4,833 | 6,106 | 25,432 |
| Fresno COG (Fresno UZA) | 559 | 249 | 503 | 1,311 |
| Kern COG (Bakersfield) | 448 | 225 | 510 | 1,183 |
| SANDAG (San Diego UZA) | 2,526 | 829 | 1,006 | 4,361 |
| San Joaquin COG (Stockton) | 317 | 183 | 465 | 966 |
| Stanislaus COG (Modesto) | 306 | 138 | 281 | 725 |
| Tulare CAG (Visalia) | 187 | 118 | 317 | 623 |
| Total | \$ 25,559 | \$ 9,100 | \$ 13,221 | \$ 47,880 |



| Disadvantaged Communities* |
|----------------------------|
| \$ 2,519 |
| 801 |
| 6,358 |
| 328 |
| 296 |
| 1,090 |
| 241 |
| 181 |
| 156 |
| \$ 11,970 |

Notes: Individual numbers may not add to total due to independent rounding. Final dollar amounts may vary based on actual apportionment and obligational authority by FHWA or any changes in Federal guidance.

*Per Senate Bill 99, ATP guidelines shall include a process to ensure no less than 25 percent of overall program funds benefit disadvantaged communities.

STAFF REPORT

SUBJECT: Measure K Ordinance and Expenditure Plan Amendment Process

RECOMMENDED ACTION: Information

SUMMARY:

On January 29, 2014, SJCOG staff sent out a letter to interested parties soliciting proposals for amendments to the Measure K Ordinance and Expenditure Plan. The proposed amendments are for the 2014/15 fiscal year. Proposed requests must be submitted in writing by the County Administrator, City Manager, Public Works Director, San Joaquin Regional Transit District (SJRTD) General Manager, San Joaquin Regional Rail Commission (SJRRC) Executive Director, any interested party or individual citizen to SJCOG by **March 21, 2014 at 5:00 p.m.** This is a firm deadline and no amendment request will be accepted after this time.

Process Schedule:

| Date | Activities |
|-------------|--|
| March 21 | Deadline to submit proposed amendment requests |
| March/April | Compile and evaluate requests/circulate recommendation through committees |
| May | Committee input. Adoption of amendment by SJCOG Board of Directors, if any |
| May/June | Public hearing at SJCOG Board meeting |

RECOMMENDATION:

Information only

FISCAL IMPACT:

None at this time. Fiscal impact will be evaluated as part of the amendment process.

ATTACHMENTS:

- 1) 2014 Measure K Ordinance and Expenditure Plan Amendment Process Schedule
- 2) Measure K Renewal Ordinance and Expenditure Plan – Sections 8 and 9

Prepared by: Donald Mascardo, Associate Regional Planner

2014 Measure K Ordinance and Expenditure Plan Amendment Process

January

SJCOG sends out letter to agencies and special districts soliciting proposals to the Measure K Ordinance and Expenditure Plan.

March 21

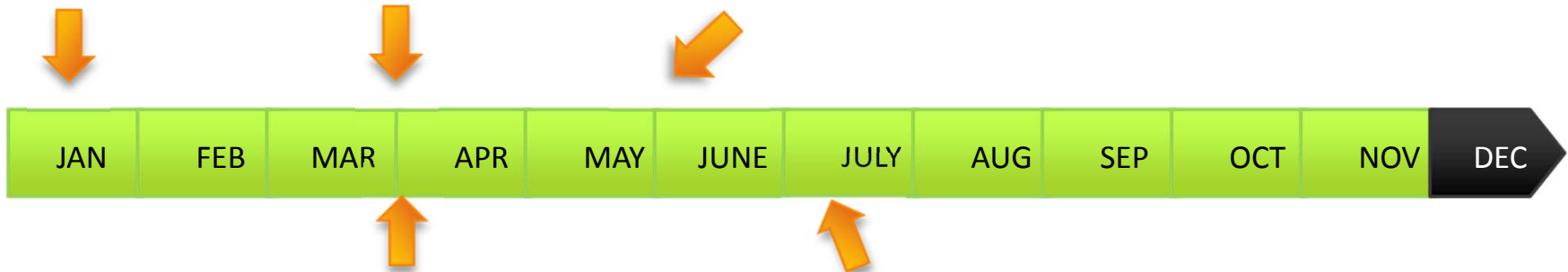
Deadline: Interested agencies, special districts, or interested individuals submit a written proposal to SJCOG to amend the Measure K Ordinance and Expenditure Plan.

May 1 – 22

Committee input. On May 22nd SJCOG Board holds a public hearing on the proposed amendments. Upon completion of the hearing, the amendments must be passed by a roll call vote and must have two-thirds majority of concurrence.

May 22

If the SJCOG Board passes any amendments, SJCOG staff will notify the Board of Supervisors, City Councils, and Commissioners of the cities and special districts in the county providing each entity with a copy of the proposed amendments.



March 24 – April 30

SJCOG staff analyzes the proposals and develops recommendations for Committees. A public notice and public hearing notice on the proposed amendments is published in the major local newspapers at least 45 days prior to public hearing date.

May 23 – July 8

In the event that a local jurisdiction does not agree with the amendments, it must, by majority vote, notify SJCOG via mail, of their intent to obtain an override of the amendments from a majority of the cities representing a majority of the population residing within the incorporated areas of the county and from the Board of Supervisors. The deadline for this letter is July 8, 2013, 45 days after SJCOG provides notification of amendment. On June 26th, a public hearing may be also held during this 45-day period at the SJCOG Board meeting. If a jurisdiction does not obtain the necessary resolutions supporting the override, the Authority's amendment to the Expenditure Plan will stand.

If SJCOG Board takes action NOT to amend the Expenditure Plan, then the steps identified for May 23-July 8 are not applicable.

MEASURE K RENEWAL - SAN JOAQUIN COUNTY LOCAL TRANSPORTATION IMPROVEMENT PLAN

Sections 8 & 9

SECTION 8. AMENDMENTS TO THE TRANSPORTATION EXPENDITURE PLAN.

8.01. Except as specifically provided within the Transportation Expenditure Plan regarding amending the Local Street Repair and Roadway Safety Funds distribution formula, the Authority may annually review and propose amendments to the Transportation Expenditure Plan to provide for the use of additional federal, state and local funds to account for unexpected revenues, or to take into consideration unforeseen circumstances. The Authority shall act on only one package of amendments each fiscal year. The Authority shall establish a process for proposed Transportation Expenditure Plan amendment(s) which ensures that the affected Authority committee(s), established pursuant to this Ordinance, participate in the development of the proposed amendment(s).

8.02. Upon completion of this process, amendments(s) to the Transportation Expenditure Plan must be passed by a two-thirds majority of the Authority by a roll call vote entered in the minutes of the Authority following a noticed, public hearing of the Authority. Notice of the public hearing shall be published pursuant to Government Code section 6062. Subsequently, the Authority shall notify the Board of Supervisors, the City Council of each city in the county and provide each entity with a copy of the proposed amendment(s). Pursuant to Public Utilities Code 180207, proposed amendment(s) shall become effective 45 days after notice is given, unless appealed under the process outlined in the following paragraph. Should an appeal be filed, the Authority shall hold a public hearing on the proposed amendment(s) within 45 days of the filing of the appeal.

8.03. In the event that a local jurisdiction does not agree with the Authority's amendments(s), the jurisdiction's policy decision-making body must, by a majority vote, determine to formally notify the Authority of its intent, in writing by registered mail, to obtain an override of the Authority's amendment(s). The appealing jurisdiction will have 45 days from the date the Authority adopts the proposed amendment(s) to obtain resolutions supporting an override of the amendment(s) from a majority of the cities representing a majority of the population residing within the incorporated areas of the county and from the Board of Supervisors. If a jurisdiction does not obtain the necessary resolutions supporting the override, the Authority's amendment(s) to the Ordinance will stand. If the necessary resolutions supporting the override are obtained within 45 days from the date the Authority adopts the proposed amendment(s), then the amendment(s) shall not become effective.

8.04. The Transportation Expenditure Plan shall be updated by the Authority every ten years that the sales tax is in effect to reflect current and changing priorities and needs in the County, as defined by the duly elected local government representatives on the Authority Board. Any changes to the Transportation Expenditure Plan must be adopted in accordance with current law in effect at the time of the update and must be based on findings of necessity for change by the Authority.

SECTION 9. AMENDMENTS TO THIS ORDINANCE.

9.01. This Ordinance may be amended to further its purposes. The Authority shall establish a process for proposed Ordinance amendment(s) which ensures that the Authority committees established by this Ordinance participate in the development of the proposed Ordinance amendment(s).

9.02. Upon completion of that process, amendment(s) to this Ordinance must be passed by a two-thirds majority of the Authority by a roll call vote entered in the minutes of the Authority. The Authority must hold a noticed, public hearing on the matter before formal adoption of any amendment to the Ordinance. Notice of the public hearing shall be published pursuant to Government Code section 6062.

9.03. In the event that a local jurisdiction does not agree with the Authority's amendments(s), the jurisdiction's policy decision-making body must, by a majority vote, determine to formally notify the Authority of its intent, in writing by registered mail, to obtain an override of the Authority's amendment(s). The appealing jurisdiction will have 45 days from the date the Authority adopts the proposed amendment(s) to obtain resolutions supporting an override of the amendment(s) from a majority of the cities representing a majority of the population residing within the incorporated areas of the county and from the Board of Supervisors. If a jurisdiction does not obtain the necessary resolutions supporting the override, the Authority's amendment(s) to the Ordinance will stand. If the necessary resolutions supporting the override are obtained within 45 days from the date the Authority adopts the proposed amendment(s), then the amendment(s) shall not become effective.