SOUTH BAY CITIES COUNCIL OF GOVERNMENTS
INFRASTRUCTURE WORKING GROUP (IWG) MEETING

Wednesday, June 21, 2017 from 11:30 A.M. – 1:30 P.M.

LOCATION: **Blue Water Grill,** 665 North Harbor Drive, Redondo Beach 90277

IWG meetings rotate between public meetings and public agency staff only meetings.

Meetings Open to the Public	Agency Staff Only Meetings
June 21	July 19
NOTE: MEETING DATES ARE CHANGED BELOW:	
August 9	September13
October 11	November 8

Lunch, including beverage and tip, is available at a cost of $30.00 per person and must be paid in cash. **No credit cards.** Payment will be collected during the meeting. Lunch selection must be from meeting menu. To ensure seating for everyone, please RSVP your attendance and whether you will be purchasing lunch by close of business, Friday, June 16, 2017 to David Leger at: *DavidL@southbaycities.org*

IWG SOCIAL & ORDER LUNCH - 11:30 A.M. to Noon
MEETING – 12:00 P. M. to 1:30 P. M.

12:00 p.m. **Self-Introductions & Approval of the May 17, 2017 IWG Meeting Notes** (Attachment A)

12:05 p.m. **Agency & Other Reports**
- **SBCCOG –** Program update –Steve Lantz
- **SOUTH BAY TRAFFIC FORUM, LA County DPW –** Update
- **Caltrans –** Update
- **L. A**. Metro - Updates
  - L. **A. Metro Board** - Update
  - **Metro TAC & Streets and Freeway Subcommittee –** Update

12:15 p.m. **Transportation Committee Update**
- **SBHP Project Progress Financial Risk Report** (To be distributed at meeting)
- **SBCCOG Letter to Metro Re.: Revised Measure M Guideline Concerns** (Attachment B)
- **Playa del Rey Traffic Calming Projects Update**

12:30 p.m. **Measure R SBHP Reporting / Oversight Changes**
- **Annual Program Evaluation Worksheet Template** (To be distributed at meeting)

12:40 p.m. **Spotlight Presentation: South Bay Broadband Feasibility Study Update –** Wally Siembab, SBCCOG Research Director

1:15 p.m. **Three-Month Look Ahead** (Attachment C) – Steve Lantz

1:20 p. m. **California Financing Coordinating Council Funding Fair Flyer** (Attachment D)

1:25 p. m. **Announcements / Adjournment -** *Next IWG meeting (agency only meeting) – July 19, 2017.*

To include an item in the agenda, e-mail to: lantzsh10@gmail.com by July 7, 2017.

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South Bay Cities Council of Governments
Infrastructure Working Group Meeting Notes – May 17, 2017

Attendees: Chair Stephanie Katsouleas (Manhattan Beach); Vice Chair Rob Beste (Torrance); Ken Berkman & Lifan Xu (El Segundo); Akbar Farokhi & Alan Leung (Hawthorne); Andrew Brozyna & Lucho Rodriguez (Hermosa Beach); William Mendoza & Jun De Castro (Gardena); Prem Kumar (Manhattan Beach); Ted Semaan, Didar Khandker & Lauren Sablan (Redondo Beach); Josie Gutierrez, Robert Torres & Andres Narvaez (LA County DPW); Isidro Panuco (Metro); Jimmy Shih & Eduardo Alvarez (Caltrans); Jacki Bacharach, Steve Lantz & David Leger (SBCCOG); Dina Saleh & Alan Clelland (Iteris)

Chair Stephanie Katsouleas called the meeting to order at 12:04 pm.

I. **Self-Introductions and Approval of April 19, 2017 Meeting Notes**
   Meeting notes were approved as submitted.

II. **Agency & Other Reports**
   – **SBCCOG:** Jacki Bacharach gave the following update:
      – SBCCOG is beginning the Renewable South Bay program, working with HERO to do solar projects for residential and commercial properties.
      – SBCCOG just joined the Calif. Association of Councils of Governments (CALCOG); one of their major policy areas is transportation/transportation policy and legislation.
      – Homeless Services meeting is on May 22nd. The SBCCOG is actively working to secure more funding for homeless services and currently participates in the Measure H Revenue Planning Committee.
      – At the next SBCCOG Board of Directors meeting, there will be a presentation by LA County Sheriff Jim McDonnell as well as the Broadband Feasibility Study. There will be a Brownbag Lunch Workshop on May 24th from 11:30am to 1:00pm, to review broadband uses and why it's important.
      – The 2018 General Assembly will be taking place on 2/23/2018, with a preliminary topic called "The General Plan of 2040", focusing on how people will live, work, etc. in 2040. Please help us develop the topic.

   – **South Bay Traffic Forum, LA County DPW:** Robert Torres gave an update on the status of the County's ITS projects, which include the South Bay CCTV & Fiber Project, Centracs System for Cities of Carson and Hawthorne, and IEN for Cities of Torrance and Redondo Beach. For details on specific projects and project statuses, the full report can be found on the SBCCOG website at:
   http://www.southbaycities.org/sites/default/files/infrastructure/HANDOUT_South%20Bay%20Traffic%20Forum%20Status%20Report%20May%202017.pdf

   – **Caltrans:** Jimmy Shih briefly updated the group on the status of Caltrans projects. Project #MR312.11 (DCCM) has a funding agreement amendment fully executed, with construction expected to be completed shortly. Project #MR312.24 (405/110 interchange) is being advertised and with an expected groundbreaking ceremony in November 2017. Caltrans is initiating a Funding Agreement with Metro for Project #MR312.25 (405/182nd Street). Project #MR312.29 (PCH ITS) was listed for bid and is expected to be awarded in May 2017.

   – **L. A. Metro Updates**
      – **L.A. Metro Board** – Isidro Panuco reported that the FY 2018 Budget is being reviewed by the Board. The FY 2018 Budget includes SBHP Projects funding and SBCCOG staffing funding.
      – **Metro TAC & Streets and Freeway Subcommittee –** Lauren Sablan reported that the Streets and Freeway Subcommittee reviewed a presentation on the Local Streets and Roads Work Program for which project applications are due in November. Rob Beste reported that the Metro TAC meeting included TAC appeals, with no deobligations made. TAC members also discussed Measure M Guidelines during the meeting.

III. **Transportation Committee Update**
   – **SBCCOG 2017-18 Measure R SBHP Budget Request**
   Mr. Lantz announced that Metro approved the 2017-18 Measure R SBHP Budget Request.
   – **SBHP Project Progress – Financial Risk Report –** Received and filed.
   Mr. Lantz reported that there will be a new format for the Project Progress report after the SBCCOG meets with each city in June. Mr. Lantz also asked the group to review their projects for expiring Funding Agreements so the amendments can

be brought to the SBCCOG Board for approval. The current Financial Risk Report was handed out at the meeting. The report can be viewed online at:
http://www.southbaycities.org/sites/default/files/infrastructure/HANDOUT_April%20Risk%20Report.pdf

–   **SBCCOG Letter to Metro Re.: Measure M Guideline Concerns**
Mr. Lantz referred the group to the letter sent to Metro regarding the Measure M Guidelines in the agenda packet. Mr. Lantz reviewed the general issues of the letter, including the request to allow COGs to serve as the administrators of the four South Bay Measure M sub-regional programs and use of sub-regional funds to administer the programs. Ms. Bacharach added that the project approval flow chart included in the letter was developed mainly by the San Gabriel Valley COG, adding that the SBCCOG is not making these recommendations to Metro alone.   Mr. Lantz added that Metro is requesting 129 new staff positions, costing approximately $14 million per year, of which only $4 million would come from Measure M.

Ms. Bacharach also added that requests by the Metro Board to study the acceleration of the Purple Line and LAX People Mover must consider the impact on funding/delivery date for existing projects, such as the Green Line extension. Mr. Lantz informed the group that acceleration is allowed as long as other projects aren't delayed by the acceleration.

IV.   **SB 1 – CALCOG / MTC Summary**
Mr. Lantz referred the group to the proposed funding allocation from SB1 that was produced by CALCOG. Mr. Lantz also handed out a spreadsheet that includes a breakdown of transportation funding allocation and sources by city within the South Bay. There was an error on the sheet which mislabeled a State Highway Users Tax as a Federal source of funds. The corrected spreadsheet can be found online at:
http://www.southbaycities.org/sites/default/files/infrastructure/HANDOUT_SB%20Local%20Funding%20Allocation%202017-18_0.pdf

V.   **Spotlight Presentations**
–   **Measure R SBHP Reporting / Oversight Changes**
Annual Program Evaluation
Project Progress Tracking Changes
June 1-on-1 Meetings

Steve Lantz presented on the Measure R SBHP Reporting and Oversight Changes. Mr. Lantz reported that one of the key new provisions in the SBCCOG cooperative agreement with Metro is the requirement to track the annual performance of each project and the program as a whole. Even though monthly reports are being submitted, the new oversight will compare how much progress a project was supposed to make versus how much progress is actually made.

Mr. Lantz informed the group that the SBCCOG will set up one-on-one meetings with each city to review this new requirement and to set up the baseline progress to be made in the upcoming fiscal year.   The Annual Performance Evaluation (APE) requires the SBCCOG to set a baseline and determine how much physical progress is going to be made in the next year.

Alan Clelland gave a brief refresher course on Earned Value management. Mr. Clelland added that the goal is not to create additional work, but to take work that is already being reported and using that to meet the APE requirement.
Mr. Clelland's presentation can be viewed online at:
http://www.southbaycities.org/sites/default/files/infrastructure/PRESENTATION_New%20SBHP%20Reporting%20Requirements.pdf

VI.   **Three-Month Look Ahead –** Received and filed.

VII.   **Announcements & Adjournment**
Chair Katsouleas adjourned the meeting at 1:30 pm until June 21, 2017 (public meeting). To include an item on the agenda, please email Steve Lantz (lantzsh10@gmail.com) by June 9, 2017.

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www.southbaycities.org

SOUTH BAY CITIES
COUNCIL OF GOVERNMENTS

June 12, 2017

Honorable John Fasana, Chairman
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza

Los Angeles, CA 90012

Dear Chairman Fasana:

The South Bay Cities Council of Governments (SBCCOG) appreciates the opportunity to participate in the development of Measure M Guidelines and Metro's willingness to incorporate many of our recommended changes in the revised draft guidelines. First and foremost, we support Metro staff's recommendation to provide a central partnership role and funding for the COGs in development and delivery of the sub-regional programs that are specified in the Measure M Ordinance.

The revised guidelines address many of our concerns and we understand that many of the implementation details will be developed in administrative guidelines to be prepared in consultation with the Measure M Policy Advisory Committee and other stakeholders over the next year. However, because we are unclear as to which of our recommendations should be addressed in the Master Guidelines and which should be dealt with in the Administrative Guidelines, we believe that the Metro Board should be aware of our remaining concerns with the revised guidelines as currently drafted.

We have summarized the major remaining concerns in the bullets below and have attached an appendix that corresponds the comments to the appropriate Measure M Master Guidelines page. Although the guidelines have been significantly improved with respect to the explicit partnership and respective roles of Metro, Sub-regional Entities, and project lead agencies, we recommend the following further clarifications:

- Consultation with Sub-Regional Entities o Affected sub-regional entities must concur with proposed sub-regional boundary changes; o Sub-regional Entities must approve loans / transfers between Multi-Year Sub-fund programs and projects (MSPs) prior to Metro Board approval;
  - o Sub-regional entities must be consulted in the development of administrative guidelines, project eligibility guidelines, project selection criteria, and performance metrics for sub-regional programs and projects;
  - o Project Sponsors should not be allowed to bypass the sub-regional planning process where one exists.
  - o Metro should establish a policy that would allow eligible costs related to locally-funded projects that would be considered as elements within a Metro rail project to be eligible for a Letter of No Prejudice for Measure M reimbursement when the local projects are shovel ready.

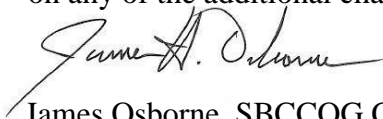LOCAL GOVERNMENTS IN ACTION

Carson   El Segundo   Gardena   Hawthorne   Hermosa Beach   Inglewood   Lawndale   Lomita
Manhattan Beach   Palos Verdes Estates   Rancho Palos Verdes   Redondo Beach   Rolling Hills
Rolling Hills Estates   Torrance   Los Angeles District #15   Los Angeles County

- o Metro allowed 0.5% of the annual cost of the sub-regional programs to be drawn from the MSP for program development and administration. Sub-regional entities and local jurisdictions should be explicitly eligible for these funds.
- o It is unclear whether Metro is taking an additional 0.5% here for administration from subregional programs over and above what they are already getting off the top. To avoid Metro "double dipping", it should be clarified that Metro's administrative costs do not exceed the 0.5% of Measure M and are taken before Transit and Highway Allocations are made.

- Project Acceleration o Acceleration of projects must not delay current regional and sub-regional projects or reduce the funding available for cost containment strategies related to sub-regional programs and projects.
    - o Surplus funding from projects that have been completed or from projects that are no longer viable should be made available for re-programming within the same sub-fund during the following fiscal year. These surplus funds should not have to wait for the 5-year Assessment to be re-programmed.
    - o The guidelines also allow the Metro Board to amend the "Schedule of Funds Available" to accelerate an Expenditure Plan Major Project at any time but changes in commitments to current projects will only be evaluated every 10 years. The conflict between the two policies should be reconciled and acceleration of sub-regional projects should be subject to similar policies.

- Multi-year Highway Sub-funds o Highway Operational Improvement project funding begins with the Project Identification
    Document rather than program development. To be consistent with general Measure M Guidelines, the Highway Sub-fund guideline should allow use of the funding to develop the subfund guidelines or prepare the project development matrix.
    - o Measure R SBHP guidelines include a funding restriction that requires intersection or street widening/improvements to be "on a State Conventional Highway or within one mile of a state highway." This restriction was not included in the Measure M Ordinance and should be eliminated from the Measure M guidelines to allow projects to be implemented in areas like the Palos Verdes Peninsula that are not within 1 mile of a state highway and yet have major arterials.
    o Metro deleted two-way left turn or right turn lanes and intersection and street widening projects from the examples of eligible projects in the Freeway Interchange Improvements definition. However, the definition in this funding category includes improvements on major/minor arterials or key collector roadways which achieve the same objectives as Freeway Interchanges. Since the Freeway Interchange Improvements category is more broadly defined, we recommend that these types of turn lane projects on arterials be restored to the Guidelines as eligible uses of the funding.

- Technology Improvements o Even though signal synchronization and other intelligent transportation system improvements are explicitly eligible in some MSPs around the County, they are not explicitly eligible in South Bay Highway MSPs. In addition, the Guidelines do not currently

include broadband or fiber-optic projects as eligible expenditures. Fiber optic installations are limited in the Local Return Guidelines to "signal-related electrical system and/or fiber-optic in the roadway." Fiber-optic installations should not be limited to being in the roadway since use of existing utility poles and underground conduits outside the roadway might be more cost-effective. Signal synchronization and intelligent transportation system improvements Inter-city, sub-regional fiber-optic and broadband projects should be included in the Sub-regional and Local Return Guidelines sections. o Smartphone technologies, Autonomous cars, Slow Speed Vehicles, Electric Vehicles, Car sharing, and Transportation Network Companies are significantly evolving traditional transit, paratransit, and taxi systems. To ensure that these potential public/private partnerships are enabled to improve service to the customer, the Measure M Guidelines should allow these innovative projects, technologies, infrastructure improvements, and service providers to be eligible for all appropriate funding categories

- o Visionary Seed Funding eligibility is still restricted to transit in the revised guidelines. It should be available for other mobility and sustainability ideas beyond transit. The eligible applicants should include transit operators and other entities rather than relegating others to "partners" for visionary seed funding applications that do not include transit operators.

In summary, the SBCCOG appreciates Metro staff's diligence in responding to comments and incorporating significant changes based on stakeholder input. We believe implementing the recommendations into the Measure M Master Guidelines or Administrative Guidelines will strengthen the partnership and clarify Metro's intentions. Please contact us if you would like additional clarification on any of the additional changes we are recommending. Sincerely,

James Osborne, SBCCOG Chair
Councilmember, City of Lawndale

c.c.:
SBCCOG Board of Directors
L. A. Metro Board of Directors
Phillip Washington, CEO, L. A. Metro
COGs of Los Angeles County

Appendix

<u>Appendix</u>

<u>SBCCOG Page-by-page Comments on Revised Measure M Guidelines, as of June 12, 2017</u>

<u>Page 7</u>
1. At the bottom of Page 7, #5 – Sub-regional funding reductions should come from the sub-region in which the shortfall is happening. It is not clear in the document. Sub-regional funding should be used only with the concurrence of the responsible "sub-regional entities".

2. Acceleration of projects must not delay current regional and sub-regional projects due to redirecting funding for acceleration

3. Acceleration of projects must not reduce the potential funding available for addressing cost containment using the methods listed on page 7.

<u>Page 10</u>
1. Sub-regional entities should be consulted before the Metro Board is asked to approve the performance metrics through its 5-year assessment process. This is particularly important with respect to the sub-regional program metrics.

2. Requiring approval only during the 5-year assessment may delay project readiness. There should be a process to accelerate approval changes more often than every 5 years to avoid delay of projects that are shovel ready.

<u>Page 11</u>
Any change in sub-regional boundaries should only be made with consensus of all the subregional entities affected.

<u>Page 12</u>
1. In the 2nd group of bullets – the new one re: Changes in Technology should also include better service to the customer/consumer.

2. Bottom of page 12 – The guidelines allow the Metro Board to amend the "Schedule of Funds Available" to accelerate an Expenditure Plan Major Project at any time but changes in commitments to current projects will only be evaluated every 10 years. The two policies are in conflict. Funds from a project that is completed with cost savings or a project that is no longer viable should be available for re-programming in the following fiscal year.

Page 16
> 2nd paragraph from the bottom –Metro should request notice from the responsible sub-regional entity which will compile the 5-year Multi-Year Subregional Programs (MSPs) on behalf of the project sponsors. Project Sponsors should not be allowed to bypass the sub-regional planning process where one exists.

Page 17
> MSP borrowing needs to be approved by all of the affected sub-regional entities.

Page 26
1. Metro allowed .5% of the annual cost of the sub-regional programs to be drawn from the MSP. Sub-regional entities and local jurisdictions should be explicitly eligible for these funds.

2. Parameters from the Mobility Matrices should be developed with concurrence of sub-regional entities. In the 2nd sentence referring to the Mobility Matrices, the word 'using' should be replaced with the word 'considering'.

Page 30
> Highway Operational Improvement project funding begins with the Project Identification Document rather than program development. To be consistent with Page 29, this guideline should not preclude use of funding from this category to prepare the project development matrix described on page 26.

Page 32
> Signal synchronization and other intelligent transportation system improvements are not included as eligible projects in any of the Highway MSP categories. They should be explicitly included in the respective lists even though they are generally eligible in their own section beginning on page 37.

Page 33
1. Metro added a provision that is in Measure R SBHP guidelines that requires Intersection or street widening/improvements to be "on a State Conventional Highway or within one mile of a state highway." This restriction should be eliminated from the Measure M guidelines to allow projects to be implemented in areas like the Palos Verdes Peninsula that are not within 1 mile of a state highway and yet have major arterials.

2. Metro deleted two-way left turn or right turn lanes and intersection and street widening projects from the examples of eligible projects in the Freeway Interchange Improvements definition. However, the definition in this funding category includes improvements on major/minor arterials or key collector roadways which achieve the same objectives as Freeway Interchanges. Since the Freeway Interchange Improvements category is more broadly defined, we recommend that these types of turn lane projects on arterials be retained as eligible uses of the funding.

Page 37

The guidelines do not currently include broadband or fiber-optic projects as eligible expenditures. Inter-city, sub-regional fiber-optic and broadband projects should be included in the ITS section and justified as a TSM strategy.

Page 42

1st/last mile should acknowledge eliminating travel through travel demand management strategies or projects. These types of projects should be eligible in the ITS section. The Greenway project category should be broadened slow speed electric transportation.

Page 44, 55

BRT Capital improvements – Metro staff told the PAC that municipal operators would be included, but the guidelines do not yet reflect the change. Included and Municipal Operators and Metro should be explicitly eligible as lead agencies for BRT funded projects within a BRT program coordinated by Metro.

Page 48

Allocation Methodology – It is unclear whether Metro taking an additional 0.5% here for administration from sub-regional programs over and above what they are already getting off the top. To avoid Metro double dipping, it should be clarified that Metro's administrative costs do not exceed the 0.5% that taken off the top.

Page 53

Visionary Seed Funding eligibility is still restricted to transit in the revised guidelines. It should be available for other mobility and sustainability ideas beyond transit. The eligible applicants should include transit operators and other entities.

Page 79

Fiber optic installations are limited to "signal-related electrical system and/or fiber-optic in the roadway." Consistent with the comments on page 37, fiber-optic and broadband programs should be eligible as a transportation demand management projects and should not be limited to installations in the roadway since use of existing utility poles and underground conduits outside the roadway might be more cost-effective.

Page 102, 103

1. Refocused Taxi Element – Although the guidelines are more inclusive in earlier sections of the document, this section should be expanded to include options to taxi operators such as car sharing and ride sharing providers and autonomous vehicle fleets.

2. Implementation Timeline – On the 4th line, in addition to taxi service, the timeline should include comparable options that exist or may emerge.

South Bay Measure R / Measure M Highway Programs

June 2017	July 2017	August 2017
12. SBCCOG Transportation Committee • New Measure R SBHP List Annual Update / Revised Reporting and Accountability Requirements • Consider next steps re: expediting Permitting process with Caltrans • Review Metro Measure M Guidelines staff recommendation **21. IWG Agency-only Meeting** • Review SBHP Project Progress / Deferral- Deobligation Risk Report • Review Metro Measure M Guidelines staff recommendation • Spotlight: Broadband and digital technologies in the South Bay **22. Metro Board** • Approve Measure M Guidelines **22. SBCCOG Board**	**10. SBCCOG Transportation Committee** • Review SBHP Project Progress / Deferral- Deobligation Risk Report • Measure R SBHP Project Progress Quarterly review **19. IWG Agency-only Meeting** • SBHP Project Progress / Deferral- Deobligation Risk Report • Measure R SBHP Project Progress Quarterly review • Spotlight: WPCP effluent tunnel – Carson to San Pedro **27. Metro Board** **27. SBCCOG Board** • Measure R SBHP Project Progress Quarterly review	**9. IWG Agency-only Meeting** • SBHP Project Progress / Deferral- Deobligation Risk Report • Spotlight: to be determined **14. SBCCOG Transportation Committee** • Deobligate SBHP Projects / Studies • Measure R SBHP Project Progress Quarterly review **24. Metro Board** **24. SBCCOG Board** • Deobligate SBHP Projects / Studies

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2017 CFCC FUNDING FAIRS

Please join the California Financing Coordinating Committee (CFCC) for this **NO-COST** event

2017 Schedule

April 5, 2017
California Rural Water Association
1234 North Market Blvd
Sacramento, CA 95834

May 2, 2017
Shasta Public Libraries
Redding Library, Community Room
1100 Parkview Ave.
Redding, CA 96001

June 6, 2017
Southern California Edison Energy
Education Center
4175 S. Laspina
Tulare, CA 93274

July 19, 2017
Monterey Recreation
Hilltop Park Center
871 Jessie Street
Monterey, CA 93940

August 29, 2017
California State University
San Bernardino Campus
College of Education, Room 105
5500 University Parkway
San Bernardino, CA 92407
Free parking

August 30, 2017
California Regional Water Quality
Control Board
2375 Northside Drive, Suite 100
San Diego, CA 92108

ATTENDEE REGISTRATION

Go to www.cfcc.ca.gov and click on Funding Fairs.
For Funding Fair questions, please call (916) 447-9832 x 1029.

Language interpretation services are available upon request. Please contact Christine White at (916) 341-5795 at least five (5) days before the event.

AGENDA

At each location, the Funding Fair Agenda is as follows:

Check in:	**8:00 a.m. to 8:30 a.m.**
Agency Presentations:	**8:30 a.m. to 12:00 p.m.**
Discuss Your Projects:	**Noon to Completion**

CFCC agencies fund the following types of eligible infrastructure Projects:

- **Drinking Water**
- **Wastewater**
- **Water Quality**
- **Water Supply**
- **Solid Waste**

- **Water Conservation**
- **Water Use Efficiency**
- **Energy Efficiency**
- **Flood Management**
- **Compost**

Some of the participating agencies also fund other types of infrastructure Projects including streets and highways, emergency response vehicles, solid waste, and community facilities.

For more information, please visit our web site at www.cfcc.ca.gov

WHAT IS CFCC?

The California Financing Coordinating Committee (CFCC) was formed in 1998 and is made up of seven funding members: five state, two federal. CFCC members facilitate and expedite the completion of various types of infrastructure projects helping customers combine the resources of different agencies. Project information is shared between members so additional resources can be identified. CFCC members conduct free funding fairs statewide each year to educate the public and potential customers about the different member agencies and the financial and technical resources available.

CFCC MISSION STATEMENT

The purpose of the California Finance Coordinating Committee (CFCC) is to foster cooperation among the seven funding agencies that administer water, wastewater, and other public infrastructure needs. The CFCC encourages the efficient use of funds by reducing administrative costs for recipients and funding agencies, and evaluating methods for improved performance. Members of the CFCC provide a forum to resolve state and federal program requirement conflicts that may make multiple-funded project difficult to administer. Additionally, Funding Fairs provide the CFCC with an opportunity to present current program information to the public. Attendees will also have the opportunity to speak with program staff directly.

WHO SHOULD ATTEND?

Representatives from public works, local governments, and California Native American Tribes. This includes city managers and planners, economic development and engineering professionals, officials from privately owned facilities, water and irrigation district managers, financial advisors and project consultants.

CFCC
Information

Please log on to the CFCC website at www.cfcc.ca.gov for the 2017 Funding Fair schedule, CFCC Member Directory and general information.

ELIGIBLE PROJECT TYPES

CFCC agencies fund primarily the following types of infrastructure Projects: drinking water, wastewater, water quality, water supply, water conservation water use efficiency, energy efficiency, and flood management. Some of the participating agencies also fund other types of infrastructure Projects including streets and highways, emergency response vehicles, solid waste, and community facilities.