PROPOSITION 116

FERRY PROGRAM GUIDELINES

PASSED BY

AUG 1 3 1992

CALIFORNIA TRANSPORTATION COMMISSION

CALIFORNIA TRANSPORTATION COMMISSION
POLICIES FOR THE
CLEAN AIR AND TRANSPORTATION IMPROVEMENT ACT
FERRY PROGRAM GUIDELINES

RESOLUTION #G-92-17
(Replaces Resolution #G-91-5)

GENERAL POLICIES

1. The Commission, as the designated policy body in the Clean Air and Transportation Improvement Act (CATIA) of 1990, will implement the CATIA in a timely, cost effective, and efficient manner.

2. The Commission shall, to the extent feasible, integrate the CATIA process with the State Transportation Improvement Program (STIP) and Transit Capital Improvement (TCI) Program process to minimize multiple application cycles and duplicate applications, while not delaying any CATIA projects proposed for funding.

3. The Commission will award grants as specified in the CATIA and ensure that the CATIA is implemented over the term of the Act from 1990 to 2010.

4. The Commission prefers to implement this grant program so as to assure that use of CATIA funds will lead to ferry services no later than the year 2000.

5. The Commission will seek to maximize the use of funds in the CATIA and other funding sources to provide ferry services.

6. The Commission will only accept grant applications for ferry projects as defined or identified in the CATIA (see Policy 29).

7. The Commission shall require that all ferry equipment and facilities be fully accessible to older persons, persons with disabilities including wheelchair users, and be reasonably accessible to bicycles.

8. The Commission shall require the grant applicants and the implementing agencies to demonstrate that ferry projects do not duplicate existing service and are coordinated with other transit services.

9. The Commission shall review annually, and as necessary, amend the CATIA policy guidelines, application guidelines, and financial guidelines to ensure that the program reflects the current statutes, as well as Commission policies and programs.

PROGRAM POLICIES

10. All grant applicants shall be encouraged to coordinate and work closely with the Commission (through its staff or consultants) and affected agencies during the early preparation stage of the grant application prior to submittal. Advance review by the Commission and the affected agencies is intended to assure timely review of the grant application submittal.

    Grants applicants for ferry projects shall be submitted in conformance with the following:

    a. A complete project application must be submitted for annual element projects. The application shall include a complete description of the project, a financial plan, an operating plan and a cash flow expenditure plan over the life of the project.

    b. If the grant applicant is not the intended operating agency, then the grant applicant must specify the agency and submit assurances from the agency that it will operate and maintain the project once it is completed (see Policy 26).

11. Complete project applications for ferry projects shall be submitted by the grant applicant to the Commission, as well as the Department of Transportation, California Public Utilities Commission, transportation planning agencies, transportation commissions, affected transit districts, and affected cities, counties and agencies for review and comment.

    a. The grant applicant shall respond to the comments as a part of its complete project application and annual request for funds and submit its responses to the commenting agency and to the Commission.

    b. Where multiple funding sources are involved and approval must be given by the appropriate Regional Transportation Planning Agency (RTPA) on the non-CATIA funds, then the RTPA shall within two months of the receipt of the total project and annual request for funds indicate approval or disapproval on that portion of the non-CATIA funding package and submit its response to the Commission. This policy does not relieve the grant applicant from complying with other state statutes that mandate project review and approval.

12. The Commission shall accept complete project applications on a annual calendar cycle to be determined by the Commission.

13. Subject to its approval, the Commission will allow any public agency identified in the CATIA or in the application guidelines as an eligible applicant, to transfer its applicant status to another public agency that accepts the rights and responsibility to implement and deliver the project.

14. The Commission shall amend all approved CATIA projects by resolution on an ongoing basis into the current State Transportation Improvement Program.

FINANCIAL/FUNDING POLICIES

15. The Commission intends to adopt financial guidelines for the transfer and expenditure of funds that are consistent with Section 164.4 of the Streets and Highways Code.

16. The Commission intends to allocate CATIA funds in a manner that minimizes the state debt service on the bond issues.

    The Commission will allocate funds only on an as needed reimbursement basis. The Commission's approval of a complete project application will delineate the State's share of the total project cost and for the grant applicant's purpose shall also serve as a verification letter of the state's funding commitment.

17. The Commission will, as appropriate, use its Five-Point Strategy for Program Delivery Reform (#G-90-21), Cost Monitoring Policy (#G-90-11), and Timely Use of Funds Policy to ensure that the grant applicant shall provide a ferry project and services in a timely and cost efficient manner. If the project is delayed, the grant applicant shall describe the causes of the cost increases, and detail measures to fund the increases, and cost control measures on future project costs.

18. CATIA funds are not subject to the South/North split and county minimums.

19. CATIA funds, with Commission approval, may be used to enhance a completed project if a cost savings exists as defined by the Commission's Cost Saving Policy (#G-90-9).

20. The Commission shall require that the grant applicants/operating agencies demonstrate they have the financial capacity to implement, maintain, and operate the project for ferry services, as well as the financial and institutional ability to accept the legal liabilities and obligations.

21. Project cost shall be based on the first complete project application submitted and approved by the Commission.

22. If projects exceed the cost proposed by the grant applicant, then the grant applicant shall cover the cost increases with local, federal or private funds.

23. CATIA funds shall be expended with federal, local, private or other funding sources during the implementation of the project. The intent of the Commission is to allocate funds throughout all the project elements to ensure that reasonable progress and project implementation occurs.

PROJECT POLICIES

24. The Commission will allow up to 5 percent of the grant allocation for pre-construction work such as preliminary engineering and design, and environmental work, but not feasibility or planning studies.

ELIGIBILITY POLICIES

25. The Commission shall accept applications from the eligible applicants listed in the CATIA Sections 99646 and 99651.

26. The grant applicant designated in the CATIA shall submit a joint application with the operating agency (see Policy 10b).

27. The Commission will fund and allocate monies only for those activities which it considers to be eligible based upon the activities defined in the Act and the application guidelines.

JUSTIFICATION POLICY

28. A grant applicant may request the Commission, during its complete project application, to waive a specific policy or policies in the policy guidelines. The grant applicant shall justify the waiver by responding in full to comments and requests for data and information from the Commission, the Department of Transportation, transportation planning agencies, transportation commissions, affected transit districts, and affected cities, counties and agencies.

    The affected agencies shall submit their comments to the appropriate RTPA to assemble the comments and responses for submittal to the Commission for consideration and action (see Policy 11). The Commission will consider the applicant's justification request, comments submitted by affected agencies via the RTPA and other information received from interested parties. The Commission will make a formal finding by resolution, to either deny or grant a partial waiver or waive the policy or policies in the policy guidelines for that annual cycle of complete project applications. Future submittals are not exempt from the Commission's policies without a resubmittal of a justification waiver request and approval of this resubmittal by the Commission.

DEFINITIONS:

29. Ferry project means:

    a. The construction, improvement, acquisition, and other capital expenditures associated with waterborne ferry operations for the transportation of passengers or vehicles or both (PUC Section 99651); or

    b. The expenditure of funds, by the City of Vallejo, for waterborne ferry vessels and terminal improvements (PUC Section 99646).

CLEAN AIR AND TRANSPORTATION IMPROVEMENT ACT

FERRY PROJECT APPLICATION GUIDELINES

I. PURPOSE AND AUTHORITY

The Clean Air and Transportation Improvement Act (CATIA) makes available $20 million to fund a program of competitive grants to local agencies for the construction, improvement, acquisition and other capital expenditures associated with waterborne ferry operations for the transportation of passengers or vehicles or both (PUC Section 99651). The CATIA also designates a separate $10 million for allocation to the City of Vallejo for expenditure on waterborne ferry vessels and terminal improvements (PUC Section 99646). PUC Section 99646 grant applicants must submit an application that at a minimum meets the requirements described within the Ferry Program Policy Guidelines and Application Guidelines, as well as requirements for a financial plan, an operations plan, and a cash expenditure plan for the annual application of funds and total funding package.

These guidelines are intended to assist in the submission of applications for ferry projects under the CATIA. Applications will be evaluated with respect to contributions made to the total regional transportation system (both private and public sectors), including coordinated improvements to streets, roads and highways and other transportation modes.

The guidelines implement the CATIA Program in accordance with the basic program requirements established in Sections 99600 et seq. of the Public Utilities Code, as added by Proposition 116 (June 1990). PUC Section 99660(a) requires that program guidelines be adopted by the California Transportation Commission. The program has a total of $1.99 billion in state bonding authority.

II. ELIGIBLE APPLICANTS

Eligible fund applicants are "Local Agencies", which means a county, city, city and county, county transportation commission, county transportation authority, transit development board, transit district, or any joint powers agency specified in PUC Section 99601.

III. QUALIFYING FERRY PROJECTS

Eligible projects include the construction, improvement, acquisition and other capital expenditures associated with waterborne ferry operations for the transportation of passengers or vehicles or both (PUC Section 99651) and for waterborne ferry vessels and terminal improvements (PUC Section 99646).

Projects in this program should provide a safe, reliable, and efficient system of transit services in the State, and produce improved, cost effective transit service without being spent on needlessly costly features. All ferry facilities and vessels shall be accessible to persons with physical disabilities, including wheelchair users at all terminals whether or not staffed. All passenger vessels shall provide reasonable access to bicycles and all terminals shall provide convenient and secure bicycle parking facilities (PUC Sections. 99660(a)(b), 99682, 99683).

IV. ELIGIBLE ACTIVITIES

Reimbursable eligible activities for ferry projects may include, but are not limited to, alternatives analysis, environmental studies, direct project administration and management, engineering (plans, specifications and estimates), construction, or acquisition and installation of equipment.

Project costs incurred prior to state approval of the project application are not eligible for reimbursement and the scope of the project may not be significantly altered after programming and before the allocation is made without the express written consent of the Commission.

V. FINANCIAL REQUIREMENTS

A. Each application must supply all data required for evaluation and shall be accompanied by a plan describing how the grant funds will be used, what other capital funds are available for the project and how those funds will be used.

The plan must include a plan for operating any new service, including a financial plan for operation.

The plan must also identify the sources and availability of the remainder of the funds required for construction and operation of any new service.

The plan must include a cash expenditure plan which identifies the cash flow necessary for the implementation/completion of the project.

B. Allocation of Funds

The Commission will allocate funds to a project after evaluation and approval of the application.

The project must have the appropriate environmental clearance prior to an allocation of funds.

VI. PROJECT EVALUATION

A. Screening Criteria

Applicants shall satisfy the following screening criteria to be eligible for CATIA waterborne ferry program funds. An applicant may satisfy this requirement by providing a single master resolution from its governing board/body for all screening criteria. If the governing board/body has delegated the authority for making these screening criteria assurances, (e.g., to an executive officer, general manager, etc.), he or she may certify that the applicant agency satisfies the screening criteria. If an applicant elects to certify compliance with the screening criteria, the application must include a copy of the governing board resolution delegating such authority to the person making the certification. If the applicant is unable to submit the required resolutions or certifications at the time of application, the applicant shall indicate a specific date by which the documentation will be submitted.

Statutory Eligibility - The applicant is an eligible claimant for CATIA funds, pursuant to Section 99646 or Section 99651 of the Clean Air and Transportation Improvement Act of 1990.

Governing Board Approval - The applicant's governing board/body has approved the project and the Proposition 116 project application.

Financial Capacity - The applicant has the financial capacity to implement, maintain, and operate the project.

Timely Use of Funds - The applicant can expend the state bond proceeds approved for the project for reimbursement of eligible capital costs within 24 months of the close of the bond sale and can expend the state bond proceeds approved for reimbursement of eligible right-of-way acquisition costs within six months of the close of the bond sale.

Accessibility - The project/service is fully accessible to persons in wheelchairs and reasonably accessible to bicycles, or the applicant has a plan to make its services and facilities accessible to persons in wheelchairs and to bicycles.

CEQA Compliance - The applicant agency has completed, or will complete prior to beginning the project, the required environmental clearance documentation, pursuant to the California Environmental Quality Act (CEQA).

Plans - The project/service is a part of an adopted local general plan, circulation element, or regional plan.

B. Other Resolution/Certification Requirements

In addition to those resolutions/certifications required to meet the screening criteria, each applicant shall submit the following resolutions or certifications attesting to compliance with specified Commission policies and CATIA requirements. Applicants may satisfy these requirements with a master resolution/certification in the same manner as described in Section VI-A.

- No other capital funds previously programmed, planned or approved for waterborne ferry purposes will be used for other than waterborne ferry purposes.

- New development fees, taxes or exactions, or permit fees have not and will not be included in the operating budget(s) for this project.

- No other state funding sources will be utilized to complete this project if costs exceed those identified in the approved application.

- The applicant agency has the financial and institutional ability to accept the legal liabilities associated with this project.

C. Evaluation Criteria

Project applications that meet all of the screening criteria will be evaluated based on the criteria included in the application form. Applicants should refer to Part 3, Section B of the waterborne ferry program project application for the specific questions that must be addressed for each criterion.

VII. APPLICATION PROCESS

Applicants are required to submit a complete application for annual element projects. The Commission will review and approve annual element projects. The application process for the CATIA funds is outlined below.

Applicants shall submit annual element project applications to the Commission, the California Public Utilities Commission, the Department of Transportation, the regional agency, and affected agencies.

Regional agency(ies) reviews and comments on projects received and sends its comments, as well as those from affected agencies, to the Commission.

The Commission shall set the annual CATIA funding for the waterborne ferry program at $10 million per year for two years but may set the amount at a different level, if competition for funding shows that the amount is insufficient. No project may be allocated more than 50 percent of the CATIA waterborne ferry program funds available for the FY 1992-93 funding cycle. During the FY 1991-92 funding cycle the Commission approved five applications totalling $10.975 million in CATIA funds. The amount available for the FY 1992-93 funding cycle is $9.025 million.

VIII. COMPETITIVE RANKING PROCESS

If the total CATIA funds requested for the FY 1992-93 waterborne ferry program exceed the $9.025 million available, a competitive ranking process will be used to determine which projects are recommended for funding.

If a competitive process is used, it will be based on the information provided in response to the evaluation criteria included in Part 3, Section B of the application form. Projects will be scored using the attached evaluation form (Attachment I).

Note: "Regional Transportation Planning Agencies" (RTPAs) include: statutorily created RTPAs, local transportation commissions, county transportation commissions, councils of governments, and metropolitan planning organizations.

Application for FY 1992-93 Funds
CATIA Fund Program
Ferry Projects

ANNUAL ELEMENT PROJECTS

PART 1. TITLE AND CERTIFICATION

Applicant Agency: _____

_____

Address: _____

_____

Contact Person: _____ Telephone No.: _____

Project Title: _____

Project Location: _____
(County, City or Cities):

Amount of Proposition 116 Funds Requested in FY 1992-93: $ _____

To the best of my knowledge and belief, the data and information in this application are true and correct and I am authorized to file this application on behalf of the applicant.

Name and Title: _____

_____
(Signature) (Date)

PART 2. COMMISSION SCREENING CRITERIA

Applicants shall satisfy the following screening criteria to be eligible for CATIA waterborne ferry program funds. An applicant may satisfy this requirement by providing a single master resolution from its governing board/body for all screening criteria as specified in Section VI-A of the Commission's Waterborne Ferry Project Application Guidelines:

- Does your agency/project meet the statutory requirement to be eligible for CATIA funding, pursuant to Section 99646 or 99651 of the Clean Air and Transportation Improvement Act of 1990?

  [] Yes [] No

- Has your agency's governing board/body approved the project and the Proposition 116 project application?

  [] Yes [] No

- Does your agency have the financial ability to implement, maintain, and operate the proposed project?

  [] Yes [] No

- Will your agency be able to expend the state bond proceeds approved for the project for reimbursement of eligible capital costs within 24 months of the close of the bond sale and expend the state bond proceeds approved for reimbursement of eligible right-of-way acquisition costs within six months of the close of the bond sale?

  [] Yes [] No

- Is your agency's proposed project/service fully accessible to persons in wheelchairs and to bicycles or does your agency have a plan to make its services and facilities accessible to persons in wheelchairs and to bicycles?

  [] Yes [] No

- Has your agency completed, or will it complete prior to beginning the project, the required environmental clearance documentation, pursuant to the California Environmental Quality Act (CEQA)?

  [] Yes [] No

- Is your agency's proposed project identified in a Regional/Local Plan?

  [] Yes [] No

Identify the plan(s) _____

_____

PART 3. PROJECT DESCRIPTION AND EVALUATION CRITERIA

Section A. Project Description

1. Describe the proposed project in detail including:

   - A project overview describing the characteristics of the project (e.g., vessel acquisitions, dock reconstruction, disabled access improvements, etc.)

   - If the project is part of a larger project, describe the overall project. Indicate whether other projects need to be completed before this project can become operational, and list each project and its estimated cost and proposed completion date.

   - Describe the accommodations of the project and service for persons in wheelchairs and for bicycles.

2. For construction projects, identify whether the implementing public agency will do the work, or will contract the work out.

3. Provide information on the current status of the project.

Section B. Project Evaluation Criteria

1. Improvement of Existing Transit Services

   a. Describe how the proposed project will improve transit service in the project area including improvements over existing transit services serving the same corridor and why the proposed project is needed if alternative transit services are currently available.

   b. Describe the need for this project as a means of congestion relief in the project area and in the affected corridor. If appropriate, include quantitative estimates of ridership increases or decreased automobile trips, and the assumptions used to develop those estimates.

2. Need for New, Replacement or Rehabilitated Vessel/Facility

   If the project includes a replacement or rehabilitated vessel or facility, describe the existing condition of the vessel or facility, and how the proposed vessel or facility will improve public transit services. If the project is a new vessel or facility, how will it improve transit services? Specify the useful life of the current and proposed vessel or facility, and document the standard used to calculate its useful life. If industry standards are not applied, how does the estimate of useful life compare to those standards?

3. Vessel/Facility Usage

Describe the anticipated usage of the proposed vessel or facilities by comparing the number of passengers or vehicles served by the existing vessel or facilities with the estimated passengers or vehicles served by the proposed vessel or facilities.

4. Coordination with Other Transit Services

Describe how the proposed project will be coordinated with other transit services.

5. Passenger Benefits/Safety

Describe any improvements to passenger comfort, and convenience that will result from this project including, but not limited to, improved accommodations, time savings, and frequency improvements. Describe any safety improvements to passengers that will result from this project.

6. Adequacy of Landside Facilities

Describe the landside accommodations included in the proposed project including, but not limited to, accommodations for connecting transit services, vehicle loading and unloading, parking, bicycle accommodation and disabled access.

7. Cost Effectiveness of Proposed Service

Describe the cost effectiveness of the proposed project using operating statistics (e.g., the number of passengers currently served by existing ferry service, the farebox recovery ratio of existing service, additional passengers served by the proposed ferry service during the first and third year of operation, estimated farebox recovery ratio of the proposed ferry service after the first and third year of operation, or other appropriate operating data).

8. Efficiency (Cost Savings)

Describe any cost savings to your agency or the public that will result from this project. Your response should include savings in capital and/or operating costs.

Section C. Project Map

Attach an 8 1/2" x 11" map of the project site.

PART 4. PROJECT COST

A. Please provide a project budget, including a breakdown of all project costs and revenues and any multi-year phases of the project:

Projects	92-93	93-94	94-95	95-96	96-97	Total
Project Cost						
Right-of-way						
Construction/Rehabilitation						
Vessel Acquisition/ Rehabilitation						
Total Project Cost						
Project Revenues						
Local:						
Sales Tax (LTF)						
Local Sales Tax						
Local Bonds						
Other*_____						
Private						
State:						
TCI Program Funds						
Proposition 116 Funds						
Flexible Congestion Relief						
State-Local Partnership						
1988 STIP						
Other*_____						
Federal:						
ISTEA						
Other*_____						
Total Project Revenues						

*Specify revenue source.

B. Please briefly describe the assumptions used to develop your cost and revenue estimates.

C. Identify any funds included in the project budget which are subject to pending actions prior to becoming available for this project. (e.g., voter approval, local, state or federal agency approval, etc.).

PART 5. PROJECT CONSTRUCTION/IMPLEMENTATION SCHEDULE

A. Facility Construction/Rehabilitation

	Begin Work (Month/Year)	Completion (Month/Year)
Environmental Assessment	_____	_____
Preliminary Engineering	_____	_____
Final Design	_____	_____
Property Acquisition	_____	_____
Construction/Rehabilitation	_____	_____
Begin Facility Operations	_____	_____

B. Vessel/Equipment Acquisition

	Begin Work (Month/Year)	Completion (Month/Year)
Environmental Assessment	_____	_____
Issue Bids	_____	_____
Award Bids	_____	_____
Delivery of Vessel/Vehicle	_____	_____

C. Describe any permits or approvals required for the California Coastal Commission, the U.S. Coast Guard, or the U.S. Army Corps of Engineers regarding this project. If permits or approvals are required, provide the status of receiving those permits/approvals and the dates by which they are expected.

PART 6. OPERATING PLAN AND BUDGET

A. Briefly describe your current and/or proposed service, including: how the requested project (vessel(s) and/or facility(ies)) will be used; service schedules, fares and origins/destinations; and if the transit service operation provided is or will be contracted out, or operated directly by the applicant.

B. Provide a five-year operating budget/financial plan and service statistics for the services that are currently and/or proposed to be provided.

	92-93	93-94	94-95	95-96	96-97
Operating Costs					
Vessel Maintenance	____	____	____	____	____
Nonmaintenance	____	____	____	____	____
Operations	____	____	____	____	____
General Administration	____	____	____	____	____
Total Operating Costs	____	____	____	____	____
Operating Revenues/Assistance					
Passenger Fare Revenue	____	____	____	____	____
Other Operating Fund Sources:					
_____	____	____	____	____	____
_____	____	____	____	____	____
_____	____	____	____	____	____
_____	____	____	____	____	____
_____	____	____	____	____	____
_____	____	____	____	____	____
Total Operating Revenues	____	____	____	____	____
Operating Data					
Total Passengers	____	____	____	____	____
Farebox Recovery Ratio	____	____	____	____	____

C. Identify any total increase or decrease in the annual systemwide operating and maintenance costs expected as a result of the project. Explain the reasons for any changes.

PART 7. ENVIRONMENTAL DOCUMENTATION

A. Provide information on the status of the environmental clearance for the project.

Appropriate Environmental Document	Actual or Estimated Completion Date
Categorical Exemption	_____
Other exemption (cite)	_____
Notice of Exemption	_____
Negative Declaration	_____
Draft EIR/EIS	_____
Final EIR/EIS Certification of EIR	_____
Notice of Determination	_____

B. Identify any environmental mitigation issues which may affect the project schedule.

PART 8. PROJECT CASH FLOW EXPENDITURE PLAN

All applicants must submit a cashflow expenditure plan for each project application. The attached "Cashflow Expenditure Plan" form or a comparable document may be used to meet this requirement.

CASHFLOW EXPENDITURE PLAN
(DOLLARS IN THOUSANDS)

COST CATEGORY	Qtr./FY /	Qtr./FY /	Qtr./FY /	Qtr./FY /	Qtr./FY /	Qtr./FY /	Qtr./FY /	Qtr./FY /	PROJECT TOTAL
Right-of-Way									
Federal*:_____									
TDA/STA									
Prop. 116									
FCR									
Local Sales Tax									
Private									
Other*:_____									
Sub-total Right-of-Way									
Construction & Materials									
Federal*:_____									
TDA/STA									
Prop. 116									
FCR									
Local Sales Tax									
Private									
Other*:_____									
Sub-total Construction									
Vessel Acquisition/Rehab.									
Federal*:_____									
TDA/STA									
Prop. 116									
FCR									
Local Sales Tax									
Private									
Other*:_____									
Sub-total Vessels									
Project Summary									
Federal*:_____									
TDA/STA									
Prop. 116									
FCR									
Local Sales Tax									
Private									
Other*:_____									
PROJECT TOTAL									

*Indicate "Federal" and "Other" fund sources.

7/31/92

ATTACHMENT I

EVALUATION FORM FOR THE PROPOSITION 116
CLEAN AIR AND TRANSPORTATION IMPROVEMENT ACT
FY 1992-93 WATERBORNE FERRY PROJECT APPLICATION

Project Name_____

Applicant Agency_____

Screening Criteria

Has the applicant provided a resolution or certification for the following screening citeria?

Statutory Eligibility - The applicant is an eligible claimant for CATIA funds, pursuant to Section 99646 or Section 99651 of the Clean Air and Transportation Improvement Act of 1990.

Yes____No____

Governing Board Approval - The applicant's governing board/body has approved the project and the Proposition 116 project application.

Yes____No____

Financial Capacity - The applicant has the financial capacity to implement, maintain and operate the project.

Yes____No____

Timely Use of Funds - The applicant can expend the state bond proceeds approved for the project for reimbursement of eligible capital costs within 24 months of the close of the bond sale and can expend the state bond proceeds approved for reimbursement of eligible right-of-way acquisition costs within six months of the close of the bond sale.

Yes____No____

Accessibility - The project/service is fully accessible to persons in wheelchairs and reasonably so for bicycle access or the applicant has a plan to make its services and facilities accessible to persons in wheelchairs and to bicycles.

Yes____No____

CEQA Compliance - The applicant agency has completed, or will complete prior to beginning the project, the required environmental documentation, pursuant to the California Environmental Quality Act (CEQA).

Yes____No____

Plans - The project/service is a part of an adopted local general plan, circulation element, or regional plan.

Yes____No____

Reviewer: Please note any resolutions/certifications the applicant will provide and the date they will be submitted. Based on the above criteria is the application acceptable for further evaluation as part of the application process?

Yes____No____

Comments_____

_____

_____

_____

Evaluation Criteria

1. Improvement of Existing Transit Services (25 points)

   a. Will the proposed project improve transit service in the project area, including improvements to existing transit services in the same corridor? If alternative transit services are currently available, has the applicant demonstrated the need for the proposed project?

Possible score = 0-10 Points--Score for this project_____

Comments_____

_____

_____

_____

b. Has the applicant demonstrated the need for this project as a means of congestion relief in the project area and in the affected corridor? Has the applicant documented the assumptions used for any quantitative estimates of ridership increases or decreased automobile trips used to estimate the congestion relief provided by the proposed project?

Possible score = 0-15 Points--Score for this project_____

Comments_____

2. Need for New, Replacement or Rehabilitated Vessel/Facility (10 points)

If the project includes a replacement or rehabilitated vessel or facility, does the applicant describe the existing condition of the vessel or facility and how the project will improve public transit services? Does the applicant specify the useful life of the current and proposed vessel or facility? For new vessels or facilities, has the applicant demonstrated how the project will improve transit service? Has the applicant documented how the useful life of the vessel or facility in each case was calculated and how it compares to industry standards?

Possible score = 0-10 Points--Score for this project_____

Comments_____

3. Vessel/Facility Usage (10 points)

Has the applicant documented the anticipated usage of the proposed vessel or facilities by comparing the number of passengers or vehicles served by the existing vessel or facilities with the estimated passengers or vehicles served by the proposed vessel or facilities?

Possible score = 0-10 Points--Score for this project_____

Comments_____

4. Coordination with Other Transit Services (10 points)

Has the applicant demonstrated that the proposed project will be coordinated with other transit services?

Possible score = 0-10 Points--Score for this project_____

Comments_____

5. Passenger Benefits/Safety (10 points)

Will the proposed project result in improvements to passenger comfort and convenience including, but not limited to, improved accommodations, time savings, and frequency improvements? Will the proposed project result in safety improvements for passengers?

Possible score = 0-10 Points--Score for this project_____

Comments_____

6. Adequacy of Landside Facilities (10 points)

Does the proposed project include landside accommodations including, but not limited to, accommodations for connecting transit services, vehicle loading and unloading, parking, bicycle accommodations and disabled access?

Possible score = 0-10 Points--Score for this project_____

Comments_____

7. Cost Effectiveness of Proposed Service (15 points)

Has the applicant adequately documented the cost effectiveness of the proposed project using operating statistics, (e.g., the number of passengers currently served by existing ferry service, the farebox recovery ratio of existing service, additional passengers served by the proposed ferry service during the first and third year of operation, estimated farebox recovery ratio of the proposed ferry service after the first and third year of operation, or other appropriate operating data)?

Possible score = 0-15 Points--Score for this project_____

Comments_____

8. Efficiency (Cost Savings) (10 points)

Will this project result in any cost savings to the applicant agency or the public? Does the applicant's response address savings in capital and/or operating costs, and include a description of how any savings will be realized?

Possible score = 0-10 Points--Score for this project_____

Comments_____

TOTAL POSSIBLE SCORE = 100 TOTAL SCORE THIS PROJECT_____

Reviewer:_____Date:_____