



AGENDA

CITIZEN'S TRANSPORTATION ADVISORY COMMITTEE/ SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL (CTAC/SSTAC)

TUESDAY, MAY 9, 2017 -- 1:30 PM – 3:30 PM

County Government Center – Hall of Justice Pacific Meeting Room
800 South Victoria Avenue, Ventura, CA 93009

- 1. CALL TO ORDER**
- 2. SELF INTRODUCTIONS**
- 3. PUBLIC COMMENTS FOR ITEMS NOT ON THE AGENDA**
- 4. APPROVAL OF 4/11/17 MEETING SUMMARY – PG. 3**
- 5. ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017 - SB 1 (BEALL) – PG. 5**
- 6. APPROVE COMBINED CALL-FOR-PROJECTS FOR CONGESTION MITIGATION AND AIR QUALITY (CMAQ) FUNDS AND TRANSPORTATION DEVELOPMENT ACT (TDA) ARTICLE 3 BICYCLE AND PEDESTRIAN FUNDS- PG. 13**
- 7. CHAIRMAN'S REPORT**
- 8. COMMITTEE MEMBER REPORTS**
- 9. ADJOURN TO SEPTEMBER 12, 2017**

In compliance with the Americans with Disabilities Act and Government Code Section 54954.2, if special assistance is needed to participate in a Commission meeting, please contact the Clerk of the Board at (805) 642-1591 ext 101. Notification of at least 48 hours prior to meeting time will assist staff in assuring that reasonable arrangements can be made to provide accessibility at the meeting.

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Item #4

MEETING SUMMARY

CITIZEN'S TRANSPORTATION ADVISORY COMMITTEE/ SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL (CTAC/SSTAC)

TUESDAY, APRIL 11, 2017 -- 1:30 PM – 3:30 PM

County Government Center – Hall of Justice Pacific Meeting Room
800 South Victoria Avenue, Ventura, CA 93009

1. CALL TO ORDER

The meeting was called to order by Vice Chair Deuk Perrin. Chair Miranda Patton arrived at 1:55.

2. SELF INTRODUCTIONS

3. PUBLIC COMMENTS FOR ITEMS NOT ON THE AGENDA

There were no public comments.

4. APPROVAL OF 3/14/17 MEETING SUMMARY

Chaise Rasheed made a motion to approve the summary. The motion was seconded by Joseph Alexander and passed unanimously.

5. APPROVAL OF 2/14/17 MEETING SUMMARY

Chaise Rasheed made a motion to approve the summary. The motion was seconded by Bruce Rokos and passed unanimously.

6. UNMET TRANSIT NEEDS FINDINGS

Chaise Rasheed made a motion to approve the FY 2017/18 Unmet Transit Needs Findings. The motion was seconded by Jason Sagar and passed unanimously.

7 STATE TRANSPORTATION FINANCIAL PROPOSALS INCLUDING AB 1 (FRAZIER) / SB 1 (BEALL)

Peter De Haan gave an update on the recent passing of SB1. Because the bill was just passed, new information is still surfacing. An update will be provided at the May meeting.

8. MILEAGE REIMBURSEMENT PROGRAM PRESENTATION

Mike Culver gave an overview of the services offered by Mobility Management Partners. Topics included Community Outreach, Travel Training, Mileage Reimbursement Programs, ADA Certification Services, Call Center Services and the Catch-A-Ride system.

CTAC/SSTAC
May 9, 2017
Item #
Page #

9. CHAIRMAN'S REPORT

Miranda Patton reported that she attended the April VCTC meeting and suggested that it would be beneficial for a CTAC/SSTAC member to attend the May meeting to speak in support of the Unmet Needs Findings. Joseph Alexander volunteered to attend the VCTC meeting, along with Miranda Patton.

10. COMMITTEE MEMBER REPORTS

There were no committee member reports.

11. ADJOURN TO MAY 9, 2017

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Item #5

May 9, 2017

MEMO TO: CITIZENS TRANSPORTATION ADVISORY COMMITTEE (CTAC)
FROM: PETER DE HAAN, PROGRAMMING DIRECTOR
SUBJECT: ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017 - SB 1 (BEALL)

RECOMMENDATION:

- Review and discuss.

BACKGROUND:

At last month's meeting staff reported on the passage a few days earlier of SB 1, by a two-thirds vote of the Legislature, to provide \$5.2 billion in new revenues for transportation projects, primarily rehabilitation and maintenance. Attached for CTAC's discussion is staff's analysis of the law.

**ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
SB 1 (BEALL)
VCTC ANALYSIS**

LEGISLATIVE HISTORY

In early 2015, Governor Brown called a Special Session of the Legislature to address transportation funding, especially road repair. Although no action was taken during the 2015-2016 Session, at the start of the current session transportation finance bills were reintroduced by Assembly Transportation Chair Jim Frazier and Senate Transportation and Housing Chair Jim Beall, with the Administration also issuing a revised proposal. On March 29th, the Governor and Legislative leadership announced an agreement on a transportation funding package, and SB 1 (Beall) was amended to include the provisions of the agreement. SB 1 was passed by a two-thirds vote of both houses on April 6th. It permanently increases fuel taxes and vehicle registration charges to provide an estimated \$52.4 billion of new revenues over 10 years.

A companion bill, ACA 5 (Frazier) was also passed by two-thirds votes, to place before the voters a Constitutional Amendment requiring that the funds provided under SB 1 can only be spent for transportation purposes.

This report includes a flow chart from the California Association of Councils of Governments (CalCOG) summarizing how the SB 1 funds will flow to transportation programs from the various new revenues.

“FIX IT FIRST” EMPHASIS

Consistent with the primary original goal to provide adequate funds for road repair, approximately 65% of the new revenue from SB 1 will go for repair of state highways and local streets. The law specifies that \$400 million per year will be set aside for state highway bridge and culvert maintenance, and the remaining maintenance funds will be divided with 50% going to state highways and 50% going directly to local jurisdictions for streets and roads maintenance, following the existing distribution formula. Local jurisdictions having a pavement condition index of 80 or more have the flexibility to use SB 1 funds for other transportation purposes.

The eleven local jurisdictions in Ventura County are estimated to receive a total of \$9.7 million from SB 1 in FY 2017/18, and in FY 2018/19 (the first full year of the tax) should receive \$25.8 million. By comparison, Measure AA was going to initially provide \$35.0 million per year to the local jurisdictions, although by a different, locally-developed distribution formula.

SB 1 requires that where practical, projects funded with this money must incorporate “complete streets” features. There is a local “maintenance of effort” requirement that each agency continue spend no less than the annual average from its general fund during 2009/10 through 2011/12 for street and road repair. SB 1 also says that local jurisdictions must provide CTC with lists of the projects to receive the funds, although there is some flexibility to change projects after the list was submitted.

REVENUE STABILIZATION PLUS TAX INCREASES

Besides increasing taxes, the State’s new funding package addresses some of the long-standing transportation revenue instability problems. Previously, some of the State fuel taxes were set at a fixed amount per gallon resulting in erosion of the buying power over many years. Other fuel taxes contained an adjustment mechanism whereby the tax rate was adjusted based on the price of fuel, causing a significant revenue drop over the last few years. Under SB 1, the entire fuel tax rate as well as the new

fees will be pegged to the California Consumer Price Index (CCPI) , so that the fuel tax revenues will no longer fluctuate based on the price of fuel, and the buying power of all the revenues should be maintained. Future fuel tax and fuel sales tax revenues will still drop, however, due to fuel efficiency and alternate vehicles. To a certain unknown extent, this drop will be offset by the increase in alternate fueled vehicles paying the new Alternate-Fuel Vehicle Fee.

The following tax increases were approved by SB 1 to raise \$52.3 billion over 10 years:

Gasoline Excise Tax: Increases the tax rate by 12 cents per gallon on November 1, 2017. On July 1, 2019, changes the tax rate again to cancel out adjustments since 2010 due to gasoline price fluctuations.

Diesel Fuel Excise Tax: Increases the tax rate by 20 cents per gallon on November 1, 2017. As with the Gasoline Excise Tax, changes the tax rate again on July 1, 2019 to cancel out adjustments since 2010 due to fuel price fluctuations.

Diesel Fuel Sales Tax: Increases the tax rate by 4% effective November 1st.

Vehicle Registration Fee (“Transportation Improvement Fee”): Adds a fee of \$25 - \$175 per year based on vehicle value, starting with calendar year 2018, subject to adjustment based on CCPI.

Alternate-Fueled Vehicle Fee: Introduces a \$100 annual fee on alternate-fueled vehicle models 2020 and later, subject to adjustment based on CCPI.

RELATIVELY SMALL SHARE FOR VCTC PRIORITIES

Aside from the significant amount of money apportioned by formula to the local jurisdictions for street repair, there is also a much smaller amount that provides a guaranteed share to Ventura County for priorities established by VCTC. These funds fall under the following programs:

Flexible Transit Funds: 3.5% of the 4% Diesel Fuel Sales tax increase, approximately \$250 million per year, will be provided to increase the State Transit Assistance program which provides money by formula which can be used for transit operations and capital. Over the past several years these allocations have dropped so this increase will more than offset the prior losses. For example, in FY 2012/13 Ventura County received \$5.0 million but the current FY 2017/18 estimate (without SB 1 included) is \$3.6 million. It should also be noted that the formula cap-and-trade funds received by VCTC for transit service improvements are also dropping significantly, raising the possibility that STA will eventually be needed to continue those new services.

Due to the lag in distributing the new funds VCTC anticipates little change for 2017/18, but in 2018/19 SB 1 should provide for an increase of \$3.1 million. Under the STA formula, \$0.4 million of the county’s apportionment is designated for Gold Coast Transit and Metrolink, leaving \$2.7 million of the new funds for VCTC priorities. VCTC’s policy has been to use its ongoing STA share for VCTC Intercity Bus and Metrolink operations.

Transit State of Good Repair: Besides the “Fix it First” emphasis for highways and streets, SB 1 also provides that \$105 million per year from the new Vehicle Registration Fee, adjusted for California CPI, will be distributed by the STA formula for transit state of good repair costs including projects to maintain, repair, rehabilitate or modernize transit vehicles and facilities, or to purchase vehicles or construct facilities that improve transit services. Prior to receipt of funds project sponsors must submit to Caltrans a list of the projects that will use the funds. Staff anticipates Ventura County will receive about \$1 million per year from this fund.

State Transportation Improvement Program (STIP): The STIP will receive a share of the anticipated revenue increase resulting from the stabilization of the existing fuel tax rate. Over ten years these funds are estimated to add \$1.1 billion STIP projects, of which VCTC's county share would be \$18 million. While these new funds are certainly welcome it is important to recognize that the approval of the last 5-year STIP required the removal of \$750 million worth of projects which will not be fully offset by the new \$1.1 billion over 10 years, so the increased funds might not be enough to allow the programming of new projects in the 2018 STIP. One likely short-term benefit to VCTC of the new STIP funds is that VCTC had anticipated in 18/19 a significant cut in the 5% of its county share available for Planning, Programming and Monitoring, but now that impending cut will be significantly lessened or possibly even eliminated.

OTHER APPORTIONED FUNDS LIKELY TO BENEFIT VENTURA COUNTY

The various regional rail agencies in California had advocated for direct formula subventions for commuter and intercity rail, and SB 1 provided these set asides, utilizing 0.5% of the 4.0% increase in the diesel fuel sales, as follows:

Commuter Rail: SB 1 provides 0.25% of the 4.0% diesel sales tax increase by formula to the commuter rail operators, for an estimated total of \$20 million per year. Despite the large variance in rail system size, the funds are initially divided equally among the 5 commuter rail agencies, so that Metrolink will get about \$4 million. Starting in 2020 the funds are to be distributed according to a formula developed by the State Transportation Agency. The funds can be used for capital or operations.

Intercity Rail: Another 0.25% of the 4.0% diesel sales tax increase is to be distributed to the state's three intercity rail agencies, one of which is LOSSAN. The distribution formula will be determined by the State Transportation Agency, although each of the 3 agencies must receive a minimum of 25%, meaning that LOSSAN will get at least \$5 million per year. These funds can be used for capital or operations.

APPORTIONED FUNDS THAT WILL NOT INITIALLY GO TO VENTURA COUNTY

SB 1 makes permanent the "State/Local Partnership" program, to provide \$200 million per year for jurisdictions that have approved local tax measures to support transportation. Specifically excluded are local general taxes such as those in Oxnard, Ventura, Port Hueneme and Santa Paula. Therefore, with no local transportation tax Ventura County will not be eligible for these funds.

SIGNIFICANT EXPANSION OF STATEWIDE COMPETITIVE PROGRAMS

Although the primary emphasis is on "State of Good Repair," there is a significant amount of funding in SB 1 for transportation improvements. These funds will be primarily distributed to projects selected by the state through competitive grants. Funds will go to the following programs:

Active Transportation Program: This program will be augmented by \$100 million per year starting in FY 2017/18, nearly doubling the size of the program. Furthermore, since the funds are committed through adoption of a five-year program, it will be possible to program the next five years of SB 1 funds at once. As a result, the next funding cycle will likely be a one-time opportunity to program far more projects than usual. Although the current program includes a guaranteed minimum of funds going to Ventura County projects, this provision is related to the requirements of federal funds currently going to the program, so the state could program all of the funds added by SB 1 without increasing the county minimums.

VCTC will work with CTC as the guidelines are revised for the next funding cycle, and will continue working with local agencies as resources allow to help develop competitive grant applications for the next round are submitted to CTC.

Transit and Intercity Rail Capital Program: SB 1 provides about \$245 million per year for this competitive grant program administered by the State Transportation Agency. The program had previously been funded largely by cap-and-trade funds. VCTC will likely need to work with local bus and rail operators to support transit capital applications to the state, working especially with SCRRA and LOSSAN to identify and apply for possible priorities on the Ventura County rail line for which VCTC has significant responsibility.

Trade Corridor Enhancement Fund: Ten cents of the diesel fuel per-gallon tax increase, an estimated \$3.3 billion over 10 years, will flow directly to this program, which will take the place of the Trade Corridor Improvement Fund that was funded through Proposition 1B. The Commission will recall that the Proposition 1B Trade Corridor funds were distributed based on regional priorities developed by a Consensus Group for each corridor, with the Southern California program including \$33 million for the Rice/101 Interchange, the 101/23 Interchange, and the Hueneme Road Widening. The change in program name, and the legislative language, appears intended to provide for a more state-driven rather than corridor-driven prioritization process.

There is no legislative language delegating authority for project selection to an agency such as CTC, so that decision remains with the Legislature for now. VCTC will need to continue to monitor this process and determine how to best advocate for freight movement projects such as the Rice Road Bridge and Port of Hueneme Flow Improvement.

Solutions for Congested Corridors Program: This program will provide about \$250 million per year for a competitive program for projects to be selected by CTC that “are part of a comprehensive corridor plan designed to reduce congestion in highly traveled corridors.” Eligible projects include improvements to state highways, public transit facilities, local streets and roads, bicycle and pedestrian facilities, and restoration or preservation work that protects critical local habitat or open space. Highway capacity expansion projects are not eligible with the exception of high-occupancy vehicle and high-occupancy toll lanes or other non-general purpose lanes such as auxiliary lanes or truck-climbing lanes.

VCTC will need to work with the other regional agencies to be involved with CTC in the development of guidelines, and will need to consider possible Ventura County projects that could use these funds in the future.

Local Planning Grants: SB 1 sets aside \$25 million per year for local planning grants to be selected by Caltrans. Staff expects to monitor the program as information becomes available, to consider possible grants for local planning work in Ventura County.

NUMEROUS MISCELLANEOUS PROVISIONS

SB 1 contains a host of other provisions addressing transportation issues. Items of interest to VCTC or Ventura County agencies include:

- Loan Repayment: In addition to new tax revenues SB 1 also commits to the repayment over three years of \$706 million of old loans taken from transportation accounts to balance the state budget, and provides for the distribution of this money primarily for road rehabilitation and the Transit and Intercity Rail Capital Program which will receive \$236 million.
- Termination of Transportation Congestion Relief Program: SB 1 terminates this program by which the Legislature in the early 2000’s earmarked state budget surplus funds to designated projects. There was one project in Ventura County, namely the Route 101 California Street Off

Ramp project in Ventura which had a \$15 million earmark. The City of Ventura was unable to identify sufficient resources to fully-fund that project, so now that prior earmark has been eliminated.

- Environmental Streamlining: The bill includes provisions to expand the CEQA exemption for road repair and to establish an Advanced Mitigation Program.

RELATED LEGISLATION

In parallel to the negotiations on SB 1 to secure two-thirds support, two other bills have been passed:

- SB 132 (Budget Committee) includes earmarks of \$927 million from state transportation funds for projects in Riverside and Merced Counties, plus \$50 million for an Air Resources Board program for low-emission warehouses.
- SB 496 (Canella) provides that design service contract indemnity provisions are unenforceable except under certain circumstances. This bill had been opposed by the Self-Help Counties Coalition.

VCTC ACTIONS FOR THE UPCOMING YEAR

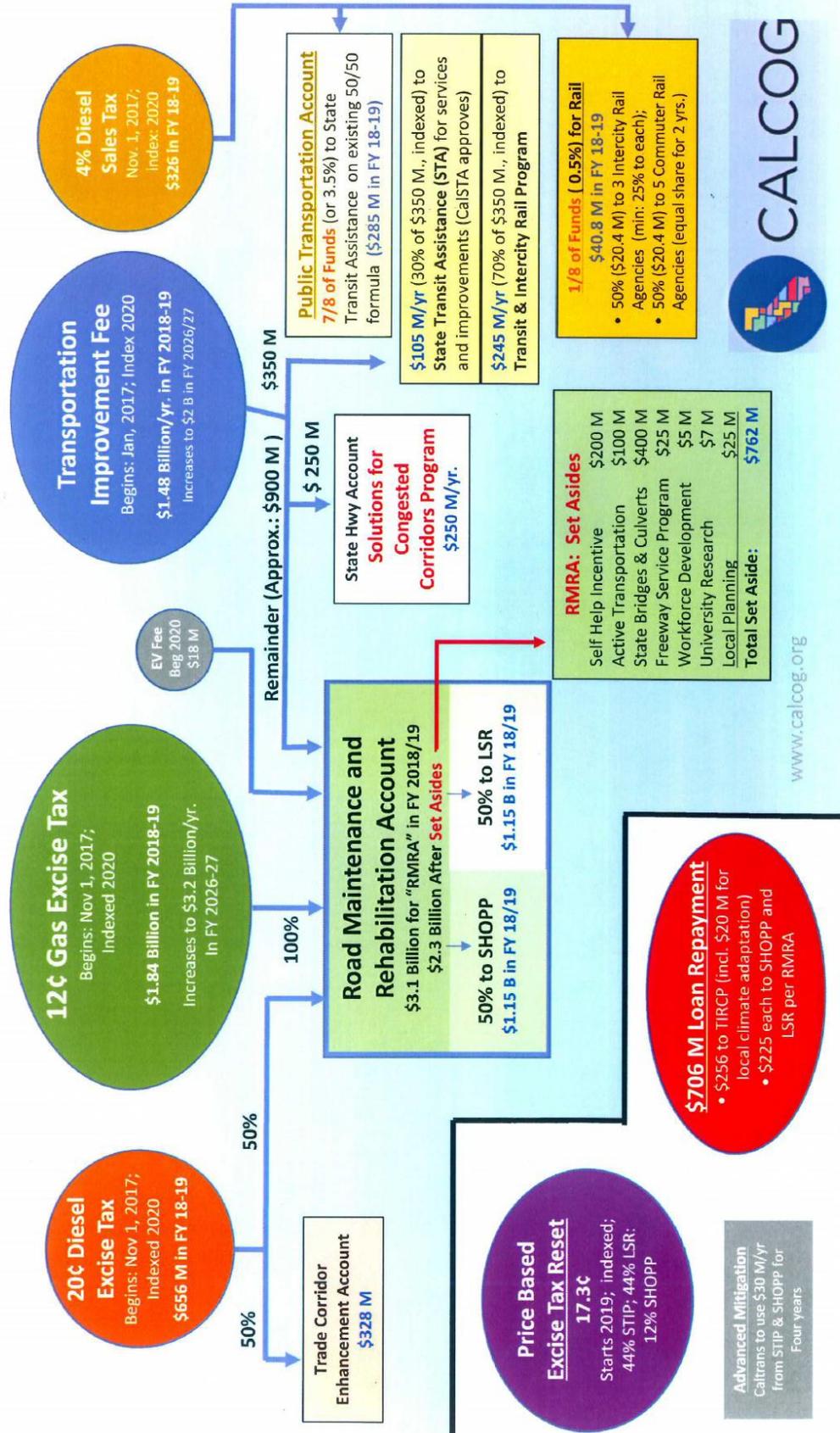
In the coming months VCTC will need to develop priorities for new transit funds to be included in its apportionment. With the new taxes going into effect November 1st, and the time lag in distribution of funds from the state, it would be premature at this time to include new monies in the FY 2017/18 budget, but these new funds will affect the transit priorities in the FY 2018/19 budget, as well as the availability of PPM funds in that year.

During the upcoming year, VCTC will need to work extensively with SCRRA and LOSSAN to consider strategies for using the new direct subventions to those agencies. As has been described VCTC will also need to work with the local agencies consider strategies for possible projects from the other competitive programs, while at the same time working with CTC, Caltrans, and the other regional agencies to engage in the guidelines development process for the various new funds.

At its April meeting TTAC requested periodic updates on SB 1 implementation. Staff believes this suggestion would be appropriate for the Commission and the other committees as well so during the upcoming year these periodic updates will be provided.

SB 1: TRANSPORTATION ACCOUNT FLOWS (DRAFT)

FY 18-19 Estimates from Senate Appropriations Committee Analysis



UNSPECIFIED ABBREVIATIONS FROM CALCOG GRAPHIC:

“B” = Billion

“Beg” = Begins

“EV Fee” = Electric Vehicle Fee

“CalSTA” = California State Transportation Agency

“FY” = Fiscal Year

“LSR” = Local Streets and Roads

“Jan” = January

“M” = Million

“Nov” = November

“SHOPP” = State Highway Operations and Protection Program

“STIP” = State Transportation Improvement Program

“TIRCP” = Transit & Intercity Rail Capital Program



Item #6

May 9, 2017

**MEMO TO: CITIZENS ADVISORY COMMITTEE / SOCIAL SERVICE TRANSPORTATION
ADVISORY COMMITTEE
TRANSIT OPERATORS COMMITTEE
TRANSPORTATION TECHNICAL ADVISORY COMMITTEE**

FROM: PETER DE HAAN, PROGRAMMING DIRECTOR

**SUBJECT: APPROVE COMBINED CALL-FOR-PROJECTS FOR CONGESTION MITIGATION
AND AIR QUALITY (CMAQ) FUNDS AND TRANSPORTATION DEVELOPMENT ACT
(TDA) ARTICLE 3 BICYCLE AND PEDESTRIAN FUNDS**

RECOMMENDATION:

- Approve guidelines in Attachment A and application in Attachment C for a new call for projects to program CMAQ and TDA Article 3 Bicycle & Pedestrian funds, for two years' worth of funds.
- Approve Call for Projects Schedule contained in the agenda item.
- Approve "off-the-top" funding of \$443,000 for Regional Ridesharing (to come from the Non-Transit share) for each of the two years, and \$600,000 for Transit Outreach (to come from the Transit share) for the second year.
- Approve policy for Shelf List (Attachment B).

BACKGROUND:

Since VCTC developed its Comprehensive Transportation Plan and adopted it in 2013, there have been discussions involving VCTC and its various advisory committees regarding the need for a more robust program for funding non-motorized transportation projects, to better emphasize more transformative projects to address the issue on a regional level. Over the past year staff has been working on the Bicycle Wayfinding Study which has been viewed as an effort that will help inform VCTC's priorities for focusing its limited available funds on projects that will truly address the regional network. While the Bicycle Wayfinding Study was under way, there were continued discussions with TTAC and CTAC/SSTAC regarding the funding sources that VCTC programs for bicycle and pedestrian projects, namely CMAQ and TDA Article 3, with staff recommending that to better coordinate the programs in light of VCTC's priorities that the programming of these two funds be combined into a single call for projects to program two-years' worth of funds at one time. With the adoption of the Wayfinding Study scheduled for the April Commission meeting, the proposed combined call for projects can now move forward.

Transit projects are also eligible to receive CMAQ funds. Based on the Comprehensive Transportation Plan VCTC's policy has been to set aside half of the available CMAQ funds for transit projects, with the other half going to projects in the remaining eligibility categories, with bicycle and pedestrian facilities being the one category in the non-transit share that typically receives almost all of the funds. In the past several months TRANSCOM has also discussed the CMAQ program, recognizing that the competition for these funds is likely to be increased due to the completion of the Proposition 1B program that provided

bond funds that addressed a significant share of the transit system's capital requirements. The transit operators had wanted to hold off on selecting CMAQ projects from the transit share due to uncertainties regarding other possible sources of capital funding including a decision on submitted FTA Section 5337 and state cap-and-trade program discretionary grants as well as the result of Measure AA. Now that it is known that none of these other funding measures will help address the transit capital needs in Ventura County, VCTC can move forward with selecting CMAQ transit projects in light of the lack of alternate transit capital funding sources.

The following is a summary of the TDA Article 3 Bicycle & Pedestrian and the CMAQ programs:

- Transportation Development ACT Article 3: In accordance with California PUC Section 99233.3, up to two percent (2%) of Transportation Development Act (TDA) Local Transportation Funds can be set aside by VCTC for planning, construction and/or maintenance of bicycle and pedestrian facilities, with the program policies adopted by VCTC. In Ventura County 25% of the TDA Article 3 funds are set aside for maintenance with the remainder of the funding allocated on a competitive basis for projects that foster an increase in bicycling and walking and provide improved connectivity. Over the last few years, Ventura County has received roughly \$650,000 a year in Article 3 funds. Assuming future years are roughly the same, after reserving 25% of the funds for bicycle path maintenance, approximately \$1 million will be available over two years for new bicycle/pedestrian projects.
- Congestion Mitigation and Air Quality (CMAQ): The federal Fixing America's Surface Transportation Act (FAST) Act authorizes VCTC to receive an apportionment of approximately \$7 million of CMAQ funding per year through FY 2019/20. CMAQ is used for projects which mitigate congestion and reduce vehicle emissions. Under VCTC's policy to divide the funds equally between transit and non-transit projects, the CMAQ funding available for a two-year call totals \$7 million for transit projects and \$7 million for non-transit projects. However, at the June 2016 and December 2016 meetings TTAC took action to program \$1,063,000 for cost increases to the Santa Paula Bike Path, thus reducing the available CMAQ for non-transit to \$5,937,000. Similarly, in September, 2016 TRANSCOM approved setting aside \$1.5 million for farebox and vehicle locator equipment and \$500,000 for FY 17/18 Countywide Transit Marketing, reducing the available Transit CMAQ to \$5 million.

Attachment A provides the proposed call for projects guidelines for the Committees' review and approval. These guidelines have been revised to contain more specific information applicable to each of the two categories. Attachment C provides the draft application.

The following is the proposed schedule for the proposed call for projects:

TRANSCOM Approval of Call Process: April 13, 2017
TTAC Approval of Call Process: April 20, 2017
CTAC Approval of Call Process: May 9, 2017
VCTC Approval of Call Process: May 12, 2017
Notification of Funding Availability: May 15th
Applications Due to VCTC: August 21st
CTAC Approval of Non-Transit List: September 12th
TRANSCOM Approval of Transit List: September 14th
TTAC Approval of Non-Transit List: September 21st
VCTC Approval to Projects: October 6th
Approval of Amendment to Federal Transportation Improvement Program: January, 2018

Regarding the schedule, the combining of TDA Article 3 Bicycle & Pedestrian and CMAQ Non-Transit programs into a single call for projects will necessitate changing the prior CTAC review process which included project sponsor presentations at CTAC. As a result, the CTAC approval is scheduled to occur in a single meeting, as with TRANSCOM and TTAC.

Each year, VCTC has utilized \$443,000 of the Non-Transit CMAQ share for the Regional Ridesharing program and \$500,000 out of the Transit CMAQ share for Countywide Transit Outreach. In the most recent CMAQ programming cycle it was decided to take these two projects "off the top" rather than require submittal of applications, and scoring for those projects, on grounds that these projects have always scored highly and continue to be a clear regional priority. Furthermore as was previously mentioned TRANSCOM has already approved taking \$500,000 for the FY 17/18 Countywide Outreach off-the-top. In recent years, VCTC's annual Countywide Outreach cost has been approximately \$600,000 but there was sufficient carryover to fund the extra \$100,000. By FY 2018/19 that carryover is anticipated to be used up so \$600,000 in new CMAQ will be required to continue the existing level of effort required for VCTC to discharge its outreach responsibility. Staff recommends that the policy continue with this new call for projects, so that two years' worth of funds for both activities are taken off the top, with the FY 2018/19 programmed amount for Transit Outreach being increased to \$600,000.

As a result of the funding commitments for Regional Ridesharing, and Countywide Transit Outreach, the total available in this call for projects (inclusive of both CMAQ and TDA Article 3 Bicycle & Pedestrian) will be \$6,051,000 for Non-Transit projects and \$4,400,000 for Transit projects. The staff recommendation in the April TTAC agenda to swap CMAQ for Camarillo STP will further reduce the Non-Transit amount by \$204,000, to \$5,847,000. The staff recommendation in the April TRANSCOM agenda to provide \$1.01 million in CMAQ to Thousand Oaks to replace \$1.01 million in Proposition 1B that was borrowed by VCTC will reduce the Transit amount to \$3,390,000.

The prior calls for projects employed a policy that some projects not ranked highly enough to be funded were placed on a shelf list and could receive funds if needed to avoid a lapse of apportionment. Staff is recommending a continuation of that policy, provided in Attachment B.

CMAQ has a local match requirement of 11.47% of the total project cost. However, under the federal Toll Credits policy, VCTC has the option of effectively waiving the local match requirement to provide 100% federal funds. Since the match provided through Toll Credits still comes out of VCTC's apportionment, to the extent that projects receive 100% rather than 88.53% funding, fewer projects can be funded. In past calls for projects VCTC has used differing policies regarding the local match requirement, in some cases requiring match, in other cases, not requiring match, and in some cases providing extra points for additional match. Unfortunately in the current situation the available CMAQ funding relative to the need is likely to be small, but until the passage of SB 1 on April 6th it appeared that the available local match would also be limited if available at all. In recognition of this situation the proposed criteria require that applicants must commit to providing the 11.47% match if required but can also request to be relieved of the match. The intent is that VCTC will decide after prioritizing the projects whether to require local match, recognizing at that time which project or projects will fall "below the line" should the local match requirement be waived for the requesting agencies. It is recommended that no points be provided in the transit criteria for local match, but due to the passage of SB 1 providing significant additional streets and roads funds along with a Complete Streets requirement for use of those funds, there be up to 5 points provided for local match for non-transit projects.

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**CMAQ / TDA ARTICLE 3 BICYCLE & PEDESTRIAN
PROJECT SELECTION GUIDELINES
FOR VENTURA COUNTY**

Congestion Mitigation and Air Quality (CMAQ) funds are used for projects which mitigate congestion and reduce vehicle emissions. A list of eligible projects can be found at the end of these guidelines. Types of eligible projects are as follows:

Clean Fuel Bus Fleets and Support Equipment

Improved Public Transit/Ridesharing

Bicycle/Pedestrian Improvements

Clean Fuel Fleet Subsidy Programs

Other Projects that meet the screening criteria

Transportation Development Act (TDA) Article 3 Bicycle and Pedestrian funds available in this call for projects can be used for capital projects that improve bicycle and pedestrian facilities, for bicycle safety educational programs, and for bicycle/pedestrian planning. More detail is provided in the list of eligible projects at the end of these guidelines. VCTC also provides funds to local jurisdictions through a separate formula for bicycle path maintenance.

Applications will be evaluated according to screening and selection criteria. **Screening Criteria** will be used to determine if a proposed project is an eligible candidate. Projects which do not satisfy all of the screening criteria will not be evaluated any further. Second, **Selection Criteria** will be used to evaluate the relative merits of each project to determine what its score/priority ranking should be. Based on the Comprehensive Transportation Plan, half of the CMAQ funds will go toward transit projects and half will go to non-transit projects. In addition, TDA Article 3 Bicycle and Pedestrian funds will go to bicycle and pedestrian projects. Transit and non-transit projects will be subject to separate selection criteria and will be scored separately.

Screening Criteria

The screening criteria are divided into three categories. Proposed projects must meet **all** of these screening criteria in order to move to the next phase of the process.

1. Project Eligibility

- A. Proposed project is eligible for CMAQ funds per guidelines in the Federal Register Vol. 73, No. 203; or for TDA Article 3 Bicycle & Pedestrian funds per TDA Guidelines Section 99233.3.
- B. Project applicant is a city, the County, or a transit operator or other public transportation agency (CMAQ only), or (except for transit projects and TDA-funded projects) a non-profit organization capable of funding and delivering the project, or (for CMAQ projects) is a private/public partnership (possibly with some private funding) subject to approval of FHWA and FTA.
- C. For CMAQ-funded projects, proposed project measurably improves air quality.

2. Planning Consistency

- A. Project is consistent with the goals and policies of the adopted RTP (i.e. SCAG's 2012-2035 RTP/SCS).
- B. Project is consistent with the most-recently adopted general plan(s).
- C. Project is consistent with the most-recently adopted District Air Quality Management Plan.
- D. Transit improvement projects must be consistent with the policies and standards in the adopted Congestion Management Program or included on the Replacement Bus Schedule of the Short Range Transit Plan.

3. Financial Feasibility

- A. Recipient of funds must have the financial capacity to complete, operate and maintain the project.
- B. Funds required from other sources (for local match) must be reasonably expected to be available.
- C. Project can be implemented within Federal and/or State delivery requirements.
- D. Agency must commit to providing 11.47% local match. However, an agency can request to access toll credits to pay 100% of project cost, but VCTC approval of such request is not assured as it would have to come out of the total funds available to projects. In the event a local match is required, VCTC will allow use of Toll Credits to provide 100% of construction funds if an equivalent amount of non-federal funds are used for prior project phases.

Selection Criteria for Transit Projects

Points	Scoring Criteria
(0 to 20 points)	<p>1. Project’s Potential to Increase Transit System Capacity and/or Ridership Attract Active Transportation Users, Reduce Motor Vehicle Trips and Serve Destinations – This criterion is designed to evaluate how likely the project is to reduce trips and improve air quality by attracting transit users or increase transit system capacity.</p>
(0 to 25 points)	<p>2. Project’s Necessity to Continued Operation of the Existing Transit System with Reliable Equipment – In recognition of the importance of a reliable transit system in maintaining ridership, this criteria assigned points to a project on the basis of how it addresses the need to replace or rehabilitate existing transit system equipment that if not replaced at this time will be considered beyond its useful service life based on the FTA definitions. In particular, 15 points will be given to replacing buses that are identified in a Short Range Transit Plan (SRTP) or Fleet Maintenance Plan as scheduled to reach the end of their economic service life. Five (5) points will be based on whether the project extends the useful life benchmark of an asset, 5 points for a 25% increase and 2 points for a 10% increase. To be considered eligible for CMAQ an equipment replacement project must provide an air quality benefit such as the new or refurbished equipment having reduced emissions from what was previously in use.</p>
(0 to 45 points)	<p>3. Air Quality Improvements and Special Considerations – This criterion is evaluates the degree to which the project improves air quality for the CMAQ-defined pollutants namely ROG, NOx, PM10, and PM 2.5. The air quality improvement can be due to such factors as cleaner transit system equipment emissions, or reduced VMT due to transit improvements resulting in a diversion of trips from the private car. Up to 15 points will be awarded for a project’s anticipated air quality benefit or for other special considerations.</p> <p>Up to 20 points shall be assigned based on cost effectiveness calculated by VCTC staff in consultation with APCD staff according to the “Methods to Find the Cost-Effectiveness of Funding Air Quality Projects” released by the California Air Resources Board (May 2005).</p> <p>10 points shall be awarded if a project is eligible to be a Transportation Control Measure, as determined by the attached list. Such projects, once programmed will become a regional priority for achievement of air quality conformity.</p>
(0 to 10 points)	<p>4. Safety and Security – A project will receive 10 points if the application demonstrates that it will increases safety and/or security for transit patrons, transit employees, or the general public.</p>

Selection Criteria for Non-Transit Projects

Points	Scoring Criteria
(0 to 10 points)	<p>1. SAFETY -- This criterion evaluates how the proposed project will effect safety at existing facilities or improve safety by building new facilities.</p> <p>Existing Conditions: Up to 5 points will be awarded for any combination of the following project characteristics: no existing pedestrian or bike facilities; no existing shoulder; documented pedestrian/bicycle collision history; most current and valid 85th percentile speed of motorized traffic in project limits; photos of existing safety hazards project will address; existing pedestrian/bicycle traffic counts demonstrating use; student attendance figures for schools served by project.</p> <p>Safety Improvements: Up to 5 points will be awarded for project elements that improve safety and/or remove or reduce potential conflicts including, but not limited to: adding new or wider sidewalks or new or wider bike lanes, enhanced crosswalks and bicycle crossings, street and pedestrian scale lighting, traffic calming, buffered bike lanes, signage and striping, improved signalization, etc...</p>
(0 to 5 points)	<p>2. PROJECT WORK PLAN, TIMELINE AND READINESS – This criterion evaluates deliverability of a proposed project. Up to 5 points will be awarded to projects presenting a clear work plan for implementation and reasonable timeline.</p>
(0 to 25 points)	<p>3. AIR QUALITY IMPROVEMENTS AND SPECIAL CONSIDERATIONS – This criterion is designed to evaluate air quality benefits. Cost effectiveness may be considered as calculated by VCTC staff in consultation with APCD staff.</p> <p>Additional points will be given to CMAQ projects identified as transportation control measures (TCMs), designated as committed TCMs, and/or required to conform to TCM timely implementation reports. See Transportation Control Measures in Attachment A.</p> <p>This criterion is also designed to add flexibility and allows cities and/or agencies to be creative and discuss ways in which the proposed project will benefit City/County residents, for example, improving air quality, reducing VMT, serving older areas without recent improvements, reducing speeds, making major improvements to accessibility and/or to serve lower income residents.</p>

Points	Scoring Criteria
(0 to 20 points)	<p>4. Project's Potential to Attract Active Transportation Users and/or Reduce Motor Vehicle Trips with an emphasis on serving destinations.</p> <p>Bicycle and Pedestrian Project: This criteria is designed to evaluate how likely the project is to reduce trips and improve air quality by attracting active transportation users and/or reducing motor vehicle trips (30 percent of trips are a mile or shorter, 40 percent are two miles or shorter and 50 percent are three miles or shorter)</p> <p><u>Destinations Served</u> – Four points will be awarded for each destination served by the proposed project (e.g. transit stop, park and ride facility, employment center, post office, school/college, school bus stop, retail center, downtown area, library, museum, government office, medical/health facility, multi-family/senior housing) up to a maximum of 20 points. *Map with numbered destinations served must be included. For pedestrian projects, destinations served must be within a ¼-mile or less radius of the proposed project. For bicycle projects, destinations served must be within a two-mile or less radius of the proposed project.</p> <p>Non-bicycle/non-pedestrian projects: Up to 20 points will be awarded for the degree to which the project improves mobility and safety particularly on freight or transit corridors, addresses identified community needs, or provides economic, environmental and air quality benefits. Applicants, to the extent possible, shall provide quantified estimates for such benefits</p>
(0 to 25 points)	<p>5. NETWORK CONNECTIVITY Including Multi-Jurisdictional/Multi-Agency/Multi-modal Projects. This criterion evaluates whether the proposed project has local and/or regional significance.</p> <p>Up to 5 points will be awarded to projects involving more than one mode of transportation.</p> <p>10 points will be awarded to projects to non-bicycle projects identified in an adopted Local or Regional Transportation Plan (Pedestrian, Active Transportation, Strategic Plan, CMP, ITS plan, Signal Plan) or Capital Improvement Plan.</p> <p>20 points will be awarded to projects that address missing gaps identified in the Bicycle Wayfinding Study.</p>

Points	Scoring Criteria
(0 to 10 points)	<p>6. COMPLETE STREET DESIGN – Up to 10 points will be awarded based on the extent that the proposed project is designed to encourage people to use the proposed facility; such as traffic calming, buffers between cars and bicycle/pedestrian facilities, opening closed crosswalks, enhanced crossing improvements, pedestrian scale lighting, street trees, or if the project addresses a barrier, etc...</p>
(0 to 5 points)	<p>7. LEVERAGED FUNDS –</p> <p>One point will be awarded for each 10% of local committed funds to a project, for a maximum of 5 points for projects with at least 50% local funding.</p>

PROJECTS ELIGIBLE FOR CMAQ FUNDING

Congestion Management and Air Quality (CMAQ) program funds can be used to fund projects expected to result in tangible reductions in CO and ozone precursor emissions, and under certain conditions PM-10 pollution. Eligible activities include:

Transportation Control Measures: TCMs are likely to be eligible, however the air quality benefits must be determined and documented before a project can be considered eligible. Two TCMs specifically excluded by legislation from CMAQ eligibility are reduction of emissions from extreme cold-start conditions and programs to encourage removal of pre-1980 vehicles. TCMs are listed on Attachment. Committed TCMs as defined in the Air Quality plan become a regional commitment for priority implementation.

Transportation Activities in an Approved State Implementation Plan: Transportation activities in approved SIPs are likely to be eligible activities. The activity must contribute to the specific emission reductions necessary to bring an area into attainment.

Transit Projects: In general, CMAQ eligibility is determined on the basis of whether or not the project represents an expansion or enhancement of transit service. Eligible capital projects include new stations, transit centers, and preferential bus/HOV treatment on existing roads: new park-and-ride facilities adjacent to transit stops; and major new fixed-guide way and bus/HOV facilities and extensions; new alternative-fueled transit buses, vans, locomotives and rail cars; and operating subsidies for 3-year demonstrations of new service.

Alternative Fuels: Conversion or replacement of centrally-fueled fleets to alternative fuels is eligible provided that the fleet is publicly owned or leased, and the fleet conversion is in response to a specific requirement in the Clean Air Act or is specifically identified in the State Implementation Plan.

Bicycle and Pedestrian Program: Include eligible projects are construction of bicycle and pedestrian facilities, non-construction projects related to safe bicycle use, and establishment and funding of State bicycle/pedestrian coordinator positions.

Management Systems: Projects required to develop, establish the management systems for traffic congestion, public transportation facilities and equipment, and intermodal transportation facilities and systems, as well as implementation of projects contained in them, are eligible where it can be demonstrated they are likely to contribute to attainment of air quality standards.

Traffic Management/Congestion Relief Strategies: Traffic management and congestion relief strategies for both highways and transit are eligible provided that they can be shown to improve air quality. Projects to modernize traffic signals to improve traffic flow and intelligent transportation systems are included under this category. Addition of mixed-flow travel lanes is ineligible.

Telecommuting: Planning, technical and feasibility studies, training, coordination and promotion for telecommuting are eligible activities under CMAQ. Physical establishment of telecommuting centers, computer and office equipment purchases and related activities are not eligible.

Travel Demand Management: Eligible activities include: market research and planning in support of TDM implementation; capital expenses required to implement TDM measures; operating assistance to administer and manage TDM programs; and marketing and public education efforts to support and bolster TDM measures.

Intermodal Freight: CMAQ funds may be used for improved intermodal freight facilities where air quality benefits can be shown.

Public/Private Initiatives: The CMAQ program may be used to fund projects or programs that are owned, operated or under the primary control of the public sector, including public/private joint ventures. Under TEA-21, non-profit organizations are eligible as direct recipients of CMAQ funds.

Outreach Activities: Outreach activities, such as public education on transportation and air quality, advertising of transportation alternatives to SOV travel, and technical assistance to employers or other outreach activities for an Employee Commute Option program may be funded under the CMAQ program for an indefinite period. Transit “stores” selling fare media and dispensing route and schedule information which occupy leased space are also eligible and are not subject to the 3-year limit.

Fare/Fee Subsidy Program: CMAQ funds may be used for partial user fare or fee subsidies to encourage greater use of alternative travel modes (e.g. carpool, vanpool, transit, bicycling and walking), as part of a comprehensive, targeted program to reduce SOV use. The subsidized fare/fee must be limited to any one entity or location for a period not to exceed 2 years.

Other Projects and Programs: Other transportation projects and programs, even if they are not included under one of the categories above may also be funded under CMAQ. Innovative activities based on promising technologies and feasible approaches to improve air quality will also be considered for funding. Documentation of air quality benefits must be provided.

PROJECTS ELIGIBLE FOR TDA ARTICLE 3 BICYCLE & PEDESTRIAN FUNDING

TDA Article 3 funds are provided for the exclusive use of pedestrians and bicyclists. TDA Section 99234 provides a description of eligible uses. Generally, Article 3 bicycle and pedestrian claims provide funding for facilities provided for the use of bicyclists & pedestrians and may include projects that serve the needs of commuting bicyclists, including, but not limited to new trails or pathways serving major transportation corridors, secure bicycle parking at employment centers, park and ride lots, and transit terminals where other funds are unavailable. For this call for projects, eligible projects include (TDA Section 99234):

1. Construction and/or engineering of a bicycle or pedestrian capital project
2. Bicycle safety education program(s), provided the program does not fully fund the salary of any one person.
3. Development of a comprehensive bicycle or pedestrian facilities plan.

TCM PROJECT CATEGORIES

A. High-Occupancy Vehicle Measures

- New HOV Lanes or ramps (3 or more)
- HOV Bypasses, Connectors, and New Interchanges with Ramp Meters
- High Occupancy Toll (HOT) Lanes and Pricing Alternatives

B. Transit and System Management Measures

Transit

- Rail Track – New or Expanded Lines
- New Rolling Stock Acquisition – Rail Cars and/or Locomotives
- Bus Rapid Transit and Dedicated Bus Lanes – Express Busways
- Buses – Fleet Expansion
- Shuttles and Paratransit Vehicles – Fleet Expansion

Intermodal Transfer Facilities

- Rail Stations – New or Expansion
- Park & Ride Lots – New or Expansion
- Bus Stations & Transfer Facilities – New or Expansion

Non-Motorized Transportation Mode Facilities

- Bicycle & Pedestrian Facilities – New or Expansion (non-recreational)
- Bicycle Facilities – New or Expansion (non-recreational)
- Pedestrian Facilities – New or Expansion (non-recreational)

Note: Committed TCMs are 1 mile or greater for bicycle or ¼ mile or greater for pedestrian, or bicycle parking for 10 or more slots/lockers.

C. Information-Based Transportation Strategies

- Marketing for Rideshare Services and Transit/TDM/Intermodal Services
- Intelligent Transportation Systems/Control System Computerization
 - Traffic Signal Synchronization (3 or more signals)
 - Real-Time Transit or Rail Notification System
 - Traffic Management/Operations Centers
 - Changeable Message Signs (5 or more)
 - Closed Circuit Televisions
 - Ramp Metering Systems
 - Systemwide Signal Preemption
 - Traveler/Motorist Information Systems; Highway Advisory Radios
 - Vehicle Detection & Automatic Vehicle Classification Systems
- Telecommuting Programs/Satellite Work Centers

SHELF LIST GUIDELINES

Projects that are scored in the 2017 CMAQ/Bicycle & Pedestrian TDA Article 3 Call for Projects, but below the funding cut-off, will be considered for funding following their scoring priority, if necessary to avoid a lapse of CMAQ apportionment.

Shelf list projects have not been approved by the Commission and their status will be reviewed prior to approval, which must be granted by the Commission after action by the appropriate advisory committee. Projects remaining unapproved at the next call for projects must reapply for funds.

Lead Agency: _____ Project Title: _____

CONGESTION MITIGATION AND AIR QUALITY (CMAQ) APPLICATION

Lead Agency: _____ Project Title: _____

Financial Information

	CMAQ	Article 3	Matching Funds (check box below)	Additional Local Funds	Total Project Cost
PE	\$	\$	\$	\$	\$
R/W	\$	\$	\$	\$	\$
CON	\$	\$	\$	\$	\$
Total	\$	\$	\$	\$	\$

Additional Financial Information

Check Box if Requesting Toll Credits for CMAQ Local Match Requirements

NOTE: Based on funding constraints VCTC may approve projects for funding with modified CMAQ and Article 3 shares or without requested Toll Credits.

SCHEDULE (month/year)			
	Funds Obligated	Start Date	Completion Date
Preliminary Engineering			
Environmental	n/a		
Right-of-Way			
Construction			

Lead Agency: _____ Project Title: _____

Project Screening Information

Project Readiness

Briefly describe the project work plan and timeline and check boxes for all items that have been completed.

Preliminary Design

- Project Feasibility Study Completed
- Right-of-way needs and utility conflicts identified
- Vehicle specifications identified
- Planning Level Cost Estimates

30% Design

- Dimensioned drawings showing existing and proposed improvements, topography, utilities and row etc..
- Revised Cost Estimates and Schedule

Environmental Clearance

- CE or Checklist Complete
- Draft Environmental Document Completed
- Final Environmental Document Completed

Final Construction Plans, Specifications, and Estimates or Vehicle Specifications

- Construction Plans, Specifications Completed
- Final Vehicle Specifications and Bid Packet Completed
- Ready to Advertise

- No Right of way needed or Right-of-Way Acquired
- No need to relocate utilities or Utilities Relocated

_____Number of Community Meetings Held (not including meetings to adopt community-wide master plans)

Safety

Will the project improve safety at existing facilities or improve safety by building new facilities? Please list the specific improvements proposed.

Lead Agency: _____ Project Title: _____

Air Quality Improvement

Briefly describe how the project will improve air quality.

- For bicycle or pedestrian projects please provide estimated new average daily trips
- For bicycle or pedestrian projects please provide average daily traffic volumes on adjacent or nearest parallel roadway.
- For transit, bicycle and pedestrian projects provide estimated annual VMT reduced,
- Average projected ridership.
- Will the project improve the level of service of a transit system?
- For transit vehicle purchases, please provide vehicle type, fuel type.

Project's Potential to Increase Transit System Capacity and/or Ridership, Attract Active Transportation Users, Reduce Motor Vehicle Trips and Serve Destinations. Describe the project's direct relationship to streets, bicycle facilities, pedestrian facilities, transit systems, employment centers, and activity centers.

- Provide a scaled map showing destinations served. (For pedestrian projects, destinations served must be within a ¼-mile or less radius of the proposed project. For bicycle projects, destinations served must be within a two-mile or less radius of the proposed project.)
- COMPLETE STREET DESIGN ELEMENTS – Please describe the design elements to encourage people to use the proposed facility; such as traffic calming, buffers between cars and bicycle/pedestrian facilities, opening closed crosswalks, enhanced crossing improvements, pedestrian scale lighting, street trees, or if the project addresses a barrier, etc...

Does the project serve more than one mode of transportation? _____ Yes _____ No

If yes, please explain how:

Is the project consistent with the local, regional or statewide plans, the District Air Quality Management Plan, or the Short Range Transit Plan? _____ Yes _____ No

Lead Agency: _____ Project Title: _____

Is the Project identified in an adopted Local or Regional Transportation Plan (Short Range Transit Plan, Bicycle, Pedestrian, Active Transportation, Strategic Plan, CMP, ITS plan, Signal Plan, SRTS Plan, Corridor Plan), Fleet Maintenance Plan or Capital Improvement Plan?

_____ Yes _____ No

If yes, please provide the name(s) of the document(s):

Is the Project Identified as a missing gap in the Bicycle Wayfinding Study? _____Yes _____No

If yes, please provide the route number from the Study:

Briefly describe the public participation process (e.g. public meetings, public notices, project website, mailings, newspaper articles, etc...). How did the agency consider comments and responses from meetings when designing the project?

For Transit Projects, describe the Project’s necessity in relation to the Continued Operation of the Existing Transit System with Reliable Equipment. Include the year that the existing assets being addressed will reach the end of their useful life. For rehabilitation projects, include the percentage that the project will extend the useful life of the asset(s).

Lead Agency: _____ Project Title: _____

CEO CERTIFICATION

I hereby certify that the applications included in this submittal package represent this agency’s complete proposal for projects recommended for funding at this time. Should the projects be approved for funding by the Ventura County Transportation Commission, this agency will commit the local match as specified in the applications, and will make a priority of meeting the stated project delivery deadlines.

This agency is willing and able to maintain and operate the projects contained in the applications, and hereby assures that it will do so, with the proviso that the agency is permitted to transfer this responsibility to another qualified agency that is willing to do so.

Signature

Printed Name

Date

Title*

Agency

*Must be signed by City Manager, County Executive Officer, County Transportation Agency Director, or other organizational CEO.