



Meeting Agenda
Thursday, April 7, 2016
Time: 10:00 a.m.

Meeting Host:
Stanislaus Council of Governments

Meeting Location:
1111 "I" Street, Suite 308
Modesto CA, 95354

Teleconference Number: 1-712-432-1212
Participant Code: 432-600-639

APPROVAL OF MINUTES

Enclosure

1. February 4, 2016 Directors' Meeting

A. Chesley



DISCUSSION/ACTION ITEMS:

2. High Speed Rail Draft 2016 Business Plan

D. Gomez

Discuss Impact of New Business Plan on the Northern Region of the SJV

3. FAST Act

J. Richard

a. Presentation by Janice Williams, FHWA California Director of Finance

b. Discuss FASTLANE Freight Funding Proposals from the SJV

4. STIP Funding

T. Smalley



Discuss Impact of Reduced Funding for SJV Projects and Identify Next Steps for taking Action as a Region

5. Repurposing of Federal Earmarks

M. Garza



Discuss Programming of Funds from Previous Remaining Earmarks

6. RTP/Sustainable Communities Strategies/Air Quality

Staff

Update and Discussion

San Joaquin
Council of
Governments
Andrew Chesley - Chair

Tulare County
Association of
Governments
Ted Smalley - Vice Chair

Fresno
Council of
Governments
Tony Boren

Kern
Council of
Governments
Ahron Hakimi

(209) 235-0600
(209) 235-0438 (Fax)



Kings County
Association of
Governments
Terri King

Madera County
Transportation
Commission
Patricia Taylor

Merced County
Association of
Governments
Marjie Kirn

Stanislaus
Council of
Governments
Rosa Park

<http://sjvcogs.org>



555 East Weber Ave.
Stockton, CA, 95202



- | | | |
|--|------------------|-------------------------------------|
| 7. Affordable Housing and Sustainable Communities Program
Update and Discussion of Round Two Submittals and Technical Assistance | M. Lin | |
| 8. San Joaquin Valley Overall Work Program Fiscal Year 2016-17
a. Discuss and Consider Approving Draft OWP
b. Discuss and Consider Approving Valleywide Coordinator 2016-17 Contract | M. Sigala | <input checked="" type="checkbox"/> |
| 9. Valley Legislative Affairs Committee
Sacramento Recap and Options for Valley Voice D.C. | R. Phipps | |
| 10. UC Davis ITS – Rural Transit Needs Caltrans Planning Grant
Caroline Rodier will Discuss Project Initiation and Next Steps | C. Rodier | |
| 11. Beacon Program – Institute for Local Government
Julia Lave Johnston will Provide a Brief Presentation on the Program | J. Lave Johnston | |
| 12. Administrative
Review Draft Marketing Materials for Directors’ Committee/Valleywide Planning Efforts | M. Sigala | |

INFORMATIONAL ITEMS

The following items are for informational purposes and require no action or vote. A member of the public or Director may request that any Informational Item be “pulled” for further discussion. Written summaries of Informational Items are included in the agenda packet.

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|---|--------------------|
| 13. Caltrans Directors’ Report | S. Ehlert /D. Agar |
| 14. San Joaquin JPA for Passenger Rail | D. Leavitt |
| 15. Proposition 84/Blueprint/Greenprint | R. Terry |
| 16. California Partnership for the San Joaquin Valley | J. Chilingirian |
| 17. Regional Energy Planning | M. Sigala |

OTHER ITEMS

18. Director Items
19. Public Presentations for Items Not on Agenda.
This portion of the meeting is reserved for persons wishing to address the Committee on items within its jurisdiction but NOT on this agenda. Unscheduled comments may be limited to three minutes. The general public may comment on listed agenda items as they are considered.

ADJOURN MEETING. Directors Only Session (if necessary)

Next Directors’ Meeting: Thursday, May 5, 2016 in Fresno

Americans with Disabilities Act (ADA) Accommodations

The meeting room and restrooms are ADA accessible. Representatives or individuals with disabilities should contact the SJV Regional Planning Agencies at (559) 266-6222, at least three days in advance, to request auxiliary aids and/or translation services necessary to participate in the meeting.



Meeting Minutes
Thursday, February 4, 2016
Time: 10:00 a.m.

ITEM 1

Meeting Location:
 Kings County Behavioral Health Building, Hope Room
 460 Kings County drive
 Hanford CA, 93230

Teleconference Number: 1-712-432-1212
Participant Code: 432-600-639

Directors Present	MPO
Andrew Chesley	San Joaquin Council of Governments
Ted Smalley	Tulare County Association of Governments
Tony Boren	Fresno Council of Governments
Ahron Hakimi	Kern Council of Governments
Terri King	Kings County Association of Governments
Marjie Kirn	Merced County Association of Governments
Rosa Park (phone)	Stanislaus Council of Governments
Patricia Taylor	Madera County Transportation Commission

Please see Appendix A for a list of other attendees

APPROVAL OF MINUTES

Enclosure

1. January 7, 2016 Directors' Meeting

A. Chesley



There was a motion to approve the January 7, 2016 Directors Committee Minutes.

First Motion: Mr. Ahron Hakimi
 Second Motion: Mr. Ted Smalley
 No Nays
 Motion Carried

San Joaquin
 Council of
 Governments
 Andrew Chesley - Chair

Tulare County
 Association of
 Governments
 Ted Smalley - Vice Chair

Fresno
 Council of
 Governments
 Tony Boren

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 Rosa Park

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555 East Weber Ave.
 Stockton, CA, 95202

DISCUSSION/ACTION ITEMS:

2. RTP/Sustainable Communities Strategies/Air Quality

T. Taylor

Update and Discussion

Tanisha Taylor provided an update regarding the Air Quality lockdown, and advised the board to continue working with EPA and ARB to complete necessary steps for lockdown. As reported the STIP adoption schedule moved from March to May, essentially initiating the start of the lockdown. Tanisha will form discussions with staff on how to move the processes so that STIP will show conformity and incorporate them into the TIP.

A schedule has been drafted for staff that will highlight milestones to incorporate the STIP into TIP. A conference call held today between the EPA and the District that will work on steps for budget approval to end the lockdown. Tom advised the board of a special meeting between EPA and ARB in Sacramento underlining planning issues: referencing the PM10 plan and submitted maintenance plan. Discussion of Clear Act and EPA modification of "exceptional events" ensued.

Second part, Tanisha Taylor discussed consequences of delayed trigger sanctions upon approval of the PM 2.5 2015 plan. Mrs. Taylor applauded the efforts of reaching the first of many milestones. Tanisha also informed the board that she will be moving to CalCOG and Melody Lin will take her place at SJ COG.

Sustainable Communities Strategies- Tanisha Taylor discussed target setting and a potential ARB board action in October 2016. Also, advised that the MIP II numbers and impact the target. Mr. Smalley questioned the impact of meeting targets if employment goes up. Mr. Boren and Mr. Chesley proceeded in discussion of methodology of meeting targets. Terri reported of Kings County to update their model.

3. Affordable Housing and Sustainable Communities Program

T. Taylor

Update and Discussion

Tanisha Taylor reported progress with the Technical Assistance contract with the Strategic Growth Council. A revised budget displaying the shares will be sent out reflecting the five percent reduction from the original award of \$99,000. Melody Lin has met with each of the 12 applicants and has sent out a summary to each of the staff. There are 14-15 potential applicants applying this year compared to 12 who are reapplying from last year. Melody Lin will be point of contact for upcoming training for GHG modeling, as well as coordinate 12 one on one individual meeting and workshops. The number one goal is to encourage as many as possible to apply. Contract with SGC was signed yesterday. Michael Sigala noted the role of MPOs in the project recommendation process.

4. Valley Legislative Affairs Committee (VLAC)

R. Phipps

a. Discuss and Approve Follow-Up Items from the Water Special Meeting

Robert Phipps spoke to a letter and a state platform plank on water policy, which were provided in the agenda packet. The intent is to reflect the desire and information that came from the Special Regional Policy Council meetings covering water, in support of Temperance Flat. Andy Chesley commented as to consternation from San Joaquin County regarding Prop 1B funding and favoring a particular water project. They are concerned about state legislation and the positions taken, discussion ended.

There was a motion to approve the letter as stated and change of contact person from Andy Chesley to Vice Chair, Mr. Ted Smalley.

First Motion: Mr. Ted Smalley
Second Motion: Mr. Tony Boren
No Nays
Motedion Carried

b. Review and Approve Revised California Legislative Platform

Robert Phipps provided updates to the transportation funding proposals. There has been no development to undertake any single proposal including the new Frazier bill. Mr. Smalley suggested adopting the CTC principles with regards to transportation funding. Mr. Phipps made note to the CTC principles attached to the agenda. Ted Smalley commented to which components of CTC recommendations are more critical to the board. Mr. Smalley, advised the board to support a fix-it-first policy, fix the STIP and having it indexed. Discussion ensued.

There was motion to support the three key talking points noted: new funding for fix it fist, the STIP fixed and indexed, TCIF be more invitational.

First Motion: Mr. Ted Smalley
Second Motion: Mr. Tony Boren
No Nays
Motedion Carried

c. Review Logistics for Valley Voice Sacramento 2016 (March2)

The next Regional Policy Council meeting is scheduled for February 19, 2016 at 10:00am. There was some concern with video conferencing at one location, others commented on opening locations and offer a call line for members with extraordinary circumstances, most directors seemed to agree. Robert Phipps summarized items concerning meal and hotel accommodations for their up coming trip to Sacramento. Gus Khouri emailed an agenda for the Sacramento trip to the directors and offered some perspective to the framework around the agenda as it relates to water and transportation funding. Ben Kimball presented a video by Tulare County to offer as a long term vision for federal transportation issues, as it pertains to federal funding for local roads and economy.

5. Active Transportation Program (ATP)

M. Garza

Discuss Guidelines and Impact to Disadvantage Communities

Melissa Garza noted at a recent CTC meeting held in January, that the guidelines and disadvantaged communities application and scoring was discussed as well as funds to develop plans in disadvantaged communities. Commissioners were concerned about the amount of funding going to disadvantaged communities. Melissa Garza commented and suggested the valley benefits from the disadvantaged category and advocates for the valley to discuss a tiered scoring system. Also noted Commissioner Assemi recommended for a solution to come from the Valley. Ted Smalley requested that he and Melissa work on a comment letter and directors agreed.

6. San Joaquin Valley Goods Movement

M. Sigala

a. Receive Update on Planning Efforts

Mr. Sigala reviewed the two planning efforts currently in place. The first planning effort consists of the San Joaquin Valley Sustainable Implementation Plan. The plan is still moving along and there were no deliverables to report. The I-5/SR-99 project has received one deliverable, which consists of an Existing and Future Conditions reports that the technical advisory committee has received and provided feedback on. In relation to the I-5/SR-99 project is the Demonstration Project for the valley, which is broken down into two categories; 1) a potential ARB pilot demonstration project 2) demonstration project for the assignment.

b. Review Priority Projects for Funding under the Fixing America's Surface Transportation Act (FAST)

Mr. Sigala noted that circulation of the preliminary requirements for FAST had been forwarded through email to the directors in addition to a four page hardcopy provided the day of the meeting.

Ted Smalley commented of the importance of working unanimously with all Council of Governments as well as networking with influential members of congress that can provide support of the projects considered for funding under the FAST act. Conversation ensued of what process would be best to follow in order to effectively provide a proactive and strategic outcome of receiving support for funding of the projects as well as short term and long term issues that might arise through the process. Mr. Chesley reported that he would ask the Swap Meet group to take a look at the freight funding process under the FAST Act.

7. Valley Planner's Network

R. Terry

Discuss Continued Collaboration and Support from Valley MPOs

Rob Terry commenced his presentation by providing background information about the purpose and goals of the Valley Planners Network. As informed by Mr. Terry, the goals of the Valley Planners Networks include 1) Educate and bring together the planning professionals from all across the San Joaquin Valley 2) Enter discussions and have briefings about current planning issues 3) To build capacity and relationships between local, state, and interstate planning professionals.

A motion was carried to confirm reaffirmation of the Valley Planners Network and agreement to work with the Regional Planning Agencies.

First Motion: Ted Smalley
Second Motion: Tony Boren
No Nays
Motion Carried

8. Administrative

M. Sigala

Review Draft Marketing Materials for Directors' Committee/Valleywide Planning Efforts

Mr. Sigala reviewed marketing materials, including the policy council letterhead logo. Any changes that would like to be made should be addressed to Mr. Sigala.

INFORMATIONAL ITIEMS

9. Caltrans Directors' Report

S. Ehlert/D. Agar

Mr. Agar reported that several projects were being completed and thanked all partners involved. Cooperation and participation of all parties will be much needed in order for a successful outcome.

Mr. Agar also shared information about the 2016 SHOP; the proposal had been sent to the Commission in the previous week, with prospective adoption by the Commission in March and being forwarded to the Governor's office in April. All pertaining information about the shop would be available online for any interested members.

The SHOP Management Pilot Program is waiting to hear from Mike Johnson, program manager, in order to provide information of who made the cut for the \$100 million. Mr. Agar concluded by following up with members comments about the ICAP process. Mr. Agar provided feedback discussions between himself and Mr. Bill Lewis, who was appreciative of the comments and concerns provided by the Directors. Mr. Lewis shared that the process itself had been extremely laid back in 2011 and had been re-looked at in 2015. Mr. Lewis expressed that the process is undergoing constant revision and understand the challenges that the Directors might encounter. Mr. Lewis shared data about the average turnout time had been for local partner's state wide stood currently at 33 days.

10. San Joaquin JPA for Passenger Rail

D. Leavitt

Mr. Leavitt reported that there was some expressed concerns that there was currently no outreach being promoted to Fresno, Tulare, and Kings area consultants for the marketing opportunities currently offered by the JPA.

11. High Speed Rail

D. Gomez

No update was reported

12. Proposition84/Blueprint/GreenPrint

R. Terry

Work is still being done for the Blueprint/GreenPrint project. A meeting will be held in February 25th in order to discuss future directions of the projects as well as create the best goals for the policies to be carried out, as well as the release of the RFP later this month. Data storage for the information gathered from the project is an important aspect that will be developed, including choosing the best technological program that can complete this task. Review of contracts with pertaining partners and associates towards the projects was also reviewed, including a financial breakdown of funds available and the current standing in the allocation of resources available for the project.

13. California Partnership for the San Joaquin Valley

J. Chilingierian

Ms. Chilingierian reviewed important upcoming events that would be of pertaining interest to the Regional Policy Council.

14. Regional Energy Planning

M. Sigala

There were no updates to report

OTHER ITIEMS

15. Director Items

There were no updates to report

16. Public Presentations for Items not on Agenda

There were no public presentations

Meeting Adjourned at Approximately 12:45 P.M

Next Directors' Meeting: Thursday, April 7, 2016 in Modesto

Appendix A: Other Meeting Attendees

In Attendance:	
Individual	Organization
Tanisha Taylor	SJCOG
Robert Phipps	Kern Council of Governments
Rudy Serrato	Sigala Inc.
Jenna Chilingerian	Fresno State OCED
Ben Kimball	Tulare Council of Governments
Michael Sigala	San Joaquin Valley Coordinator
Chris Lehn	KCAG
Gail Miller	CALTRANS
Melody Lin	SJCOG
Unchong Parry	KCAG
Clark Thompson (phone)	Fresno COG
Melissa Garza (phone)	Fresno COG
Chelsea Gonzales (phone)	SJVAPCD
Stacie Dabbs (phone)	MCAG
Matt Fell (phone)	MCAG
Dennis Agar (phone)	Caltrans
Gus Khouri (phone)	Khouri Consulting

2016 Revised ITIP Proposal

- ITIP exceeds 25% share of the delete target
 - About \$192 million reduction in ITIP funding
 - Original Proposal \$600 million
 - Revised Proposal \$408 million, 32% reduction
- General Removal Criteria
 - Preconstruction only projects
 - Projects likely competitive for other funds
- Prioritize removed projects for return to STIP



2016 ITIP Delete Proposal

Support Only Highway Projects (Stop work now)				STIP \$'s Credited (x 1,000)	
District	Co	RTE	Project	IIP	RIP
3	BUT	70	SR70 Passing Lanes (Segment 2)	1,500	1,500
5	SB	101	South Coast 101 HOV Lanes	5,000	0
5	SLO	46	Route 46/41 Wye	19,100	0
6	FRE	41	Excelsior Expressway	2,142	0
6	KER	14	Freeman Gulch Widening - Segment 2	3,865	5,797
6	MAD	99	South Madera 6 Lane	1,087	0
6	MAD	99	Madera 6 Lane	4,300	459
8	SBD	395	Route 395 Widening	2,637	6,594
10	MER	152	Los Banos Bypass, Segment 1	3,083	3,083
Fully Funded Projects (Delete Con \$'s only, continue to RTL)				\$'s Deleted (x 1,000)	
District	Co	RTE	Project	IIP	RIP
6	KER	14	Freeman Gulch Widening - Segment 1	12,435	18,653
6	TUL	99	Tagus 6-Lane Southbound Widening	45,000	4,000
9	INY	395	Olancha and Cartago Expressway	35,400	53,100
10	MER	99	Livingston Widening Southbound	33,950	0
75	SJ	Rail	Stockton to Escalon Double Track Project	23,000	0
Total ITIP Recommended for Deletion				192,499	93,186



February 25, 2016

ITEM 4

Governor Edmund Brown
State Capitol Suite 1173
Sacramento, CA 95814

RE: Continuing Transportation Funding Crisis

Dear Honorable Governor Brown,

At their January 21 Meeting, the California Transportation Commission approved a revised Fund Estimate for the 2016 State Transportation Improvement Program (STIP) that will require the alarming deletion of over \$750 million in critical transportation improvements throughout California. The State Transportation Improvement Program helps fund state highway, intercity rail, and regional highway and transit capital improvements. These are extremely important projects that have been in development by Regional and Local Agencies and in many instances in partnership with the State for many years. These projects help achieve national, state, regional and local short and long-term goals and priorities. They consist of projects that help regions meet state air quality goals through SB 375 and also help improve safety, reduce congestion, improve local facilities for drivers, bicyclists and pedestrians, and most importantly help create jobs.

The revision to the STIP Fund Estimate is due to the estimated decrease to the State's price-based portion of the gasoline tax that is currently the only fund source for the STIP. This is a volatile source of funding, since it is subject to adjustments based on fluctuations in the price of gasoline. The rate (established as part of the "gas tax swap") is set annually by the Board of Equalization at a level that generates the same amount of revenue as would have been received if the sales tax on gasoline had remained in effect. The current rate was decreased from 18 cents to 12 cents as of July 1, 2015. Due to the price of gasoline in the past year, the Board of Equalization is expected to reduce the tax further from 12 cents to 10 cents at their next meeting in spring of 2016. As such the CTC adopted a revised Fund Estimate at their January meeting that factored the reduction in the price based tax for the five year STIP period starting in Fiscal Year 16/17 through FY 20/21. This decrease of 2 cents with a gradual estimated increase of 2 cents per year will have a profound effect that will lead to less funding available than previously forecasted. The revised fund estimate projects a decrease of more than \$750 million in capacity from a prior estimate which is leading to the current predicament of needing to delete the same amount in projects.

We urge you to take action on addressing this issue related to price based excise tax that has a significant impact on funding important transportation projects. While there is a growing need for transportation funding, California is actually reducing its investments in transportation infrastructure. During this current special legislative session, many ideas have been brought forward to increase and stabilize sources of transportation funding. Recently, proposals by Governor Jerry Brown, Senator Jim Beall and Assemblyman Jim Frazier aim to remedy the issue with the price based excise tax to restore funding for transportation projects. Governor Brown proposes to restore the tax to 18 cents and Senator Beall and Assemblyman Frazier propose to increase the tax to provide additional funding for transportation. A fix must be made to address the funding as we now face the dire situation of having to delete projects from the STIP. All three proposals would also allow the excise tax rate to adjust for inflation every three years. The main difference is that the funds from the inflation adjustment remain

City of Clovis
City of Coalinga
City of Firebaugh
City of Fowler
City of Fresno
City of Huron
City of Kerman
City of Kingsburg
City of Mendota
City of Orange Cove
City of Parlier
City of Reedley
City of San Joaquin
City of Sanger
City of Selma
County of Fresno

in the STIP under the Frazier and Beall proposals, but are swept into a different Road Maintenance and Rehabilitation Account under the Governor’s proposal.

In our region, this would mean a possible deletion of \$55,564,000 in STIP funded projects. The table below provides a summary of projects that are at risk of deletion in our region.

Project Title	Location	STIP Amount	Matching Funds
Excelsior Expressway - HWY 41 from Kings County Line to Elkhorn Avenue	Near the City of Fresno, HWY 41 from the Kings County line to Elkhorn Avenue. Widen from 2-lane to 4-lane expressway.	\$2,142,000 (PE and ROW)	\$0
SR 180-west of Smith to east of Frankwood: Construct 4 Lane Expressway	Kings Canyon Expressway-Segment 3 (Near Centerville and Minkler, on Route 180 from west of Smith Avenue to east of Frankwood Avenue. Construct 4 lane expressway on existing alignment.)	\$49,400,000	\$5,200,000 ***33,191,000 in local funds used to acquire the ROW***
180 West Freeway Landscaping-Brawley to Teilman	In and near the City of Fresno from 0.2 mile west of Brawley Avenue to 0.2 mile East Teilman Avenue; highway planting.	\$4,022,000	\$550,000

Accordingly, we support restoring the price base excise tax to its former rate and allowing the STIP funding revenue to adjust with inflation. Californians are frustrated with the declining condition of their transportation system and want their leaders in Sacramento to act swiftly to provide funding needed to repair roads and bridges, reduce traffic congestion, expand transportation alternatives and make the system more sustainable. We believe that Californians understand and support the need to maintain continued investments in transportation infrastructure.

Furthermore, due to an aging infrastructure, rising construction costs and budget constraints, the state’s local road network is falling into disrepair at an alarming rate. With heavier vehicles, increasing traffic and the need to accommodate alternative modes of transportation, the demands on California’s streets and roads are growing. At the same time, a growing percentage of streets and roads are in poor condition and in need of repair.

California’s road and highway maintenance needs are growing without a clear plan for stable financing. As has been mentioned before, from the moment we open our front door and drive to work, bike to school, or walk to the bus stop, people are dependent upon safe, reliable local streets and roads. Police, fire and emergency medical services all need safe reliable roads to react quickly to calls. A few minutes delay can be a matter of life and death. The local transportation system services as the “last mile” for the movement of goods that keeps our economy running. Fixing our roadway infrastructures truly is one of those “pay now or pay more later” situations. A dollar spent this now will save five to ten dollars in the future, unless we continue to defer all this work. Once the system is in a state of good repair, the need for maintenance will be reduced.

We respectfully request your support to work with fellow Legislators to help identify a timely solution to address these serious issues with transportation funding. Please contact me at 559-233-4148 if you have any questions or would to discuss further.

Sincerely,

A handwritten signature in blue ink, appearing to read "Amarpreet Dhaliwal". The signature is fluid and cursive, with a large initial 'A' and 'D'.

Mayor of City of San Joaquin, Amarpreet Dhaliwal
Chairman of the Fresno Council of Government Policy Board

Cc: Members, Senate Transportation and Housing Committee
Members, Assembly Transportation Committee
Mr. Bob Alvarado, Chair, California Transportation Commission
Commissioners, California Transportation Commission
Mr. Brian Kelly, Secretary, California State Transportation Agency
Mr. Will Kempton, Executive Director, California Transportation Commission
Mr. Malcolm Dougherty, Director, California Department of Transportation
Mr. Bill Higgins, Executive Director, CalCOG
Mr. Sarkes Khachek, Moderator, Regional Transportation Planning Agencies



ITEM 5

April 7, 2016

TO: San Joaquin Valley Regional Planning Agencies' Directors' Committee

FROM: Melissa Garza, Deputy Director, Fresno COG

SUBJECT: Repurposing of Unused Earmark Funds

This is an informational item; staff will provide a verbal update. Direction may be provided by the Directors.

BACKGROUND:

The Federal Highway Administration issued a key set of documents on March 8, 2016 that instructs state departments of transportation on how to redirect about \$2 billion in old, unused congressional earmark funds and sets up a process for them to possibly tap into more. According to AASHTO, State DOTs have been looking for the FHWA to free up unused earmark money ever since Congress included a provision in its fiscal 2016 omnibus appropriations bill in December to let states repurpose earmarks that have gone unspent for at least a decade. That is, certain earmarked funds are eligible for repurposing if the original earmark was over 10 years old and if less than 10 percent of project funds had been obligated, or if the project is closed. State agencies can now obligate the money to other projects within 50 miles of the ones Congress first earmarked. California has about \$148,724,639 in total unspent earmarks. A portion of the money now available for repurposing also includes residual funds that were left after a project was completed but not closed out. Until now the remaining funds could not be reallocated elsewhere. State agencies must let their FHWA division offices know by the end of August how they intend to use the money, and must obligate all their repurposed earmark funds no later than Sept. 30, 2019.

President Obama signed the bill into law on December 18, so the FHWA totaled up qualifying earmark levels as of that date. The formal FHWA guidance activates that pool of money, provides instructions on how to tap into it and includes lists of earmark funds that qualify so states can begin incorporating their amounts into their project planning. The guidance, list of projects and other information is available at <http://www.fhwa.dot.gov/cfo/earmarkrepurposing/>.

ATTACHMENTS:

Repurposing of Earmarks FY 2016 Guidance
2016 Earmark Repurpose Timeline (Draft)
Q & A Regarding FY 2016 Earmark Repurposing
Workgroup Member Roster



U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

Subject: **ACTION:** Repurposing of Earmarks FY 2016

Date: March 8, 2016

From: //original signed by//
Brian R. Bezio
Chief Financial Officer

In Reply Refer To:
HCF-1

To: Associate Administrators
Division Administrators
Division Directors

The Consolidated Appropriations Act, 2016 allows States and territories to repurpose certain funds originally earmarked for specific projects more than 10 years ago. This memorandum provides the implementing guidance for this provision.

Background

Section 125 of the Department of Transportation Appropriations Act, 2016 (Pub. L. No. 114-113, Division L, Title I, hereinafter “Repurposing Provision”) provides the authority for a State or territory (hereinafter “States”) to repurpose any earmark that was designated on or before September 30, 2005, and is less than 10 percent obligated or final vouchered and closed. The repurposed funds may be obligated on a new or existing project in the State within 50 miles of the earmark designation. The project must be an eligible project under the Surface Transportation Block Grant Program (STBG) (23 U.S.C. 133(b)), or the Territorial and Puerto Rico Highway Program (THP) (23 U.S.C. 165). The Repurposing Provision is available to be applied in FY 2016.

Earmark Eligibility for Repurposing

For an earmark to be eligible for repurposing, it must meet **all** of the following conditions:

- ***Meets the definition of an earmark.*** An earmark is defined as funding in a provision of law or report language directing a specific amount of discretionary budget authority, contract authority, or other spending authority for a project, or other expenditure with or to an entity, or targeted to a specific State, locality or congressional district. This definition includes any discretionary program funding (e.g., Ferry Boat Discretionary, Interstate Maintenance Discretionary, Bridge Discretionary, etc.) that was congressionally designated to a specific project identified in a report accompanying legislation such as appropriations acts.

- ***Authorized or designated on or before September 30, 2005.*** This includes Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users Act (SAFETEA-LU) earmarks which were authorized in FY 2005 but were allocated from FY 2005 through FY 2009. This also includes earmarks identified in Division H of the Consolidated Appropriations Act, 2005 and applicable earmarks for which the description was subsequently revised by Congress.
- ***Administered by FHWA.*** Projects administered by other Federal agencies are not eligible for consideration. However, if the project was completed by another Federal agency and excess funding for the earmark is retained by FHWA, the excess funding may be repurposed.
- ***Less than 10 percent obligated or the project has been completed and closed.*** Except as provided below, the earmark must have less than 10 percent obligated, of the funds made available, as of December 18, 2015. Funds may not be deobligated after that date to meet this threshold.

If a State has obligated 10 percent or more of the funds originally made available for an earmark, all projects that used the earmarked funds must have final voucher of payments processed and closed in the Fiscal Management Information System (FMIS) for the remaining unobligated earmark funds to be eligible for repurposing.

A list of earmarks with unobligated funds that may be eligible for repurposing is available at <http://www.fhwa.dot.gov/cfo/earmarkrepurposing/>. The list may not include the universe of earmarks that will be eligible under the provision. However, it will give States a good idea of the projects that should be considered. States should work with their FHWA division office to ensure all earmarks and allocated funds listed or otherwise identified meet the repurposing eligibility criteria and the amount of funds available. If additional earmarks are identified that are not on the list, the FHWA division office should contact the appropriate program office to determine if they are eligible for repurposing.

Requirements for Obligating Repurposed Funding

The following criteria must be met to obligate funding that has been repurposed from an earmark to one or more new or existing projects:

- ***Type of Project.*** The repurposed funding must be obligated on an STBG (for States) or THP (for Puerto Rico or territories) eligible project.
- ***Location of Project.*** The project(s) receiving the repurposed funding must be within the State that received the original earmark and within 50 miles of the original earmark description. If the earmark was for a geographic area (e.g., city, county, corridor), a project will be considered to meet this location requirement if it is within 50 miles of the area's boundary.
- ***Period of Availability.*** The repurposed earmark funds must be obligated on or before September 30, 2019.

- **Federal Share.** The applicable maximum Federal share for obligating the repurposed earmark funds is the same as originally provided for the earmark funds.

Other Requirements

The State must identify the corresponding amount of applicable special or allocated obligation limitation to be transferred with the earmark, if available. Earmarks with insufficient associated limitation available (i.e., excess funds) must use the State's annual formula obligation limitation when obligating those repurposed funds.

The State must identify specific projects (i.e., location and scope of work) for the full unobligated balance of the earmark for repurposing. Repurposed funds may be identified for one or more new or existing projects, or any combination thereof, but must be obligated by the end of FY 2019. The State must identify the specific amount for each project when the request to repurpose is made. Once funds are repurposed for a specific project, the funds may not be changed to a different project at a later date. Cost underruns released from one Federal-aid agreement may be obligated for increased costs only on a different project previously identified at the time of repurposing for the same earmark.

Once funds are repurposed under the Repurposing Provision, they may not be again repurposed because the funds no longer meet the requirements for repurposing since they have been moved off of the original Congressionally designated earmark.

Process for Requesting and Approving Repurposing

The State, FHWA division office, and the Office of the Chief Financial Officer (OCFO) will process earmark repurposing requests as provided in the attached procedures using a modified transfer request form (FHWA-1575 (ERP)). The Division Administrator's review and approval of a State's repurposing request constitutes FHWA's concurrence that (1) the repurposed earmark request meets the criteria for repurposing, and (2) any new proposed projects are STBG (or THP) eligible, within 50 miles of the earmark description, and within the State.

The State may submit a request to repurpose at any time prior to the submission deadlines. The submission deadlines will ensure State requests are processed prior to the end of this fiscal year. Each FHWA division office should work with its respective State to ensure the division office has adequate time to review, approve, and submit all modified transfer forms prior to the submission deadlines:

- If the State intends to obligate the repurposed funds before the end of the fiscal year, the FHWA division office must submit the completed request for repurposing to the OCFO by August 29, 2016.
- If the State does not intend to obligate the repurposed funds before the end of the fiscal year, the FHWA division office must submit the completed request for repurposing to the OCFO by September 12, 2016.

If the funds to be repurposed are not currently available in FMIS, the State must notify their FHWA division office in writing of their intent to repurpose such funds at least 30 days before the above deadlines. The division office must contact the appropriate FHWA program

office to allocate the funds and applicable obligation limitation in FMIS, if available, following normal procedures, noting that the purpose is for repurposing the earmark. Once the funds are allocated in FMIS, the State may then submit the request to repurpose the funds on the modified transfer form to the division office.

FHWA will not consider repurposed funding requests that are not in conformance with this guidance or not received by the submission deadline.

Required Congressional Quarterly Reports on Repurposed Earmarks

After the funds are repurposed, the States must provide quarterly reports to FHWA on the identified projects. To meet this requirement, FHWA will provide States a compiled list of projects submitted during the quarter. The State will provide the FHWA division office a letter certifying that the list of projects is accurate and will be obligated in accordance with the Repurposing Provision with the project list attached. The FHWA will provide the States the quarterly lists by July 15 and October 15, 2016. State certification letters should be received by FHWA's OCFO by July 31 and October 31, 2016.

Additional Information

We will provide FAQs on FHWA's Repurposing website. If you have specific questions, please direct them to the "Repurposed Earmarks" mailbox found in MS Outlook.

cc: Chief Counsel
Directors of Field Services

Attachments:

Attachment 1 – FY 2016 Earmark Repurposing Process
Attachment 2 – Modified Transfer Request Form (FHWA-1575(ERP))

FY 2016 Earmark Repurposing Process

This guidance defines the steps necessary to implement the statutory requirements to request earmarks to be repurposed. The address for FHWA's Earmark Repurposing website is <http://www.fhwa.dot.gov/cfo/earmarkrepurposing/>. Question should be submitted to the "Repurposed Earmarks" mailbox found in MS Outlook.

REPURPOSING PROCESS

1. If the funds are not allocated in the Fiscal Management Information System (FMIS), then a written request must first be made by the State to the FHWA division office. The FHWA division office will send the request to the appropriate FHWA program office to allocate the funds following the normal process. The request should note that the funds will be used for repurposing. This process may take 30 days which should be included in the timeline to meet the September 12, 2016 deadline.

Once the funds are allocated in FMIS, the State may continue to step 2 of this process.

2. The State submits a request to repurpose eligible earmarks to the FHWA division office for concurrence utilizing the modified transfer form (FHWA-1575(ERP)). An example form is attached. The left side of the form contains the information on the earmark to be repurposed. The right side of the form provides the information needed to identify the new project(s) and the amount of funds for each project.

The submission must contain sufficient information to demonstrate that each requested earmark is eligible for repurposing and each new project meets the requirements. Below are specific requirements for completing the modified transfer form:

- a. The left side of the modified transfer form must include information concerning the original earmark, including:
 - i. The name as provided in the applicable legislation or report or as provided in FMIS Demo ID information;
 - ii. Identify the specific legislation or report if not identified in FMIS;
 - iii. Fiscal year of the original authorization of earmark (i.e., the fiscal year the legislation was passed);
 - iv. The program code of the funding to be repurposed;
 - v. The Demo ID, if applicable; and
 - vi. The amount to be transferred from the earmark. This should be the full unobligated balance for the earmark.
- b. The right side of the modified transfer form must include the new project descriptions that comply with the statutory requirement, including:
 - i. The item number from the applicable earmark on the left side of the form;
 - ii. The location and scope of work. It should demonstrate that the funding will be obligated for an eligible STBG (for States) or THP (for territories)

- project. It may be necessary to provide more detail in the comments box or an attachment;
- iii. The amount of funds being repurposed for this project description. The total amount must match the unobligated balance of the earmark; and
 - iv. Repurposed program codes will be selected based on the original program code for the earmark funds (see Program Code Crosswalk on the repurposing website).
- c. Include the following in the “Comments” box of the modified transfer form:
- i. By left side line item number, describe how the project qualifies if 10 percent or more of the funds have been previously obligated.
 - ii. FHWA will presume that the maximum amount of applicable obligation limitation available for the funds will be repurposed and transferred with the funds. If it is desired to transfer less obligation limitation, record those requirements by right side line item number. **Funds subject to limitation in excess of the amount available will require the use of annual formula obligation limitation at the time of obligation.**
- d. The State must certify the earmark is eligible for repurposing and will be obligated for the identified purposes by marking the “YES” in the certification box. The State will sign the form and submit it to the FHWA division office. The State must submit a text readable (e.g., MS Excel) version of the form.
3. The Division Administrator (DA), or the Assistant Division Administrator (ADA) if designated, will either approve the transfer request form and submit it to the “FHWA Transfers” mailbox or reject the transfer request form and notify the State. The DA may delegate this authority only to the ADA. The DA’s approval represents the FHWA’s concurrence on eligibility of each earmark requested for repurposing and the requirements for project selection. The DA is responsible for confirming the following:
- a. The earmark is less than 10 percent obligated or all related projects that used the earmarked funds are final vouchered and closed.
 - b. The new project is an eligible STBG or THP project and located within 50 miles of the earmark description in the same State.
 - c. Obligation limitation available is properly identified, if applicable.

The FHWA division office is also responsible for verifying the amount of funds available for repurposing. The total unobligated balance of applicable funds must be checked. The balance can be checked in FMIS on either the M58A or W10A report. The N25A is another resource but may show a “demo” project (a type of earmark in the system) with an unobligated balance of funds but those funds may have been used on another demo, causing a negative unobligated balance on the other demo. Only the net balance of the projects is available. If funds have not been allocated in FMIS, the repurposing request cannot be submitted.

4. OCFO will evaluate the request and verify the amount of funds and obligation limitation, if applicable, available to transfer with the applicable earmark, dependent on its original obligation limitation. The demo description will be revised in FMIS to reflect “Repurposing” and one or more program codes will be used to re-allocate the funds for the new description.

A new demo number will be provided if the funds were not previously assigned a demo number. This will typically be necessary for discretionary programs such as the Ferry Boat Discretionary and Interstate Maintenance Discretionary programs.

Repurpose requests received by the OCFO by the 5th of the month will be completed by the 25th of the same month. The OCFO will notify the FHWA division office official mailbox and submitter that the transfer is processed and the funds may be obligated to the projects.

QUARTERLY REPORTS

FHWA will facilitate the quarterly reporting required by the States in the Repurposing Provision. The FHWA OCFO will consolidate the list of repurposed projects received during the quarter. The list of projects will be provided to the FHWA division offices to be provided to the States by July 15 and October 15, 2016.

The State will provide a letter to the FHWA division office confirming the list of projects and certifying that the earmarks were eligible for repurposing and the projects identified are within 50 miles of the earmark location within the State and will be obligated for eligible purposes as required in the Repurposing Provision. The State will attach the list of projects to the letter. The FHWA division office will provide the State’s certification to the “Repurposed Earmarks” mailbox by July 31 and October 31, 2016.

OCFO will consolidate the reports for the required quarterly report to Congress.

OBLIGATIONS

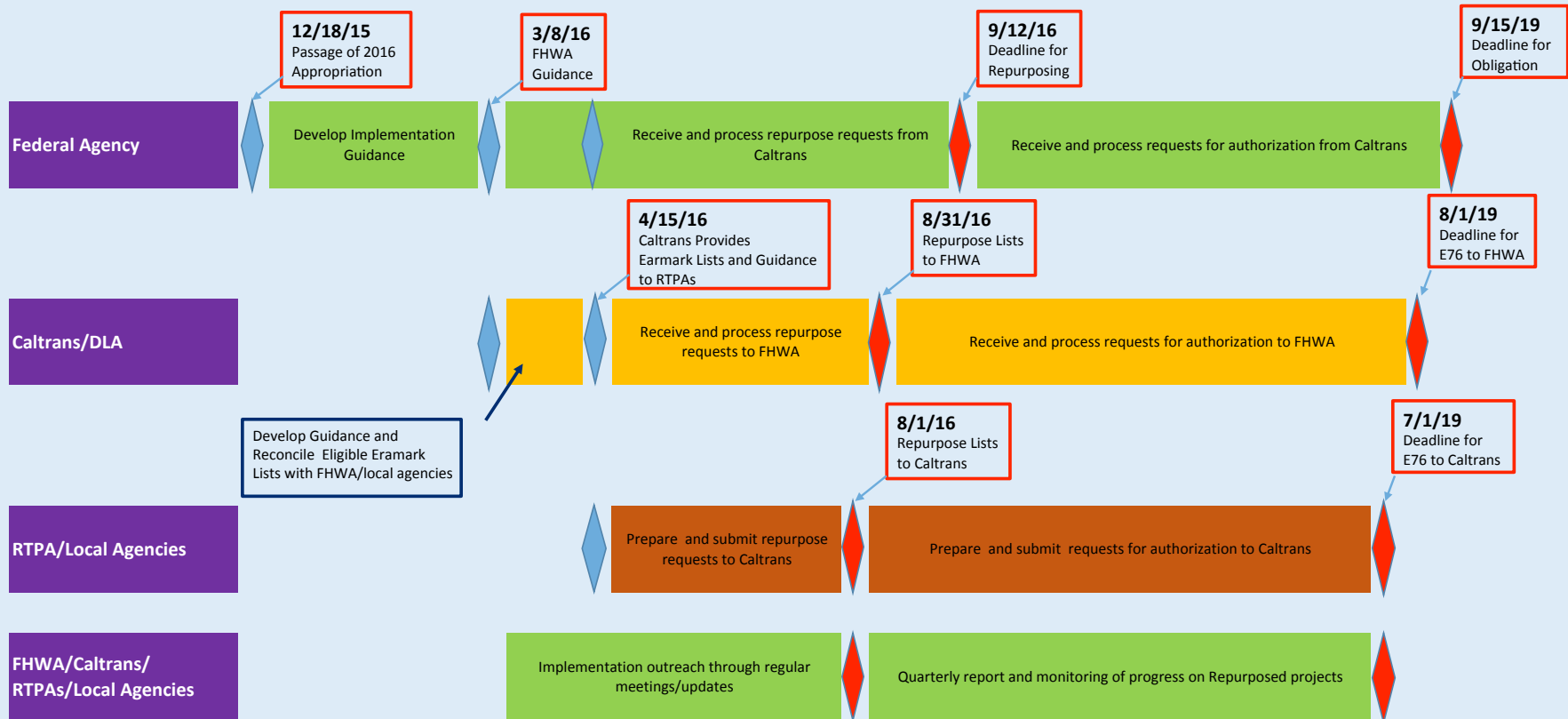
The State will obligate the funds in FMIS for the eligible projects as identified on the modified transfer form. The State has until the end of FY 2019 to establish project agreements and make the obligations. The funds may not be used for other projects. The project title and description need to clearly reflect the purpose of the project as identified on the modified transfer form.

If transfers to Federal Lands or other agencies are desired, the repurpose transfer process should be followed first. Then, a request to transfer the repurposed funding to Federal Lands or another agency should be submitted following the normal process after the funds are repurposed.

When the funds are obligated on a project agreement in FMIS, the FHWA division office must ensure the project description clearly reflects the use of the funds for the new project and is consistent with the repurpose request on the modified transfer form. The project must use the associated demo ID.

If an obligated project is completed and excess funds are deobligated, the unobligated funds may be used only on another project from the same earmark identified on the modified transfer request form submitted before September 12, 2016.

2016 Earmark Repurpose Timeline (Draft)



Important Reference Documents:

- 1 FHWA Earmark Repurposing Guidance Memorandum
- 2 FHWA Earmark Repurposing Guidance Frequently Asked Questions

Q & A Regarding FY 2016 Earmark Repurposing

ITEM 5

The purpose of these questions and answers is to provide technical advice to the Federal Highway Administration's (FHWA) division offices and State departments of transportation (State DOTs) on matters associated with the repurposing of earmarked funding for Federal-aid projects pursuant to section 125 of the Department of Transportation Appropriations Act, 2016 (Pub. L. No. 114-113, Division L, Title I) (hereinafter "provision").

Question 1: What is the purpose of this provision?

Answer 1: The purpose of the provision is to make funding available from earmarks and designated projects that have not been advanced by State DOTs. The limitations in the provision are to ensure the projects are obligated promptly and used in the same geographic area as the original earmark to provide funding for other needed projects eligible under the Surface Transportation Block Grant Program (STBG) (23 U.S.C. §133(b)), or the Territorial and Puerto Rico Highway Program (THP) (23 U.S.C. §165).

Question 2: Do earmarks have to be repurposed?

Answer 2: No. If an earmark is not repurposed, then it will remain unchanged and available for obligation.

Question 3: Does the list of earmarks and allocated funds prepared by the FHWA's Office of the Chief Financial Officer (OCFO) identify the only earmarks and allocated funds that can be considered for repurposing?

Answer 3: No. The list may not include all the earmarks and funding programs that may be eligible under the provision. However, it will give States a summation of the projects that could be considered. States should work with their FHWA division offices to ensure all earmarks and allocated funds listed or otherwise identified meet the repurposing eligibility criteria and the amount of funds is available. If a State identifies an earmark that is not listed, they should provide the name, the original amount, and the legislation for the earmark. The funds must be allocated in FMIS before the repurposing process can take place.

Question 4: How long are the funds and obligation authority available for obligation?

Answer 4: From the date a repurposing request is submitted by the State, funds may be obligated up to 3 years after the fiscal year of the request. Therefore, obligations for requests received in FY 2016 must be obligated by September 30, 2019. Unobligated balances will lapse on that date but the properly obligated contract authority funds will remain available for expenditure. 23 U.S.C. 118(c)(2) will apply to contract authority from the Highway Trust Fund. Any General Funds (Budget Authority) will be cancelled 5 years after the funds expire.

Question 5: Is obligation limitation associated with repurposed funds subject to August Redistribution?

Answer 5: No. While some obligation limitation may be subject to August Redistribution prior to repurposing, such as the limitation for allocated programs, once funds are repurposed they are no longer subject to August Redistribution.

Q & A Regarding FY 2016 Earmark Repurposing

Question 6: Do all earmark repurposing requests have to be submitted this Federal Fiscal Year?

Answer 6: Yes. States may submit a request to repurpose earmarks at any time prior to September 12, 2016. Any earmarks not repurposed will remain unchanged with the same original period of availability.

Question 7: If Congress changed the description of an earmark at any point prior to this provision, can it still be repurposed?

Answer 7: Yes. The repurposing should be based on the latest project description, including applicable earmarks for which the original description was subsequently revised by Congress.

Question 8: If an earmark is repurposed under this provision, can it be changed again?

Answer 8: No. Once repurposed under this provision, the project description no longer meets the requirement of the provision that the project be described in applicable legislation or a report identified by Congress and, as such, cannot be further repurposed after September 12, 2016.

Question 9: Can the repurposed funds be used to replace previously obligated funds on an existing project?

Answer 9: No. Pursuant to 23 CFR 630.110(a), properly obligated funds may not be replaced. A State may use repurposed funds to add additional funds to a project due to a need for additional obligations or to convert advance construction as long as that project is identified at the time the repurposing is originally requested.

Question 10: What does the requirement that the project be within the same geographic area and within 50 miles of the earmark mean?

Answer 10: The repurposed funds may be obligated only on a new or existing project within 50 miles of the original earmark designation in the State. Fifty miles can be considered from any reasonable point from the location of the earmark; but the new or existing project must remain within the State.

Question 11: Who has the authority to request repurposing of an earmark that appears to be for a local agency?

Answer 11: The provision provides the authority for a State to repurpose any earmark that was designated on or before September 30, 2005 "located within the boundary of the State or territory". The only requirement for the State is that the repurposed project must be within 50 miles of the designation, within the State, and eligible for STBG.

Question 12: What is the basis for the requirement that applicable earmarks be designated before October 1, 2005?

Answer 12: The provision states an earmark must be "more than 10 fiscal years prior to the fiscal year in which this Act becomes effective." The Act became effective in FY 2016. As such, 10 years before FY 2016 is FY 2006, which began on October 1, 2005. More than 10 years, therefore, is before October 1, 2005.

Q & A Regarding FY 2016 Earmark Repurposing

Question 13: Can discretionary awards made by the Secretary without Congressional identification be repurposed?

Answer 13: No. If the project was not identified by Congress in applicable legislation or report and the Secretary used full discretion to select projects in a discretionary program, the funds may not be repurposed under this provision.

Question 14: If a repurposed project is completed, can excess funds due to cost underruns deobligated from the project be re-obligated on another project?

Answer 14: If a repurposed project is completed and excess funds are deobligated, the unobligated funds may be used only on another project from the same earmark identified on the modified transfer request form submitted before September 12, 2016. In addition, for contract authority funding after the period of availability, the reobligation must occur in the same fiscal year as the deobligation. Moreover, the original obligation must have been proper (an amount was not obligated in excess of the estimate to complete the project authorized or before the project was ready to proceed), and the deobligation must have been for a valid reason complying with 23 CFR 630.110(a).

Question 15: Can the repurposed funds be transferred to another agency or Federal Lands to carry out a project or projects?

Answer 15: Yes, based upon authorized transfer procedures as described in FHWA Order 4551.1.

Question 16: Can earmarked funds that were transferred to another agency be repurposed under this provision?

Answer 16: No. The provision applies only to funds being administered by FHWA.

Question 17: Are earmarks that are not subject to obligation limitation required to use annual formula limitation after repurposing?

Answer 17: No. Only funds that are subject to obligation limitation and do not have obligation limitation remaining available will need to use annual formula obligation limitation.

Question 18: If earmarked funds were deobligated after December 18, 2015, can the project be qualified for the "less than 10%" provision without further justification?

Answer 18: No. The provision provides a specific cut-off date for the 10% requirement, which is the effective date of the provision, December 18, 2015. The earmark still must be treated as 10% obligated. Earmarks that are obligated 10% or more as of the effective date of the act must be closed in FMIS and final vouchered before they can be considered for repurposing. All of the funds deobligated from the closed project(s) for the earmark may be considered for repurposing. Project closure may occur at any time before the deadline for repurposing earmarks.

Question 19: Can funds deobligated after December 18, 2015, also be repurposed?

Answer 19: Yes. But if the obligation amount exceeded 10% on December 18, 2015, the earmark project(s) must still be final vouchered and closed in FMIS.

Q & A Regarding FY 2016 Earmark Repurposing

Question 20: What does “have been closed and for which payments have been made under a final voucher” really mean for earmarks that are 10% or more obligated?

Answer 20: A closed project means closed in FMIS. If the project is not a FMIS project, the State must certify the project is closed. Final voucher paid means the State has requested final payment from FHWA based on final project estimates. The State should consider if additional funding is needed to make the started earmark project functional before it considers repurposing the remaining earmark funds. All projects related to the earmark must have a final voucher and be closed for the funds to be eligible to be repurposed.

Question 21: How detailed does the new project description on the repurpose request need to be?

Answer 21: The project description should clearly define the scope of work and the project location that the funds will be obligated on before the end of the availability period. Please see the OCFO memo titled “Project Funds Management Guide for State Grants” dated October 29, 2014, for additional information. The project description does not need to specify the phase of work, i.e., P.E., right-of-way, or construction.

Question 22: Can the State choose an “area wide” project, such as a guardrail replacement program project in a specific city or county?

Answer 22: Yes; however, to ensure the integrity of the earmark and use of funds, the “area wide” project must be limited to work within the 50-mile area of the original earmark, and the project description must be clearly defined and eligible under FHWA project authorization guidance. For example, the State may not repurpose an earmark for an unidentified list of resurface projects in the 50-mile area.

Question 23: If the earmark was for ‘Highway xx in an identified city,’ is the 50-mile range from anywhere in the city?

Answer 23: No. The 50-mile radius is from any point on the specified highway or work location in the identified city.

Question 24: Does preliminary engineering or right-of-way payback apply to the original earmark?

Answer 24: If the earmark, as written, was specifically for preliminary engineering (PE) (e.g., design activities) or right-of-way acquisition, then consistent with the FHWA PE Order, the project is not subject to PE or right-of-way reimbursement to FHWA because the earmark had a specific limited purpose. If the State did use part of earmarked funds for PE or right-of-way activities that were intended to include construction prior to repurposing and the amount obligated was less than 10% of the earmark, the earmark may be repurposed but the expended funds for PE or right-of-way activities will be subject the applicable reimbursement provisions. If the State spent 10% or more of the earmark intended for construction for PE or right-of-way activities, the project cannot be considered complete. If the State promptly pays back those activities, the funds could be considered for repurposing.

Question 25: How can the State determine how much obligation limitation is available for the earmark?

Answer 25: If the funds have not been allocated in FMIS, the relevant program office should be able to provide that information. If the funds have been allocated, first go to the “Fund Control Menu” in FMIS and look up the applicable program code. See the “Limitation Type” column. Then go back to

Q & A Regarding FY 2016 Earmark Repurposing

the “Fund control” menu, select “Limitation – Balances”. Select the appropriate limit type and determine if the limit is “Limit by Demo”.

Question 26: If a portion of the funds for an earmark was previously transferred to another agency, can the remaining balance retained by FHWA be used for repurposing?

Answer 26: Yes. The State must certify that the project is closed and may repurpose the remaining balance that is administered by FHWA. Stated differently, if funds were previously transferred to another agency, only funds returned to FHWA (currently administered by FHWA) can be repurposed under this provision.

Question 27: Why are there negative unobligated balances on the FMIS N25A report for some earmarks (or Demo IDs)?

Answer 27: Some Demo contract authority was permitted to be used on other demos for various reasons, including advance funding authority under the High Priority Projects program. If your State has a Demo with a negative unobligated balance, you must identify which Demo was used to balance the funds. A State cannot transfer funds if the funds were used under a different Demo even if the balance appears on the N25A as unobligated.

Question 28: Does FHWA have to approve the project selected for repurposing?

Answer 28: No. The Division Administrator’s approval represents the FHWA’s concurrence on eligibility of each earmark requested for repurposing and the identified project is qualified. The FHWA divisions are to work with States to ensure the provision’s requirements are met for repurposing, such as: if an eligible earmark has less than 10% of the funds obligated or the State demonstrated that it was complete; and, if the repurposed project is for an eligible activity within 50 miles of the original location and is in the same State as the original earmark.

Question 29: What are the requirements to obligate funds repurposed under this provision?

Answer 29: Standard Federal-aid requirements will apply for obligation. The obligation of the funds must be for the project identified during repurposing. Please see the OCFO memo titled “Project Funds Management Guide for State Grants” dated October 29, 2014, for additional information.

Question 30: Can the Division Administrator delegate approval of these requests?

Answer 30: The Division Administrator can delegate the approval only to the Assistant Division Administrator. The Division Administrator’s signature is required to ensure the appropriate level of and multi-discipline review has been completed. The Division Administrator’s approval of a State’s repurposing request constitutes FHWA’s concurrence that (1) the repurposed earmark request meets the criteria for repurposing, and (2) any new proposed projects are STBG (or THP) eligible, within 50 miles of the earmark description, and within the State.

Question 31: Can States request an extension beyond September 12, 2016, to submit earmark repurposing requests?

Answer 31: No. Extensions cannot be considered beyond September 12, 2016. For requests to be processed before the end of the fiscal year and to be considered valid for processing, FHWA division offices must submit repurposing requests to the OCFO’s “FHWA Transfers” e-mail address by

Q & A Regarding FY 2016 Earmark Repurposing

September 12, 2016. To ensure repurposed funds are available for obligation before the end of the fiscal year, the request must be submitted by August 29, 2016.

Question 32: What is the purpose of the earmark certification box?

Answer 32: The certification statements for both the State DOTs and the FHWA Division Administrator are to provide clearly defined and consistently applied assurance that the requested repurposing meets the eligibility criteria set forth in the provision.

Question 33: Does the State have to use the transfer form to request repurposing?

Answer 33: Yes. This form was slightly modified for the earmark repurposing requests and to ensure the necessary information is provided for the OCFO to efficiently complete the repurposing process and meet the requirements of the provision.

Question 34: Will the State have to do any quarterly reporting?

Answer 34: Yes. States must submit quarterly reports as required by the law proving the authority. However, FHWA will facilitate these reports by providing the States a consolidated report each quarter containing the project identified and approved for repurposing. The State will provide the FHWA division office a letter certifying the accuracy of the list. The reports are required only from States that made a request to repurpose earmarks.

Question 35: Why are some of the demo ID's repeated on the earmark lists?

Answer 35: Some demo ID have multiple program codes and were identified from more than one law so it the report filter created more than one line for the demo. Please refer to the FMIS N25A report for details on the correct program code and the amount of funding available for each program code.

Question 36: Is there a limited time period to expend obligations?

Answer 36: For funds from the Highway Trust Fund (i.e., contract authority), the obligated funds are available until expended; but the project can become inactive if it is not proceeding. For funds from the General Fund (i.e., budget authority), the funds will be cancelled 5 years after the period of availability, September 30, 2024, and will no longer be available for expenditure.

Question 37: Can the repurposed funds be used to convert advance construction (AC)?

Answer 37: Yes. As long as the project was properly identified during the repurposing process the funds may be used to convert AC.

Question 38: Can "placeholder" or "backup" projects be identified during repurposing process?

Answer 38: No. The actual projects the State plans to obligate funds on must be identified with the amount of repurposed funds to be obligated on that project. Token amounts of funding for a project will not be considered.

Q & A Regarding FY 2016 Earmark Repurposing

Question 39: Does the Federal-aid number need to be identified at the time of repurposing?

Answer 39: No, the Federal-aid number can be identified later at the time of obligation.

2016 Earmark Repurposing Workgroup

ITEM 5

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ITEM 8

April 7, 2016

TO: San Joaquin Valley Regional Planning Agencies' Directors' Committee

FROM: Michael Sigala, Valleywide Coordinator

SUBJECT: Valleywide Overall Work Program and Coordinator Contract

Valleywide Overall Work Program

The Valley Regional Planning Agencies have stipulated in their memorandum of understanding the need to annually produce a Valleywide Overall Work Program (OWP). The Draft Valleywide OWP is attached and details the major coordinated activities and budgeted cost for FY 2016-17.

Valleywide Coordinator Contract

In conjunction with the OWP, a one-year contract extension for the Valleywide Coordinator is currently being requested. The Valleywide Coordinator position is currently performed by Sigala Inc, a Fresno-Clovis based urban planning consulting firm. The Directors have been provided under separate cover the contract request from Sigala Inc, which is included in the budget of the FY 2016-17 Valleywide OWP.

REQUESTED ACTION:

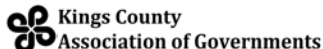
- 1) Discuss and consider approving the Draft Valleywide OWP for FY 2016-17. Staff will return to the May Directors' Meeting with the final OWP for approval.
- 2) Consider approving the Valleywide Coordinator contract for FY 2016-17.



San Joaquin Valley Regional Planning Agencies



Fiscal Year 2016-2017 Overall Work Program



San Joaquin Valley Regional Policy Council

Members and Staff as of April 2016

Fresno Council of Governments (Fresno COG)

Mayor Amarpreet Dhaliwal, City of San Joaquin, Regional Policy Council Chair

Mayor Pro-Tem Gary Yep, City of Kerman

[Alternate: Mayor Nathan Magsig, City of Clovis]

STAFF: Tony Boren, Executive Director – Fresno COG

Kern Council of Governments (Kern COG)

Mayor Cheryl Wegman, City of Wasco

Councilmember Bob Smith, City of Bakersfield

[Alternate: Mayor Jennifer Wood, California City]

STAFF: Ahron Hakimi, Executive Director – Kern COG

Kings County Association of Governments (KCAAG)

Supervisor Doug Verboon, Kings County

Councilmember Mark Cartwright, City of Corcoran

[Alternate: Supervisor Joe Neves, Kings County]

STAFF: Terri King, Executive Director – KCAAG

Madera County Transportation Commission (MCTC)

Mayor Robert Poythress, City of Madera,

Supervisor Brett Frazier, County of Madera

[Alternate: Councilmember Andrew Medellin, City of Madera]

STAFF: Patricia Taylor, Executive Director – MCTC

Merced County Association of Governments (MCAG)

Supervisor John Pedrozo, County of Merced

Mayor Mike Villalta, City of Los Banos

[Alternate: Supervisor Daron McDaniel, County of Merced]

STAFF: Marjie Kirn, Executive Director – MCAG

San Joaquin Council of Governments (SJ COG)

Supervisor Chuck Winn, County of San Joaquin

[Alternate: Councilmember Elbert Holman, Jr., City of Stockton]

STAFF: Andy Chesley, Executive Director – SJ COG

Stanislaus Council of Governments (StanCOG)

Supervisor Bill O'Brien, County of Stanislaus, Regional Policy Council Vice Chair

Mayor Luis Molina, City of Patterson

[Alternate - Supervisor Vito Chiesa, County of Stanislaus]

[Alternate – Councilmember Jenny Kenoyer, City of Modesto]

STAFF: Rosa Park, Executive Director – StanCOG

Tulare County Association of Governments (TCAG)

Supervisor Allen Ishida, County of Tulare

Mayor Rudy Mendoza, City of Woodlake

[No Alternate]

STAFF: Ted Smalley, Executive Director – TCAG

San Joaquin Valley Air Pollution Control District, Seyed Sadredin, Executive Director

Introduction

The San Joaquin Valley (SJV) covers over 27,000 square miles and encompasses the eight-county region of Kern, Kings, Tulare, Fresno, Madera, Merced, Stanislaus and San Joaquin counties. Since 1992, the San Joaquin Valley Regional Planning Agencies (Valley RPAs) have worked in close coordination on planning activities where interregional issues are involved, including air quality conformity, funding for regional transportation projects, and recently, Sustainable Communities Strategies.

Planning efforts of Valleywide importance are conducted among the eight RPAs through staffing coordination, the San Joaquin Valley Regional Planning Agencies' Directors' Committee and the San Joaquin Valley Regional Policy Council, a governing board of elected officials from each Valley RPA.

The FY 2016-2017 Valleywide Overall Work Program is a summary document and details major coordinated activities that all eight regional planning agencies are actively engaged in. The Valleywide OWP does not replace the need or requirements of each RPA to conduct their own OWP, rather it is a planning and budgeting tool for shared Valleywide activities.

{Note – the terms Regional Planning Agency (RPA), Regional Transportation Planning Agency (RTPA), Metropolitan Planning Agency (MPO) and Council of Governments (COG) are used interchangeably in this document.}

Current Valleywide Major Activities

1. MAJOR HIGHWAYS AND INTERSTATES

Objective: To develop and foster regional coordination and prioritization for SR 99, I-5, and other regionally significant corridor improvements.

Lead: Kern COG and MCAG

The Valley RPAs work in close consultation with Caltrans and other stakeholders to prioritize funding for SR 99 and other major highways and interstates. The 99 Business Plan helped the Valley achieve dedicated funding for SR 99 through Proposition 1B, the only transportation earmark in the bond placed before the voters. Caltrans Districts 6 and 10 have completed the necessary Corridor System Management Plans required by the State, updated the 99 Business Plan and Master Plan, and coordinated continued project selection and funding alternatives. The Directors, working in close consultation with Caltrans District 6 and 10 staff, routinely meet and discuss Prop. 1B bond savings, FAST Act, and other funding strategies to enhance and improve SR 99, I-5, and other critical projects.

Activities for FY 2016-17:

- Explore SHOPP funding for the updated Business Plan and auxiliary lane concepts, as projects are eligible. Develop Master Strategy for the SHOPP. Kern COG to coordinate with Caltrans D6, SJ COG to coordinate with D10 on opportunities for additional programming.
- Establish a list of projects that are eligible for 99 bond funding, research what resources can be leveraged to deliver additional projects on the 99 corridor.

2. JOINT FUNDING STRATEGIES – STIP, IIP AND OTHER FUNDING

Objective: To develop and foster greater coordination across various funding programs to enhance and increase transportation funding to the Valley.

Lead: TCAG and San Joaquin COG

The State Transportation Improvement Program (STIP) is a multi-year capital improvement program to assist the State and local entities to plan and implement transportation improvements, and to utilize resources in a cost effective manner. STIP funded improvements include state highways, local roads, public transit, intercity rail, pedestrian and bicycle facilities, grade separations, intermodal facilities, etc. Interregional Improvement Program (IIP) funds are programmed by Caltrans on a statewide priority basis, for use primarily on the State highway system (outside urbanized areas) and projects that generate economic development.

The eight Valley RPAs developed a coordinated programming proposal for the 2012 STIP to balance the collective annual programming capacity of all eight RPAs against programming priorities of each RPA that may exceed or be below the individual annual programming shares. In 2015, the Valley RPAs through the newly formed “Valley Swap Meet” working group, reached consensus on a coordinated Regional Transportation Improvement Program (RTIP) and shifted programming to the outer years of the 2016 STIP in response to a request by the California Transportation Commission.

Activities for FY 2016-17:

- Establish a coordinated eight county effort to advocate for continued project funding in light of the recent budgetary actions to reduce STIP funding
- Develop a milestone timeline for IIP programming – establish a goal of 20 percent
- Discuss whether there should be a regional set aside
- Develop an optimized strategy for STIP/IIP funding for the next 20 years with the goal of all eight counties getting priority projects and therefore supporting the full 20 year plan
- Continue coordinated planning efforts through the “Valley Swap Meet”

3. SAN JOAQUIN VALLEY INTERREGIONAL GOODS MOVEMENT

Objective: To prioritize, coordinate and implement goods movement planning and capital projects to improve the Valley’s economic competitiveness.

Lead: Fresno COG and TCAG

The San Joaquin Valley (SJV) has always been California’s geographic and agricultural production center generating more than \$35 billion every year in nuts, lettuce, tomatoes, wine, and other grains and agricultural products. It also plays a major role in the national and international distribution of processed foods and energy products, and has a burgeoning logistics and distribution industry. The region has relatively inexpensive land and low cost labor, good access to the national rail and interstate highway networks, connections to major deep-water ports in Oakland, Los Angeles, and Long Beach, and proximity to major consumer markets in Southern California and the San Francisco Bay Area.

Recognizing the importance of goods movement to the region, the eight San Joaquin Valley Regional Planning Agencies and Caltrans commissioned the San Joaquin Valley Interregional Goods Movement

Plan completed in 2013. The Goods Movement Plan (Plan) builds upon recent traffic, logistics, and long-term infrastructure improvement planning efforts throughout the region. In FY 2014-15, the Valley RPAs were awarded two additional goods movement related planning grants from Caltrans to continue to identify strategies and recommendations for improving freight movement in the Valley, the San Joaquin Valley I-5/SR 99 Goods Movement Corridor Plan and the San Joaquin Valley Sustainable Implementation Plan.

Activities for FY 2016-17:

- Continue to coordinate for FASTLANE goods movement funding under the new federal FAST Act transportation authorization
- Continue to participate in the California Freight Advisory Committee (Supervisor Ishida and the SJVAPCD are current members)
- Provide input to California's Freight Mobility Plan
- San Joaquin Valley Goods Movement Sustainable Implementation Plan (Caltrans Partnership Planning Grant)
- Joaquin Valley I-5/SR 99 Goods Movement Corridor Plan (Caltrans Emerging Priorities Planning Grant)
- Continue to work with regional partners conducting logistics, economic development and other analysis related to goods movement
- Advocate and support efforts to maintain short line rail corridors
- Continue to explore alternative fuels and strategies for meeting the California's Sustainable Freight mandates

4. AIR QUALITY TRANSPORTATION PLANNING AND COORDINATION

Objective: To continue successful coordination of Valleywide air quality planning minimizing potential impacts to project delivery.

Lead: San Joaquin COG and StanCOG

Transportation conformity is required by the federal Clean Air Act and ensures that federal funding is given to transportation activities that are consistent with air quality goals. The Clean Air Act strengthened conformity requirements for transportation projects, necessitating a more enhanced level of technical analysis of plans, programs, and projects than in the past. Conformity determinations must be conducted at least every four years, or as amendments are made to plans or projects. The federal transportation conformity rule requires interagency consultation on issues that would affect the conformity analysis, such as the underlying assumptions and methodologies used to prepare the analysis. Consultation is generally conducted through the San Joaquin Valley Interagency Coordinating Committee (IAC). The IAC has been established to provide a coordinated approach to Valley air quality, conformity and transportation modeling issues. Each of the eight Valley Regional Transportation Planning Agencies (RTPAs) and the Air Pollution Control District are represented. In addition, the Federal Highway Administration, Federal Transit Administration, the Environmental Protection Agency, the California Air Resources Board and Caltrans have members on the committee.

Coordination among the Valley RPAs, the Air District and other air quality and transportation agencies is proving to be a very effective process. The Valley RPA Directors have budgeted to continue joint funding for a valleywide Air Quality Coordinator, responsible to the Directors, to ensure that air quality conformity and related modeling within the Valley is accomplished on a consistent and timely basis. In

addition, the Valley RPA Directors have budgeted additional funding to provide coordination on air quality policy issues beyond the technical needs of the Valley.

Activities for FY 2016-17:

- Monitor state and federal guidance related to air quality transportation planning requirements
- Conduct conformity determinations to ensure that the Regional Transportation Plan, FTIP, and subsequent amendments conform to the State Implementation Plans (SIPs), as required by federal laws and regulations
- Submit future-year travel forecasts to the SJVAPCD and the California Air Resources Board as requested
- Continue to utilize the Interagency Coordinating Committee (IAC) for routine communication and coordination

5. SUSTAINABLE COMMUNITIES STRATEGIES / REGIONAL TRANSPORTATION PLANS

Objective: To develop and coordinate SB 375 compliant Sustainable Communities Strategies for the Valley

Lead: Fresno COG and MCAG

California's Sustainable Communities and Climate Protection Act of 2008 (SB 375) requires each MPO to develop a Sustainable Communities Strategy (SCS) as part of their Regional Transportation Plan (RTP). A SCS outlines the plan for reducing per capita greenhouse gas emission by integrating the transportation network and related strategies with an overall land use pattern that accounts for projected growth, housing needs, changing demographics, and forecasted transportation needs among all modes of travel.

Under the Sustainable Communities Act, the California Air Resources Board (ARB) sets regional targets for GHG emissions reductions from passenger vehicle use. The ARB established these targets in the San Joaquin Valley as GHG reductions of five percent by 2020 and 10 percent by 2035. The Valley Regional Planning Agencies have worked independently and collectively to meet these targets and have invested considerable resources towards technical staff, modeling, and scenario development. To date, all RPAs have submitted a SCS to the ARB for review with the exception of Merced County Association of Governments who submitted an Alternative Planning Strategy.

The Valley's Regional Planning Agencies are currently working with FHWA and ARB to establish timelines and protocol for the next round of RTPs.

Activities for FY 2016-17:

- Finalize current Sustainable Communities Strategies
- Continue to work with ARB staff to accept Valley SCSs and determine next steps for revisiting greenhouse gas emission targets
- Continue ValleyVisions outreach efforts
- Coordinate with FHWA and other oversight agencies for RTP acceptance
- Next cycle goals – establish and advocate "Valley" position

6. RELATIONSHIP DEVELOPMENT WITH EXTERNAL AGENICES AND ENTITIES

Objective: To develop and foster greater communication and coordination within Valley Regional Planning Agencies and with other related agencies and stakeholders.

Lead: StanCOG and Kern COG

In order to maintain ongoing communication and cooperation with other external agencies, the Valley RPAs have included a relationship development component to foster routine “two way” communication with our related state and federal transportation agencies.

Federal entities include the Federal Transit Administration (FTA), the Federal Rail Administration (FRA), the Federal Highway Administration (FHWA), and the Environmental Protection Agency (EPA). State entities include the California Transportation Agency (CTA), California Transportation Commission (CTC), Caltrans Districts 6 and 10, Caltrans Headquarters, California Association of Council of Governments (CALCOG), Strategic Growth Council (SGC), and the California Air Resources Board (ARB). Regional entities include the Southern California Association of Governments (SCAG), Metropolitan Transportation Commission (MTC), Sacramento Council of Governments (SACOG), and the San Diego Association of Governments (SANDAG). Other stakeholders include the California Trucking Association, agricultural associations, the California Partnership for the San Joaquin Valley, colleges and universities, environmental groups, and the general public.

Activities for FY 2016-17:

- Directors to coordinate and attend one-third of CTC meetings
- Directors to meet with at least two CTC Board Members they don't currently know
- Directors to meet quarterly with CTC Valley representative
- Directors to meet annually with CTA Director
- CTC staff to be invited to Directors' Committee meeting once a year
- RPA staff to be encouraged to take more leadership positions on Valleywide matters
- Valley Directors to develop and maintain relationships with Caltrans Director and Deputy for Planning
- Caltrans staff to be invited to attend “Valley Voice” advocacy trips
- All Valley Directors should attend and speak at each CALCOG meeting
- Valley Directors' Committee meetings should be moved to a time of the month where Valley Directors can review and discuss CALCOG agenda prior to CALCOG meeting to develop joint strategy on issues
- Request MTC or SCAG staff come to a Valley Directors' Committee meeting
- Valley Directors to meet annually with management of ARB
- The Valley ARB representative should be added to the SJV Regional Policy Council
- Create Valley Brochure to highlight the various activities the Valley RPAs are engaged in
- Continue to produce and enhance the Fall Policy Conference by identifying an event planning consultant for a multiple year contract

7. VALLEY LEGISLATIVE AFFAIRS COMMITTEE

Objective: To engage in a unified process that allows the eight county region to discuss and comment on legislative affairs and build consensus on issues of Valleywide importance.

Lead: Kern COG and KCAG

The Valley Legislative Affairs Committee (VLAC) has been established at the staff level. VLAC is responsible for tracking relevant legislation, which could have a Valleywide impact, in particular, legislation affecting the duties and responsibilities of the Valley's Regional Planning Agencies. In addition to tracking bills, VLAC also exchanges pertinent information that may be crucial towards developing a support/oppose/amend position for each of the agencies and makes recommendations as warranted. When legislative positions appear to have a consensus within the Valley, the Regional Policy Council is informed so they may make a unified statement. The intent is to increase the awareness at the State level that the Valley is actively engaged in the legislative process, and deserves being acknowledged as having a unified position. Too often, in looking at a bill analysis, the larger planning agencies in the state have been consulted and their positions will be posted. The San Joaquin Valley needs to weigh in on the legislative process on par with the larger planning agencies in order to be an effective voice for the collective eight-county region.

The annual "Valley Voice" advocacy visits are coordinated by VLAC. The Washington D.C. visit is held in the fall and the Sacramento visit is held in the spring.

Activities for FY 2016-17:

- Plan "Valley Voice" Washington D.C. visit for September 2016
- Plan "Valley Voice" Sacramento visit for early 2017
- Continue tracking legislation, communication with legislative offices, letter campaigns and other activities to increase awareness and a unified position for the Valley
- Develop the Valleywide Legislative Platform (state and federal)
- Facilitate discussions around controversial topics such as water and high speed rail among Regional Policy Council members
- Continue to meet monthly and make recommendations as warranted

8. VALLEYWIDE MODEL IMPROVEMENT PLAN

Objective: To maintain a continuing, cooperative, and coordinated regional transportation modeling process which is responsive to local needs as well as state and federal requirements.

Lead: Fresno COG

Fresno COG is the lead agency in the San Joaquin Valley Model Improvement Plan, which has updated all eight San Joaquin Valley transportation demand models. These improvements were required to respond to the requirements Assembly Bill 32 the Global Solutions Warming Act of 2006 and Senate Bill 375, which requires the development of a Sustainable Community Strategy (SCS) in Regional Transportation Plans (RTP).

Traffic model runs are made as necessary to support transportation planning, conformity analysis and greenhouse gas emissions analysis. The COG staff also runs the latest EMFAC emissions model for air quality in support of transportation conformity. This activity supports both highway planning activities and the air quality conformity process. Some MPO staff used the Envision Tomorrow visioning tool to help test various land use scenarios for SB 375 target setting and Sustainable Communities Strategies. Envision Tomorrow is a suite of urban and regional planning tools used to design and test land use decisions and their effect on transportation and air quality. Staff will continue to support implementation of the latest EMFAC air quality model.

A related action is participation in activities related to coordination of valleywide modeling analysis and participation in the San Joaquin Valley model users group. These activities are critically important to an understanding of the role of the transportation sector in resolving serious air quality problems in the San Joaquin Valley Air Basin.

Activities for FY 2016-17:

- Continue long-term model improvements
- Incorporate new California Household Travel Survey data when available
- Incorporate new Census Transportation Planning data when available
- Obtain county to county origin and destination flows from aggregate cell phone data
- Acquire new speed data from GPS equipped vehicles
- Continue development of advanced four step models, tour base models or activity based models in select counties
- Improve coordination and participation of the Valley model users group
- Coordinate with SJV Goods Movement planning efforts to develop a framework for a regional freight movement modeling tool

9. OTHER VALLEYWIDE ACTIVITIES

The Valley RPAs are also engaged in the following activities for FY 2016-17:

- Technical Assistance providers for the Affordable Housing and Sustainable Communities (AHSC) program
- Support for Intercity Passenger Rail (SJ JPA)
- Monitoring of policy and developments related to High Speed Rail
- Blueprint and Greenprint planning and implementation
- Regional Policy Council meetings and Directors' Committee meetings
- Producing the annual San Joaquin Valley Policy Conference (formally the Fall Policy Conference) for the Spring of 2017 in Fresno

Directors' Chair Rotation Schedule

Tulare County Association of Governments, 2016-17
Merced County Association of Governments, 2017-18
Fresno Council of Governments, 2018-19
Stanislaus Council of Governments, 2019-20
Madera County Transportation Commission, 2020-21
Kings County Association of Governments, 2021-22
Kern Council of Government, 2022-23
San Joaquin Council of Governments, 2023-24

Fiscal Year 2016-17 Budget

Valleywide Activities			Air Quality Planning⁽²⁾	Valley Voice⁽³⁾	Annual Policy Conference⁽⁴⁾	Valleywide Coordinator⁽⁵⁾	Total FY 2016-17
MPO Share By Population ⁽¹⁾							
Fresno	972,297	23.5%	\$46,386	\$5,882	\$7,059	\$27,059	\$86,385
Kern	874,264	21.2%	\$41,709	\$5,289	\$6,347	\$24,330	\$77,675
Kings	149,721	3.6%	\$7,143	\$906	\$1,087	\$4,167	\$13,302
Madera	155,878	3.8%	\$7,437	\$943	\$1,132	\$4,338	\$13,849
Merced	266,134	6.4%	\$12,697	\$1,610	\$1,932	\$7,406	\$23,645
San Joaquin	719,511	17.4%	\$34,326	\$4,353	\$5,224	\$20,024	\$63,926
Stanislaus	532,297	12.9%	\$25,394	\$3,220	\$3,864	\$14,814	\$47,293
Tulare	462,189	11.2%	\$22,050	\$2,796	\$3,355	\$12,863	\$41,064
Total FY 2016-17	4,132,291	100.0%	\$197,140	\$25,000	\$30,000	\$115,000	\$367,140

(1) DOF, January 2015 estimates

(2) SJ COG Staff (\$47,322) & Consultant (Sierra Research \$149,818)

(3) No PL Funds

(4) Event Planner TBD

(5) Sigala Inc

Budget amounts shown represent the total direct Valley RPA cost for this activity. SJ COG is the fiscal agent for Air Quality Planning. Fresno COG is the fiscal agent for Valley Voice and the Valleywide Coordinator contract.

In addition to the shared activities outlined above, the following grant programs represent additional Valleywide activities. These programs require no direct or shared RPA cost and are budgeted in the OWP of the respective lead agency.

- Greenprint (\$400,000), administered by Fresno COG
- SCS Implementation (\$150,000), administered by Fresno COG
- San Joaquin Valley Goods Movement Sustainable Implementation Plan (\$300,000), administered by SJ COG, includes a \$75,000 staff in-kind contribution from the Valley MPOs.
- San Joaquin Valley I-5/SR 99 Goods Movement Corridor Study (\$550,000), administered by Fresno COG
- SCS Implementation Alternatives for Meeting Transit Needs in the Rural San Joaquin Valley (\$500,000) administered by MCAG
- Technical Assistance for applicants in the Affordable Housing and Sustainable Communities Program, administered by SJ COG (\$99,000)

INFORMATIONAL ITEMS – April 7, 2016



13. Caltrans Directors' Report

S. Ehlert/D. Agar

Sharri Ehlert (District 6 Director) and Dennis T. Agar (District 10 Director), or their representatives, may be in attendance to provide an update and answer any questions.

14. San Joaquin JPA for Passenger Rail

D. Leavitt

Dan Leavitt, Manager of Regional Initiatives, or his representative may be in attendance to provide an update and answer any questions.

15. Proposition 84/Blueprint/Greenprint

C.Thompson/R.Terry

Prop 84, Round 2. Following is a brief report on the status of Round 2 activities:

- (Task 1) Greenprint: The overall goal of the Greenprint project is to provide local and other governmental agencies, private organizations, and the public with improved planning information to better address the current and future economic and environmental needs of the San Joaquin Valley's eight counties. The RFP for Greenprint Demonstration Projects was released March 2 with a deadline for proposal submittal on April 29. Demonstration Projects are intended to illustrate the real-world utility and value of the spatial data compiled in Phase I of the Greenprint project. They will demonstrate how agencies and organizations can use this spatial data to bring better factual information and a regional perspective into local planning for the non-urban lands in the San Joaquin Valley. Interest has been expressed to staff in the RFP and the over \$194,000 available but of course there is no way of knowing how many proposals will be submitted.

The Strategic Growth Council has authorized the Department of Conservation to extend the end date of the Fresno COG's grant agreement for Greenprint Phase II from September 9, 2016 to April 1, 2017 in order to accommodate our request for additional time to complete the Demonstration Projects. This additional time beyond the original three-year period is necessary because the award of funding for Phase II was made at the mid-point of Phase I activities. This delayed Phase II contracting and activities, given that Phase II activities relied on the completion of Phase I deliverables.

With the approval of the time extension, Fresno COG is now seeking scope and budget amendments to better utilize the remaining grant dollars and deliver a more impactful and meaningful long-term product. Funding will be available to coordinate with Conservation Biology Institute (CBI) to host Greenprint geospatial information on the Data Basin platform, provide access to the information for local agencies and other entities, and provide training. Additional funding will also be available for the Demonstration Projects.

For any questions regarding the Greenprint, please contact Clark Thompson at (559) 233-4148 Ext. 203 or via email at clarkt@fresnocog.org.

- (Task 2) Model Land-Use Revalidation activities (Model Improvement Program Phase 2) have been ongoing since January 2014. Fehr and Peers, as the selected consultant, is conducting activities associated with the project, including data collection and processing, refinement of model input data; and model estimation, calibration, validation, evaluation and associated training activities. In addition, the consultant is overseeing all project management and information sharing details.

INFORMATIONAL ITEMS – April 7, 2016



For any questions regarding Model Land-Use Revalidation efforts, please contact Kristine Cai at (559) 233-4148 Ext. 215 or via email at kcai@fresnocog.org.

- (Task 3) Due to the completion of several anticipated Round 2 activities within Round 1, DOC representatives approved the re-allocation of line item funds to increase the amount of funding for both SCS printing/duplication for outreach and public involvement, as well as the amount available to assist with RHNA coordination, equating in a total of \$55,000 for RHNA coordination and \$88,674 for SCS printing/duplication. These amounts are to be allocated to each COG based upon population percentages (utilizing the Planning Center data), similar to other valley activities in the recent past. Below is a chart showing the **remaining balances for each agency, as of March 1, 2016**:

	Population	% of Valley Population	SCS \$ Share	<i>SCS \$ Remaining</i>	RHNA \$ Share	<i>RHNA \$ Remaining</i>
Fresno	995,868	24%	\$20,841.54	<i>\$20,224.01</i>	\$13,200.00	<i>\$4,129.70</i>
Kern	907,502	21%	\$18,992.21	<i>\$18,992.21</i>	\$11,550.00	<i>\$11,550.00</i>
Kings	164,291	4%	\$3,438.28	<i>\$0.00</i>	\$2,200.00	<i>\$0.00</i>
Madera	164,714	4%	\$3,447.14	<i>\$3,447.14</i>	\$2,200.00	<i>\$2,200.00</i>
Merced	271,651	6%	\$5,685.12	<i>\$5,651.79</i>	\$3,300.00	<i>\$0.00</i>
San Joaquin	730,119	17%	\$15,279.94	<i>\$15,279.94</i>	\$9,350.00	<i>\$6,016.66</i>
Stanislaus	543,172	13%	\$11,367.51	<i>\$11,367.51</i>	\$7,150.00	<i>\$3,816.67</i>
Tulare	459,779	11%	\$9,622.26	<i>\$9,622.26</i>	\$6,050.00	<i>\$6,050.00</i>
TOTAL	4,237,096	100%	\$88,674	<i>\$84,584.86</i>	\$55,000.00	<i>\$33,763.03</i>

For any questions regarding SCS Implementation activities, please contact Rob Terry at (559) 233-4148 Ext. 222 or via email at rterry@fresnocog.org.

ATTENTION: The SGC has formally approved the request to extend our Prop 84 Round 2 Grant end date to April 1, 2017, to accommodate enhancements to the Greenprint project, and allow for remaining SCS dollars to be utilized towards outreach activities for each agency’s 2018 SCS process. A formal scope/budget amendment with the DOC (now that the SGC has approved a time extension) is currently underway. The total dollar amounts shown above are still accurate, and will now be available for the extended activities, following the amendment. Additional details will be delivered to the Director’s following an official response from the DOC

16. California Partnership for the San Joaquin Valley

J. Chilingirian

Jenna Chilingirian, Program Director, may be in attendance to provide an update and answer any questions. Here is a list of upcoming events. Event flyers to some of these are attached.

Resources & Strategies to Fight Blight in San Joaquin Valley Communities: A Code Enforcement Symposium (attachment)

Thursday, April 21, 2016 - 9:00 am to 4:00 pm

Employment Connection - Tulare County - 4025 W. Noble Ave. Suite B , Visalia, CA 93277

INFORMATIONAL ITEMS – April 7, 2016



Valley Planner's Network Meeting

Tuesday, April 26, 2016 - 10:00 am to 12:00 pm
Fresno COG - 2035 Tulare St., Suite 201, Fresno, CA

Affordable Housing and Sustainable Communities Program Workshop

Tuesday, May 3, 2016 - 1:00-4:00 pm
Employment Connection - Tulare County - 4025 W. Noble Ave. Suite B , Visalia, CA 93277

Merced Location TBD...

2016 San Joaquin Valley Parks Summit (attachment)

Thursday, May 12, 2016 - 9:00 am to 4:00 pm
Bitwise South Stadium, 700 Van Ness Avenue, Fresno, CA 93721

Preparing for Success: San Joaquin Valley Planning Commissioner's Workshop

SAVE THE DATE (Registration Coming Soon)
Thursday, May 26, 2016 - 9:00 am to 3:00 pm
CSU Fresno, University Business Center - PB 192, 5245 N Backer Avenue, Fresno, CA 93740

2nd Quarter Board of Director's Meeting - California Partnership for the San Joaquin Valley

SAVE THE DATE
Friday, June 17, 2016 - 10:00 am to 3:00 pm
Location - TBD (Tulare County)

Strategies for Encouraging Homeownership in San Joaquin Valley Communities

SAVE THE DATE
Tuesday, June 28, 2016 - time TBD
Ceres Community Center, 2701 4th Street, Ceres, CA 95307

5th Annual San Joaquin Valley Affordable Housing Summit: The Housing Connection

SAVE THE DATE
Thursday, August 18, 2016 - 9:00 am to 4:00 pm
The Grand 1401, 1401 Fulton St., Fresno, CA 93721

17. Regional Energy Planning

M. Sigala

Sustainable Energy Roadmap for the San Joaquin Valley (Strategic Growth Council). Jurisdictional outreach and Roadmap development with Valley cities and counties is ongoing. To date, the cities of Visalia, Fresno, Avenal, Firebaugh, Kingsburg, Mendota, Orange Cove, San Joaquin, Sanger, Kerman, Corcoran, Huron, McFarland and the Biola Community Services District have executed a program agreement. Work on the individual city "roadmaps" has started for those cities that are under contract. The initial phase includes a survey of existing renewable energy policies and programs followed by the identification of programs and policy objectives participating jurisdictions would like to pursue. For more information, visit the Sustainable Energy Roadmap web page: <http://my.cleanenergyroadmap.com/partner/sanjoaquinvalley>

PREPPING FOR SUCCESS

San Joaquin Valley Planning Commissioner's Workshop
Thursday • May 26, 2016

Five Informative Sessions:

- What Every Planning Commissioner Needs Knows
- Planning & Economic Development
- Planning & the Legal Landscape
- Role of State & Local Government in Planning
- What's Going On? Current Trends & Issues

9am to 3pm

**California State University, Fresno
University Business Center, PB 192**

5245 N Backer Ave
Fresno, CA 93740

REGISTER HERE!

- Space is limited, registration required
- Registration fee (\$25) includes breakfast, lunch and parking.

Hosted by:



Community and
Regional Planning
Center

For more information, contact:

Jenna Chilingirian
jennac@csufresno.edu | 559-278-6119

Resources & Strategies to Fight Blight in San Joaquin Valley Communities: A Code Enforcement Symposium



**Thursday
April 21, 2016**

9:00am-4:00pm

Employment Connection-
Tulare County
4025 W. Noble Ave. Suite B
Visalia, CA 93277

Registration includes breakfast and lunch

**CLICK HERE
TO REGISTER**



The quality of our homes and neighborhoods affect community health outcomes, economic opportunities, and regional equity. Code enforcement is a crucial tool in initiatives combating blight and promoting the well-being of communities. However, limited funding and capacity leave many communities vulnerable and without options. This symposium will bring together advocates and professionals to explore current code enforcement strategies being used throughout the San Joaquin Valley, and the resources available to support and grow this important work.

For more information, contact: Jenna Chilingirian
jennac@csufresno.edu | 559-278-6119

In collaboration with



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2016 San Joaquin Valley Parks Summit

Thursday • May 12, 2016

Bitwise South Stadium

700 Van Ness Avenue
Fresno, CA 93721

9:00am-4:00pm

About the Summit

Opening Plenary

- *State of Parks: Nation, State & San Joaquin Valley*

Lunch Keynote, Fresno Mindfulness Walks

Morning & Afternoon Education Sessions

- *Land Use & Park Planning*
- *Healthy Parks*
- *Funding Park Acquisition & Maintenance*
- *Parks & Economic Development*
- *Citizen Engagement & Advocacy*
- *Parks Are Green Infrastructure*

Interactive Director's Roundtable

Who Should Attend

- *Parks & Recreation Professionals*
- *Elected & Appointed Officials*
- *City/County/State Staff*
- *Community & Economic Developers*
- *Health Professionals*
- *Community-Based Organizations*

View Agenda & Register Here!

Sustainable Parks & Recreation Community Initiative (SPARCI): Community Engagement Showcase to Follow Summit

[CLICK HERE TO LEARN MORE!](#)

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FRESNO STATE

Community and Economic
Development
Recreation Administration

For more information, contact:
Jenna Chilingirian, jennac@csufresno.edu

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