SOLANO TRANSPORTATION AUTHORITY
BOARD MEETING AGENDA

5:45 p.m., Closed Session
6:00 p.m., Regular Meeting
October 13, 2010
Suisun City Hall Council Chambers
701 Civic Center Drive
Suisun City, CA 94585

Mission Statement: To improve the quality of life in Solano County by delivering transportation system projects to ensure mobility, travel safety, and economic vitality.

Public Comment: Pursuant to the Brown Act, the public has an opportunity to speak on any matter on the agenda or, for matters not on the agenda, issues within the subject matter jurisdiction of the agency. Comments are limited to no more than 3 minutes per speaker unless modified by the Board Chair, Gov't Code § 54954.3(a). By law, no action may be taken on any item raised during the public comment period (Agenda Item IV) although informational answers to questions may be given and matters may be referred to staff for placement on a future agenda of the agency.
Speaker cards are helpful but not required in order to provide public comment. Speaker cards are on the table at the entry in the meeting room and should be handed to the STA Clerk of the Board.

Americans with Disabilities Act (ADA): This agenda is available upon request in alternative formats to persons with a disability, as required by the ADA of 1990 (42 U.S.C. §12132) and the Ralph M. Brown Act (Cal. Govt. Code §54954.2). Persons requesting a disability related modification or accommodation should contact Johanna Masiclat, Clerk of the Board, at (707) 424-6008 during regular business hours at least 24 hours prior to the time of the meeting.

Staff Reports: Staff reports are available for inspection at the STA Offices, One Harbor Center, Suite 130, Suisun City during regular business hours, 8:00 a.m. to 5:00 p.m., Monday-Friday. You may also contact the Clerk of the Board via email at jmasiclat@sta-snci.com. **Supplemental Reports:** Any reports or other materials that are issued after the agenda has been distributed may be reviewed by contacting the STA Clerk of the Board and copies of any such supplemental materials will be available on the table at the entry to the meeting room.

Agenda Times: Times set forth on the agenda are estimates. Items may be heard before or after the times shown.

ITEM	**BOARD/STAFF PERSON**

I. CLOSED SESSION

A. CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION

pursuant to **CA Gov't Code §54956.9** et seq. Yocha Dehe Wintun Nation v. Solano Transportation Authority, Solano Transportation Authority Board of Directors.

(5:45 – 6:00 p.m.)

STA BOARD MEMBERS

Pete Sanchez Chair **City of Suisun City**	Harry Price Vice-Chair **City of Fairfield**	Elizabeth Patterson **City of Benicia**	Jack Batchelor, Jr. **City of Dixon**	Jan Vick **City of Rio Vista**	Len Augustine **City of Vacaville**	Osby Davis **City of Vallejo**	Jim Spering **County of Solano**

STA BOARD ALTERNATES

Mike Hudson	Chuck Timm	Mike Ioakimedes	Rick Fuller	Ron Jones	Curtis Hunt	Erin Hannigan	Mike Reagan

The complete STA Board Meeting Packet is available on STA's Website at www.solanolinks.com

II. CALL TO ORDER/PLEDGE OF ALLEGIANCE Chair Sanchez
(6:00 – 6:05 p.m.)

III. CONFIRM QUORUM/ STATEMENT OF CONFLICT Chair Sanchez
An official who has a conflict must, prior to consideration of the decision; (1) publicly identify in detail the financial interest that causes the conflict; (2) recuse himself/herself from discussing and voting on the matter; (3) leave the room until after the decision has been made. Cal. Gov't Code § 87200.

IV. APPROVAL OF AGENDA

V. OPPORTUNITY FOR PUBLIC COMMENT
(6:05 – 6:10 p.m.)

VI. EXECUTIVE DIRECTOR'S REPORT – Pg. 1 Daryl K. Halls
(6:10 – 6:15 p.m.)

VII. COMMENTS FROM CALTRANS, THE METROPOLITAN TRANSPORTATION COMMISSION (MTC), AND STA
(6:15 – 6:50 p.m.)

1. **State Budget/State Legislative Update** — Gus Khouri, Shaw/Yoder, Inc.
2. **Presentation of Express Bus Intermodal Stations:**
   - **A. Benicia** — Charlie Knox
   - **B. Fairfield** — Wayne Lewis
   - **C. Vallejo** — Gary Leach
   - **D. Vacaville** — Rod Moresco
3. **Presentation of SolanoExpress FY 2009-10 Annual Ridership** — Liz Niedziela
4. **Presentation of STA's 13th Annual Awards Nominees** — Jayne Bauer
5. **STA Directors Reports:**
   - **A. Planning** — Robert Macaulay
   - **B. Projects** — Janet Adams
   - **C. Transit and Rideshare** — Elizabeth Richards

VIII. CONSENT CALENDAR
Recommendation:
Approve the following consent items in one motion.
(Note: Items under consent calendar may be removed for separate discussion.)
(6:50 - 6:55 p.m.)

A. STA Board Meeting Minutes of September 8, 2010 Johanna Masiclat
Recommendation:
Approve STA Board Meeting Minutes of September 8, 2010.
Pg. 7

B. Review Technical Advisory Committee (TAC) Draft Minutes for the Meeting of September 29, 2010 — Johanna Masiclat

Recommendation:
Receive and file.
Pg. 15

C. Fiscal Year (FY) 2010-11 Indirect Cost Allocation Plan (ICAP) — Susan Furtado

Recommendation:
Approve the following:

1. *ICAP Rate Application for FY 2010-11; and*
2. *Authorize the Executive Director to submit the ICAP Rate Application to Caltrans.*

Pg. 21

D. Congestion Mitigation Air Quality (CMAQ)/Transportation Development Act (TDA) Funding Swap Between the City of Dixon & the City of Vacaville — Sam Shelton

Recommendation:
Authorize the Executive Director to enter into a funding agreement between the City of Dixon and the City of Vacaville to swap $975,000 of Transportation Development Act (TDA) funds by the end of 2015.
Pg. 23

E. Appointment of Bicycle Advisory Committee (BAC) Member — Sara Woo

Recommendation:
Appoint Nancy Lund as City of Benicia's representative to the STA Bicycle Advisory Committee for a three-year term.
Pg. 25

F. Appointment of Paratransit Coordinating Council (PCC) Member — Liz Niedziela

Recommendation:
Appoint Alicia Roundtree as a Social Service Provider representative to the PCC for a three-year term.
Pg. 29

G. Contract Amendment for Parsons Brinckerhoff (PB) for Construction Management Services for the I-80/I-680/State Route (SR) 12 Interchange Complex Projects — Janet Adams

Recommendation:
Approve Contract Amendment for PB in the amount of $475,800 for additional CM services required for the I-80/I-680/SR 12 Interchange Complex projects.
Pg. 33

H. Mitigation Agreement for I-80 Eastbound Cordelia Truck Scales Relocation Project — Janet Adams

Recommendation:
Authorize the Executive Director to finalize and execute an agreement with Elsie Gridley Mitigation Bank for $9,000 for seasonal wetland mitigation for the I-80 Eastbound Cordelia Truck Scales Relocation Project.
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I. Resolutions of Local Support for Solano Napa Commuter Information (SNCI) & Safe Routes to School (SR2S) Programs — Sam Shelton

Recommendation:
Approve the following:

1. *Program an additional $305,000 of Eastern Solano Congestion Mitigation and Air Quality funds to the STA's Safe Routes to School Program; and*
2. *Adopt Resolution 2010-15 for $1,116,000 for the STA's Safe Routes to School Program; and,*
3. *Adopt Resolution 2010-16 for $445,000 for the STA's SNCI Program.*

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J. Bay Area Air Quality Management District (BAAQMD)'s Fiscal Year(FY) 2011-12 Transportation Fund for Clean Air (TFCA) Program Manager Fund Policies — Robert Guerrero

Recommendation:
Authorize the STA Chair to send a letter to the BAAQMD commenting on the draft TFCA Program Manager Fund Policies for FY 2011-12.
Pg. 55

K. Senior and Disabled Transportation Advisory Committee – Appointment of Transit Contractor — Elizabeth Richards

Recommendation
Approve the following:

1. *Modify the Senior and Disabled Transportation Advisory Committee membership to include a Solano Transit Contractor as shown on Attachment A; and*
2. *Appoint MV Transportation to fill the Solano Transit Contractor category on the Senior and Disabled Transportation Advisory Committee.*

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IX. ACTION FINANCIAL ITEMS

A. Issue Request for Proposals for Detailed Preliminary Engineering and Final Design for Early Construction Packages for the I-80/ I-680/State Route (SR) 12 Interchange — Janet Adams

Recommendation:

Authorize the Executive Director to:

1. *Issue a Request for Proposals (RFP);*
2. *Select two consultant teams to provide detailed preliminary engineering and final design services; and*
3. *Award contracts up to a total of $15.5 million.*

(6:55 – 7:00 p.m.)

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X. ACTION NON-FINANCIAL ITEMS

A. Implementation Priorities for I-80 Corridor Projects — Janet Adams

Recommendation:

Approve the following implementation priorities for the I-80 Corridor:

1. *The I-80/I-680/SR 12 Interchange Project;*
2. *I-80 Red Top to I-505 Express Lanes Project; and*
3. *I-80 Freeway Performance Initiative (FPI) Traffic Operations System along the I-80.*

(7:00 – 7:10 p.m.)

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B. STA's Draft 2011 Legislative Priorities and Platform — Jayne Bauer

Recommendation:

Authorize the Executive Director to distribute the Draft 2011 Legislative Priorities Platform for a 30-day review and comment period.

(7:10 – 7:15 p.m.)

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C. Status of Vallejo Baylink Ferry Transition to the Water Emergency Transportation Authority (WETA) — Elizabeth Richards

Recommendation:

Approve the following:

1. *The Principles of Support for Vallejo Baylink Ferry Transition to WETA as specified in Attachment C; and*
2. *Authorize the Executive Director to forward these Principles to MTC, Vallejo, and WETA.*

(7:15 – 7:20 p.m.)

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XI. INFORMATIONAL

A. Solano Sustainable Communities Strategy Update — Robert Macaulay
Informational
(7:20 – 7:30 p.m.)
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NO DISCUSSION

B. SolanoExpress Fiscal Year (FY) 2009-10 Annual Ridership Report — Liz Niedziela
Informational
Pg. 197

C. 3-Year Project Initiation Document (PID) Priorities for Caltrans — Janet Adams
Informational
Pg. 203

D. California Transit Association (CTA) Unfunded Transit Needs Study — Elizabeth Richards
Informational
Pg. 209

E. Notice of Proposed Urban Area Criteria for 2010 Census Status - Transit Urbanized Boundaries — Elizabeth Richards
Informational
Pg. 211

F. Unmet Transit Needs Process for Fiscal Year (FY) 2010-11 and FY 2011-12 — Liz Niedziela
Informational
Pg. 225

G. Safe Routes to School Program Update — Sam Shelton
Informational
Pg. 233

H. Fiscal Year (FY) 2009-10 Abandoned Vehicle Abatement (AVA) Program Annual Report — Susan Furtado
Informational
Pg. 239

I. State Route (SR) 12 Jameson Road Canyon Bicycle and Pedestrian Corridor Study Status and Open House — Sara Woo
Informational
Pg. 241

J. Funding Opportunities Summary — Sara Woo
Informational
Pg. 243

K. STA Board Meeting Schedule for 2010 and 2011 Johanna Masiclat
Informational
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XII. BOARD MEMBERS COMMENTS

XIII. ADJOURNMENT

The next regular meeting of the STA Board is scheduled for **Wednesday, December 8, 2010, 6:00 p.m., Suisun City Hall Council Chambers.**

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MEMORANDUM

DATE: October 5, 2010
TO: STA Board
FROM: Daryl K. Halls
RE: Executive Director's Report – October 2010

The following is a brief status report on some of the major issues and projects currently being advanced by the STA. An asterisk (*) notes items included in this month's Board agenda.

Priority Implementation Projects for I-80 Corridor *

In recent years, STA has worked successfully with Caltrans, the Metropolitan Transportation Commission (MTC), and the California Transportation Commission (CTC) to plan for and implement safety and mobility improvements on the I-80 Corridor in Solano County. The focus has been on addressing improvements to the I-80/I-680/State Route (SR) 12 Interchange and implementing High Occupancy Vehicle (HOV) Lanes along I-80. Last year, STA, Caltrans and MTC developed a highway operations plan for I-80/I-680/I-780 that identifies phased operational, safety and capacity improvements. Consistent with this plan, STA staff has prepared a near-term list of I-80 priority projects for implementation. Subject to Board approval, these projects would be the focus of STA staff efforts to obtain funding in the near term for the I-80 corridor.

Ribbon Cutting Events for Three Priority Projects

Solano County residents will be the beneficiary of three new projects that have or will be opening to the public this month. On September 30th, the STA joined with various partner agencies, including the Cities of Fairfield and Vallejo and the County of Solano, in celebrating the reopening of McGary Road after being closed for 12 years due to the Red Top Slide. Board Members Davis, Price and Spering were all speakers at the ribbon cutting ceremony. This project reopens an important roadway for public safety vehicles parallel to I-80 and will provide an important connection for bicyclist and pedestrians traveling between Fairfield and Vallejo as well as provide better access to the Lynch Canyon open space area.

On October 2nd, I joined with Vice Chair Price and Board Member Patterson in attending the City of Benicia's opening of the State Park Road pedestrian and bicycle overcrossing project. This project is a STA bike and pedestrian priority and will provide safe and convenient access between the City of Benicia and the Benicia State Park over I-780.

On October 27th, STA is scheduled to join with the County of Solano and City of Fairfield in celebrating the opening of the North Connector project. When completed, this will be the first new county roadway constructed through a segment of the County unincorporated area in the last 25 to 30 years. This project, which includes a Class I bike component, will provide better access to Solano Community College and a number of current and future planned employment opportunities in the lower Green Valley and Cordelia area.

Status of Transition of Baylink Ferry Service from Vallejo to WETA *
STA staff has been participating in meetings with Vallejo, the Water Emergency Transit Authority (WETA) and the MTC regarding the pending transition of the Baylink Ferry from Vallejo to WETA. Recently, WETA has prepared a draft service plan that includes options for reducing Ferry Service, eliminating Bus Route 200 that supports the Ferry service, and dedicating discretionary transit funds that could impact the bus service to be provided by the new proposed transit Joint Powers Authority (SolTrans).

Annual Ridership on SolanoExpress *
Due primarily to the lagging California and regional economy, the seven express bus routes that comprise Solano Express experienced their first decrease in ridership in recent years. Transit systems through the region, California and the country have generally been experiencing decline in their ridership as fewer people are commuting to their jobs. Despite the drop, the farebox and general performance of each of the seven routes meet the criteria established by MTC for bridge toll funding and by STA for the Intercity Funding Agreement. STA is scheduled to update the service plan for intercity express service as part of the Intercity Transit Plan to be initiated in 2011 in conjunction with the update of the Solano Comprehensive Transportation Plan.

Draft 2010 Legislative Priorities and Platform *
In preparation for annual trips to Sacramento and Washington, DC, the STA's Draft 2011 Legislative Priorities and Platform has been prepared for review and release for 30 day review.

Sustainable Communities Strategy Update *
Last month, STA participated in a Solano County meeting with representatives from the Association of Bay Area Governments (ABAG) and MTC focused on the topic of the Bay Area's development of a Regional Sustainable Communities Strategy (SCS). STA staff is helping to coordinate a working group of city managers and planning directors formed by the Solano City County Coordinating Council (4C's) to develop a land use/transportation/economic strategy for Solano County in preparation for the ABAG and MTC's preparation of the SCS for the nine county Bay Area. Key regional milestones will be the development of the regional growth forecast and the Regional Housings Needs Assessment (RHNA) by ABAG and subsequently, the Regional Transportation Plan/SCS by MTC.

2010 Solano Commute Challenge Sets Participation Record
The 46 Solano employers, a challenge record, participating in the 4th Annual Commute Challenger have been able to encourage a record number of their employees to register for this year's challenge. As of September 20, 2010, 621 employees are participating in the challenge. The leading employers are as follows:
County of Solano – 99, Genentech (Vacaville) – 61, State Compensation Insurance (Vacaville) – 58, CSAA Operations (Fairfield) – 37, Travis AFB – 32, California Vegetable Specialties (Rio Vista) – 29, Valero (Benicia) – 22, and Kaiser (Vallejo) – 21

STA Staff Update

On October 4th, STA welcomed its new Commute Consultant, Danelle Carey. She is a Fairfield resident and will be working as part of the Solano Napa Commuter Information Program (SNCI). On October 25th, Jessica McCabe is scheduled to join the STA to fill the vacant Project Assistant position in the Project Development Department. She is a resident of Sacramento so we will see if SNCI staff can convince her to become a regular rider of the Capitol Corridors.

Attachment:

A. STA Acronyms List of Transportation Terms (Updated October 2010)

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Solano Transportation Authority

A

ABAG	Association of Bay Area Governments
ACCMA	Alameda County CMA
ACTA	Alameda County Transportation Authority
ADA	American Disabilities Act
AVA	Abandoned Vehicle Abatement
APDE	Advanced Project Development Element (STIP)
ARRA	American Recovery and Reinvestment Act
AQMD	Air Quality Management District
ARRA	American Recovery and Reinvestment Act

B

BAAQMD	Bay Area Air Quality Management District
BABC	Bay Area Bicycle Coalition
BAC	Bicycle Advisory Committee
BART	Bay Area Rapid Transit
BATA	Bay Area Toll Authority
BCDC	Bay Conservation & Development Commission
BT&H	Business, Transportation & Housing Agency

C

CAF	Clean Air Funds
CALTRANS	California Department of Transportation
CARB	California Air Resources Board
CCCC (4'Cs)	City County Coordinating Council
CCCTA (3CTA)	Central Contra Costa Transit Authority
CCJPA	Capitol Corridor Joint Powers Authority
CCTA	Contra Costa Transportation Authority
CEQA	California Environmental Quality Act
CHP	California Highway Patrol
CIP	Capital Improvement Program
CMA	Congestion Management Agency
CMAQ	Congestion Mitigation & Air Quality Program
CMP	Congestion Management Plan
CNG	Compressed Natural Gas
CTC	California Transportation Commission

D

DBE	Disadvantaged Business Enterprise
DOT	Department of Transportation

E

ECMAQ	Eastern Solano Congestion Mitigation Air Quality Program
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EPA	Environmental Protection Agency
EV	Electric Vehicle

F

FEIR	Final Environmental Impact Report
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FPI	Freeway Performance Initiative

G

GIS	Geographic Information System

H

HIP	Housing Incentive Program
HOT	High Occupancy Toll
HOV	High Occupancy Vehicle

I

ISTEA	Intermodal Surface Transportation Efficiency Act
ITIP	Interregional Transportation Improvement Program
ITS	Intelligent Transportation System

J

JARC	Jobs Access Reverse Commute Program
JPA	Joint Powers Agreement

L

LEV	Low Emission Vehicle
LIFT	Low Income Flexible Transportation Program
LOS	Level of Service
LS&R	Local Streets & Roads

M

MIS	Major Investment Study
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MTC	Metropolitan Transportation Commission
MTS	Metropolitan Transportation System

N

NCT&PA	Napa County Transportation & Planning Agency
NEPA	National Environmental Policy Act
NHS	National Highway System

O

OTS	Office of Traffic Safety

P

PAC	Pedestrian Advisory Committee
PCC	Paratransit Coordinating Council
PCRP	Planning & Congestion Relief Program
PDS	Project Development Support
PDT	Project Delivery Team
PDWG	Project Delivery Working Group
PMP	Pavement Management Program
PMS	Pavement Management System
PNR	Park & Ride
PPM	Planning, Programming & Monitoring
PS&E	Plans, Specifications & Estimate
PSR	Project Study Report
PTA	Public Transportation Account
PTAC	Partnership Technical Advisory Committee (MTC)

R

RABA	Revenue Alignment Budget Authority
RBWG	Regional Bicycle Working Group
RFP	Request for Proposal
RFQ	Request for Qualification
RM 2	Regional Measure 2 (Bridge Toll)
RPC	Regional Pedestrian Committee
RRP	Regional Rideshare Program
RTEP	Regional Transit Expansion Policy
RTIF	Regional Transportation Impact Fee
RTP	Regional Transportation Plan
RTIP	Regional Transportation Improvement Program
RTPA	Regional Transportation Planning Agency

S

SACOG	Sacramento Area Council of Governments
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equality Act-a Legacy for Users
SCS	Sustainable Community Strategy
SJCOG	San Joaquin Council of Governments
SCTA	Sonoma County Transportation Authority

SCVTA	Santa Clara Valley Transportation Authority
SFCTA	San Francisco County Transportation Authority
SHOPP	State Highway Operations & Protection Program
SMAQMD	Sacramento Metropolitan Air Quality Management District
SMCCAG	San Mateo City-County Association of Governments
SNCI	Solano Napa Commuter Information
SOV	Single Occupant Vehicle
SP&R	State Planning & Research
SR2S	Safe Routes to School
SR2T	Safe Routes to Transit
STA	Solano Transportation Authority
STAF	State Transit Assistance Fund
STIA	Solano Transportation Improvement Authority
STIP	State Transportation Improvement Program
STP	Surface Transportation Program

T

TAC	Technical Advisory Committee
TAM	Transportation Authority of Marin
TAZ	Transportation Analysis Zone
TCI	Transportation Capital Improvement
TCM	Transportation Control Measure
TCRP	Transportation Congestion Relief Program
TDA	Transportation Development Act
TDM	Transportation Demand Management
TE	Transportation Enhancement Program
TEA-21	Transportation Efficiency Act for the 21st Century
TFCA	Transportation Funds for Clean Air Program
TIF	Transportation Investment Fund
TIP	Transportation Improvement Program
TLC	Transportation for Livable Communities
TMA	Transportation Management Association
TMP	Transportation Management Plan
TOS	Traffic Operation System
TRAC	Trails Advisory Committee
TSM	Transportation System Management

U, V, W, Y, & Z

UZA	Urbanized Area
VTA	Valley Transportation Authority (Santa Clara)
W2W	Welfare to Work
WCCTAC	West Costa County Transportation Advisory Committee
WETA	Water Emergency Transportation Authority
YCTD	Yolo County Transit District
YSAQMD	Yolo/Solano Air Quality Management District
ZEV	Zero Emission Vehicle

SOLANO TRANSPORTATION AUTHORITY
Board Minutes for Meeting of
September 8, 2010

I. CLOSED SESSION

There were no matters no report.

II. CALL TO ORDER

Chair Sanchez called the regular meeting to order at 6:05 p.m. A quorum was confirmed.

MEMBERS PRESENT:	Pete Sanchez, Chair	City of Suisun City
	Harry Price, Vice Chair	City of Fairfield
	Elizabeth Patterson	City of Benicia
	Jack Batchelor	City of Dixon
	Jan Vick	City of Rio Vista
	Len Augustine	City of Vacaville
	Osby Davis	City of Vallejo
	Jim Spering	County of Solano
MEMBERS ABSENT:	None.	
STAFF PRESENT:	Daryl K. Halls	Executive Director
	Bernadette Curry	Interim Legal Counsel
	Johanna Masiclat	Clerk of the Board
	Janet Adams	Deputy Executive Director/ Director of Projects
	Robert Macaulay	Director of Planning
	Elizabeth Richards	Director of Transit and Rideshare Services
	Jayne Bauer	Marketing and Legislative Program Manager
	Liz Niedziela	Transit Manager
	Susan Furtado	Accountant and Administrative Services Manager
	Judy Leaks	SNCI Program Manager
	Sam Shelton	Project Manager
	Sara Woo	Associate Planner

ALSO PRESENT: ***In Alphabetical Order by Last Name:***

Katie Benouar	Caltrans District 4
Cliff Covey	County of Solano
Melanie Crotty	MTC
Andrew Fremier	MTC
George Gwynn	Resident, City of Suisun City
Gary Leach	City of Vallejo
Anne Maher	Resident, City of Fairfield
Phil McGuire	Innovative Paradigms, Inc.
David Marianno	Member of the Public
Doanh Nguyen	Caltrans District 4
Mike Roberts	City of Benicia
Paul Wiese	County of Solano
Jeanine Wooley	City of Vallejo

III. CONFIRM QUORUM/STATEMENT OF CONFLICT

A quorum was confirmed by the Clerk of the Board. There was no Statement of Conflict declared at this time.

IV. APPROVAL OF AGENDA

On a motion by Board Member Patterson, and a second by Vice Chair Price, the STA Board approved the agenda with the following modifications:

1. Agenda Item X.A, Addendum No. 1, Preliminary Rio Vista Bridge Report
2. Agenda Item X.B, Concurrence with Caltrans Corridor System Management Plans (CSMP) for SR 29, I-80, and I-505 – Correction on Recommendation No. 4, The comments to the SR 29 Corridor Plan, ***I-~~50~~580*** Plan, and I-505 Corridor Plan as specified in Attachment D.

V. OPPORTUNITY FOR PUBLIC COMMENT

George Gwynn commented on Supervisor Spering's letter to the newspaper regarding transportation funding.

VI. EXECUTIVE DIRECTOR'S REPORT

Daryl Halls provided an update on the following topics:

- MTC Presentation on Clipper – Regional Transit Card
- Rio Vista Bridge Study
- Sustainable Communities Strategy (SCS) Update
- Solano County Transit Joint Powers Agreement
- 2010 Solano Commute Challenge Off to Promising Start
- Community Profile for Solano and Napa

VII. COMMENTS FROM METROPOLITAN TRANSPORTATION COMMISSION (MTC), CALTRANS, AND STAFF:

A. MTC Report:

Melanie Crotty provided an overview of the Bay Area's smart card for transit payment, now called Clipper Program which was formally called Translink.

B. Caltrans Report:
Doanh Nguyen provided a Caltrans construction status report on SR 12 and I-80.

C. STA Reports:

1. **Overview of Bike to Work Day on May 13, 2010 presented by Judy Leaks**
2. **Directors Reports:**
   a. **Planning:**
   Robert Macaulay reported on the performance and ridership of the Capitol Corridor.
   b. **Project:**
   Janet Adams announced the Ribbon Cutting ceremonies of McGary Road at Lynch Road (September 30, 2010) and North Connector Roadway at Suisun Creek Bridge (October 27, 2010).
   c. **Rideshare**
   Judy Leaks provided a brief summary of the Solano Napa Commuter Information (SNCI) Year-End Report for FY 2009-10.

VII. CONSENT CALENDAR

On a motion by Board Member Batchelor, and a second by Vice-Chair Price, the STA Board approved Consent Calendar Items A through M.

A. STA Board Meeting Minutes of August 5 2010
Recommendation:
Approve STA Board Meeting Minutes of August 5, 2010.

B. Review Technical Advisory Committee (TAC) Draft Minutes for the Meeting of August 25, 2010
Recommendation:
Receive and file.

C. Solano Napa Commuter Information (SNCI) Fiscal Year (FY) 2010-11 Work Program
Recommendation:
Approve the Solano Napa Commuter Information Work Program for FY 2010-11.

D. Fiscal Year (FY) 2010-11 Transportation Development Act (TDA) Matrix – September 2010
Recommendation:
Approve the FY 2010-11 TDA Matrix – September 2010 as shown in Attachment A for the City of Dixon.

E. Interim Transit Management Services Contract with the City of Dixon
Recommendation:
Authorize the Executive Director to enter into an agreement with the City of Dixon to provide interim Transit Management Services for the Scope of Work as specified in Attachment A.

F. Contract Amendment for the Solano Senior and Disabled Transportation Study

Recommendation:

Authorize the Executive Director to execute an amendment to the Nelson/Nygaard agreement for the Senior and Disabled Transportation Study in an amount not-to-exceed $40,000 per Attachment A.

G. Appointment of Paratransit Coordinating Council (PCC) Member

Recommendation:

Appoint Shannon Nelson as a Member at Large representative to the PCC for a 3-year term.

H. Contract Amendment for the Napa-Solano Travel Demand Model

Recommendation:

Authorize the STA Executive Director to execute a contract amendment with Fehr & Peers for update of the Napa-Solano Travel Demand Model for an amount of $6,400.

I. Interim Transit Management Services Contract with the City of Dixon

Recommendation:

Authorize the Executive Director to enter into an agreement with the City of Dixon to provide interim Transit Management Services for the Scope of Work as specified in Attachment A.

J. Contract Amendment for the Solano Senior and Disabled Transportation Study

Recommendation:

Authorize the Executive Director to execute an amendment to the Nelson/Nygaard agreement for the Senior and Disabled Transportation Study in an amount not-to-exceed $40,000 per Attachment A.

K. Appointment of Paratransit Coordinating Council (PCC) Member

Recommendation:

Appoint Shannon Nelson as a Member at Large representative to the PCC for a 3-year term.

L. Contract Amendment for the Napa-Solano Travel Demand Model

Recommendation:

Authorize the STA Executive Director to execute a contract amendment with Fehr & Peers for update of the Napa-Solano Travel Demand Model for an amount of $6,400.

M. I-80 Express Lanes Project Implementation

Recommendation:

Approve the attached Resolution 2010-14 and Funding Allocation Request from the Metropolitan Transportation Commission (MTC) for $300,000 for PA/ED for the I-80 Express Lanes Project.

VIII. ACTION – FINANCIAL ITEMS

A. Greenhouse Gas Emission Inventory Contract and Sustainable Communities Strategy (SCS) Update

Robert Macaulay reviewed the timeline for the completion of the countywide greenhouse gas (GHG) inventory. He stated $46,000 of the original $50,000 budgeted by the STA for the GHG inventory remains unspent. He indicated that AECOM has a proposed budget of $65,000 to complete the inventory. He recommended that the STA Board authorize adding $19,900 to the climate change budget for the consultant to complete the GHG inventory for Solano County.

Public Comments:
None presented.

Board Comments:
None presented.

Recommendation:
Authorize the Executive Director to enter into a contract with AECOM for $65,000 to conduct a greenhouse gas inventory as specified in Attachment B.

On a motion by Vice-Chair Price, and a second by Board Member Batchelor, the STA Board unanimously approved the recommendation.

B. Bay Area Air Quality Management District Regional Transportation Fund for Clean Air (TFCA) Fund Application

Robert Macaulay reviewed the grant request proposed by STA staff for $400,000 to operate a shuttle service between Solano County and Napa County along State Route (SR) 12 Jameson Canyon. He added that staff is recommending that $44,445 from State Transit Assistance Funds (STAF) be used to match the Regional TFCA funds to fulfill the local grant match requirement.

Public Comments:
None presented.

Board Comments:
None presented.

Recommendation:
Approve the following:

1. A BAAQMD Regional TFCA Grant submittal for the Solano-Napa SR 12 Corridor Transit Service; and
2. A local match of $44,445 from STAF funds.

On a motion by Board Member Patterson, and a second by Vice-Chair Price, the STA Board unanimously approved the recommendation.

IX. ACTION NON-FINANCIAL ITEMS

A. State Route (SR) 12 Rio Vista Preliminary Bridge Study

Janet Adams reviewed the comments received from Caltrans District 4 and District 10, City of Rio Vista, Sacramento and Solano Counties during the 60-day public review period. She also indicated that staff recommends the topic of funding of the bridge be evaluated in more detail as part of a follow-up evaluation in the SR 12 Major Investment Study (MIS).

Janet Adams added that Addendum No. 1 was provided to the STA Board listing corrections requested by Board Member and Rio Vista Mayor Jan Vick to the Preliminary Rio Vista Bridge Study Report dated September 1, 2010. The corrections are as follows:

1. **Change Summerfield to Summerset (Table 1 through Table 8: pages 16-20)**
2. **Replace paragraph with: *"Based on updated City of Rio Vista guidance***
3. ***(see Attachment J), the City currently supports a new river crossing along the existing alignment of Highway 12 with a preferred crossing comprised of a 4-lane tunnel."* (Last paragraph under Alternative Advantages on Page 32)**

Public Comments:
None presented.

Board Comment:
Vice-Chair Price asked if there any consideration by Caltrans to consolidate all three Districts (3, 4, and 10) so that it falls under one jurisdiction. Janet Adams responded that Caltrans have already consolidated their districts into the current configuration of regional districts. She added that Caltrans District 4 would take lead for this project.

Board Members Augustine, Patterson and Spering raised concerns regarding the cost estimates of the project. Janet Adams explained that the cost estimates are escalated out to year 2022. Board Member Spering asked if there have been discussions regarding this project being part of the Bay Area Toll Authority (BATA) because without a funding source there really is no need to go further with this study. Daryl Halls responded that the purpose of the Study is to examine the bridge alternative prior to the SR 12 Major Investment Study (MIS), which will identify funding options for a replacement bridge along with improvements to the SR 12 corridor.

Board Member Vick expressed her appreciation for all the STA outreach efforts extended to the City of Rio Vista.

Recommendation:
Approve the release of the Draft Rio Vista Bridge Study for a 60-day public comment period ***to include Addendum No. 1***.

On a motion by Board Member Vick, and a second by Board Member Spering, the STA Board approved the recommendation to include Addendum No. 1 as specified above shown in ***bold italics***.

B. Concurrence with Caltrans Corridor System Management Plans (CSMP) for SR 29, I-80, and I-50

Robert Macaulay reviewed the consolidated comments and recommendations to the SR 29 Corridor Plan (CP), I-505 CP, and I-80 CSMP.

Public Comments:
None presented.

Board Comment:
None presented.

Recommendation:
Approve the following:

1. Authorize the Executive Director to sign the SR 29 Corridor Plan as specified in Attachment A;
2. Authorize the Executive Director to sign the I-505 Corridor Plan as specified in Attachment B;
3. Authorize the Executive Director to sign the I-80 Corridor Plan as specified in Attachment C; and
4. The comments to the SR 29 Corridor Plan, I-80 Corridor Plan, and I-505 Corridor Plan as specified in Attachment D.

On a motion by Board Member Augustine, and a second by Vice-Chair Price, the STA Board unanimously approved the recommendation.

C. Commute Profile 2010 Study – Solano and Napa Counties

Elizabeth Richards summarized the commute characteristics in the annual Commute Profile Report in Solano and Napa counties for 2010.

Public Comments:
None presented.

Board Comments:
Vice Chair Price and Board Member Patterson commented on the support system in given by employers to employees.

Recommendation:
Approve the Commute Profile 2010 Study – Solano and Napa Counties.

On a motion by Vice-Chair Price, and a second by Board Member Patterson, the STA Board unanimously approved the recommendation.

D. Solano County Transit Joint Powers Agreement (JPA) – Consolidation of Benicia and Vallejo Transit Services

Elizabeth Richards provided an update in the development of the JPA and Transition Plan for the proposed consolidation of Benicia and Vallejo's Transit Services. She indicated that the SolTrans Coordinating Committee will reconvene in October to address any proposed modifications to either the Transition Plan or the JPA.

Public Comments:
None presented.

Board Comments:
After discussion, Board Member Davis requested to modify the recommendation to read as follows:

> Approve STA entering into a JPA with the Cities of Benicia and Vallejo to form Solano County Transit contingent upon the Benicia and Vallejo City Councils approving the establishment of the SolTrans JPA and the conditions specified in Attachment F ***subject to any limitations or restrictions which may be imposed by the bankruptcy court on the transfer and/or use of assets.***

Recommendation:
Approve STA entering into a JPA with the Cities of Benicia and Vallejo to form Solano County Transit contingent upon the Benicia and Vallejo City Councils approving the establishment of the SolTrans JPA and the conditions specified in Attachment F ***subject to any limitations or restrictions which may be imposed by the bankruptcy court on the transfer and/or use of assets.***

On a motion by Board Member Davis, and a second by Board Member Patterson, the STA Board unanimously approved the recommendation including modifications shown above in ***bold italics***.

X. INFORMATIONAL ITEMS - NO DISCUSSION

A. Solano Napa Commuter Information (SNCI) Program Fiscal Year (FY) 2009-10 Year-End Report

B. 2011 Transportation Improvement Program (TIP) Update

C. Legislative Update

D. Funding Opportunities Summary

E. STA Board Meeting Schedule for 2010

XI. BOARD MEMBER COMMENTS

XII. ADJOURNMENT

The STA Board meeting was adjourned at 7:45 p.m. The next regular meeting of the STA Board is scheduled for **Wednesday, October 13, 2010, 6:00 p.m., Suisun City Hall Council Chambers.**

Attested by:

Johanna Masiclat **Date**
Clerk of the Board

TECHNICAL ADVISORY COMMITTEE
DRAFT Minutes for the meeting of
September 29, 2010

I. CALL TO ORDER

The regular meeting of the Technical Advisory Committee (TAC) was called to order at approximately 1:30 p.m. in the Solano Transportation Authority's Conference Room.

Present:

TAC Members Present:	Charlie Knox	City of Benicia
	Royce Cunningham	City of Dixon
	George Hicks	City of Fairfield
	Dan Kasperson	City of Suisun City
	Rod Moresco	City of Vacaville
	David Kleinschmidt	City of Vallejo
	Paul Wiese	County of Solano
STA Staff Present:	Janet Adams	STA
	Robert Macaulay	STA
	Elizabeth Richards	STA
	Liz Niedziela	STA
	Jayne Bauer	STA
	Robert Guerrero	STA
	Sam Shelton	STA
	Sara Woo	STA
	Johanna Masiclat	STA
Others Present:	***(In Alphabetical Order by Last Name)***	
	Katie Benouar	City of Fairfield
	Steve Hartwig	City of Fairfield
	Wayne Lewis	City of Fairfield
	Alysa Majer	City of Suisun City
	Melissa Morton	City of Benicia

II. APPROVAL OF THE AGENDA

On a motion by George Hicks, and a second by Dan Kasperson, the STA TAC approved the agenda with the exception to move Agenda Item VI.B, Solano Project Mapper & Management Webtools Scope of Work to Agenda Item VIII.A.

III. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

IV. REPORTS FROM CALTRANS, MTC AND STA STAFF

Caltrans: None presented.

MTC: None presented.

STA: Robert Macaulay announced that the Solano Congestion Management Program (CMP) will be updated in 2011. He stated that for the 2009 update, STA staff did not request jurisdictions to update traffic counts on CMP roadways; instead, used the Existing Conditions from the traffic model. He proceeded to say that at the December TAC, an item will be discussed about continuing to use model numbers or have new counts done on CMP roadways.

Jayne Bauer announced the following upcoming events:

- McGary Ribbon Cutting, September 30th at 1:00 p.m.
- Rose Drive Ribbon Cutting, October 2, 2010 at 9:00 a.m.
- North Connector Ribbon Cutting, October 27, 2010
- STA's Annual Awards, November 10, 2010

Janet Adams requested for a couple of TAC members to attend the future meetings of the Local Streets and Roads Strategic Plan.

Other: Presentations of Intermodal Stations in Benicia, Fairfield, Vallejo, and Vacaville

V. CONSENT CALENDAR

On a motion by Rod Moresco, and a second by Royce Cunningham, the STA TAC approved Consent Calendar Items A and B. At the request of Paul Wiese, Item B was pulled for discussion.

A. Minutes of the TAC Meeting of August 25, 2010

Recommendation:
Approve TAC Meeting Minutes of August 25, 2010.

B. Congestion Mitigation Air Quality (CMAQ)/ Transportation Development Act (TDA) Funding Swap Between the City of Dixon & the City of Vacaville

Recommendation:
Forward a recommendation to the STA Board to enter into a funding agreement between the City of Dixon and the City of Vacaville to swap $975,000 of Transportation Development Act (TDA) funds by the end of 2015.

VI. ACTION FINANCIAL ITEMS

A. I-80 Corridor Projects Priority Implementation

Janet Adams cited that STA staff is working with the Metropolitan Transportation Commission (MTC) to fully fund the Project Approval/Environmental Document (PA/ED) phase for the I-80 Express Lanes Project. She indicated that the work is estimated to be $15 million. She added that funding is being sought as either a loan from the Regional Measure (RM) 2 funds dedicated to the I-80/I-680/SR 12 Interchange or other bridge toll savings for projects in the Bay Area.

She also cited that if the Interchange Project loans the Express Lanes $15 million in bridge toll funds, the currently identified first construction package would remain fully funded.

Recommendation:
Forward recommendations to the STA Board to designate the I-80/I-680/SR 12 Interchange Project, I-80 Red Top to I-505 Express Lanes Project and I-80 Freeway Performance Initiative (FPI) Traffic Operations System along the I-80 corridor as STA priorities for implementation.

On a motion by Dan Kasperson, and a second by Rod Moresco, the STA TAC unanimously approved the recommendation.

B. This item was moved to Agenda Item VIII.A
Solano Project Mapper & Management Webtools Scope of Work

VII. ACTION NON-FINANCIAL ITEMS

A. STA's Draft 2011 Legislative Priorities and Platform
Jayne Bauer cited that staff will forward the Draft 2011 Legislative Platform and Priorities with feedback from the TAC and Consortium to the Board in October, with a recommendation to distribute the draft document for a 30-day review and comment period. She stated that the Final Draft will be placed on the December 2010 STA Board agenda for consideration of adoption.

Recommendation:
Forward a recommendation to the STA Board to distribute the Draft 2011 Legislative Priorities Platform for a 30-day review and comment period.

On a motion by Dan Kasperson, and a second by Charlie Knox, the STA TAC unanimously approved the recommendation.

B. Bay Area Air Quality Management District (BAAQMD)'s
FY 2011-12 Transportation Fund for Clean Air (TFCA) Program Manager Fund Policies
Robert Guerrero reviewed the comments to be submitted by STA staff by October15, 2010 to BAAQMD. He identified each of the three proposed comments to the Program Manager Policies. He cited that the BAAQMD is expected to take action on the Program Manager Policies in October. In addition, he noted the STA Board will need to approve the BAAQMD's adopted Program Manager Policies before selecting TFCA projects for Solano County's Program Manager Funds.

Recommendation:
Forward a recommendation to the STA Board authorizing the Chair to send a letter to the BAAQMD commenting on the draft TFCA Program Manager Fund Policies for FY 2011-12.

On a motion by Paul Wiese, and a second by Royce Cunningham, the STA TAC unanimously approved the recommendation.

VIII. INFORMATIONAL

A. Solano Project Mapper & Management Webtools Scope of Work
Sam Shelton reviewed the pilot program process and requested to have a representative from the Cities of Fairfield and Vacaville to serve on the PDWG Subcommittee to develop a revised Scope of Work with the County of Solano Geographic Information Systems (GIS) department, who will be contributing $6,000 as the local match for the project. He added that the STA plans to enter into a Cooperative Work Agreement to complete this work in partnership with Solano PDWG members.

B. 3-Year Project Initiation Document (PID) Priorities for Caltrans
Janet Adams identified the 21 recommendations made by Caltrans to improve the overall PID process to be implemented over the next couple of years, including 12 key recommendations that are anticipated to be executed over the next several months. In addition, she identified the Solano County projects that are on the 3-year plan.

C. Release of Draft Solano Rail Crossing Inventory and Improvement Plan
Robert Macaulay reiterated the need to develop a comprehensive plan to improve safety and reduce surface street congestion related to railroad crossings in Solano County. He commented that the plan will go to the December STA Board to initiate a public comment period.

D. Sustainable Communities Strategy Update
Robert Macaulay provided an update to the development and implementation process of Solano County's participation in the Bay Area Sustainable Communities Strategy. He indicated that an important item on Solano County's list is the 25 year legacy of concentrating of urban growth focused in the seven incorporated cities and the preservation of farmland and open space through the Orderly Growth Ordinance. He added that the recently updated Solano County General Plan will extend this for another 25 years.

E. SolanoExpress Fiscal Year (FY) 2009-10 Annual Ridership Report
Liz Niedziela provided an overall ridership report for SolanoExpress Intercity Routes. She summarized the ridership gain/loss and farebox ratio and ridership comparison for all intercity routes for three years (FY 2007-08, 2008-09, and 2009-10).

NO DISCUSSION

F. Solano County Transit Joint Powers Agreement (JPA)
Consolidation of Benicia and Vallejo Transit Services - Status

G. California Transit Association (CTA) Unfunded Transit Needs Study

H. Notice of Proposed Urban Area Criteria for 2010 Census Status

I. Unmet Transit Needs Process for Fiscal Year (FY) 2010-11 and FY 2011-12

J. 10-Year Transit Fleet and Minor Transit Capital Investment Plan

K. Safe Routes to School Update

L. Project Delivery Update

M. State Route (SR) 12 Jameson Road Canyon Bicycle and Pedestrian Corridor Study Status and Open House

N. Fiscal Year (FY) 2009-10 Abandoned Vehicle Abatement (AVA) Program Annual Report

O. Funding Opportunities Summary

P. STA Board Meeting Highlights of September 8, 2010

Q. STA Board and Advisory Committee Meeting Schedule for 2010

IX. ADJOURNMENT

The meeting was adjourned at 3:10 p.m. The next meeting of the STA TAC is scheduled at **1:30 p.m. on Wednesday, November 17, 2010.**

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Solano Transportation Authority

DATE: October 3, 20104
TO: STA Board
FROM: Susan Furtado, Financial Analyst/Accountant
RE: Fiscal Year (FY) 2010-11 Indirect Cost Allocation Plan (ICAP) Rate Application

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Background:
In compliance with Caltrans Local Program Procedures (LPP) 04-10 and Office of Management and Budget (OMB) Circular A-87, the STA is required to submit an annual ICAP Rate Application. The ICAP Rate Application submitted and approved is based on the annual budget as a fixed rate with a carry-forward provision plan. A fixed rate with carry-forward provision is a rate subject to adjustment when actual expenditures for the fiscal year are audited. The difference between the estimated costs and the actual audited costs is carried forward as an adjustment to the second fiscal year following the adjusted year.

Discussion:
The FY 2008-09 ICAP rate is adjusted to reflect the actual and audited indirect cost expenditures using the audited financial statement and reports. The FY 2008-09 indirect cost expenditures is reduced by the amount of $269,964.56 due to the ICAP Rate exclusions under the statutory and administrative limitations in accordance with OMB Circular A-87 and the Code of Federal Regulations (CFR) Title 2 Grants and Agreements Part 225 Appendix B. This adjustment is a carry-forward adjustment to the FY 2010-11 ICAP Rate application.

Therefore, the FY 2010-11 ICAP Rate application result is at 49.60%. With the approval of this ICAP Rate, STA will be able to charge Indirect Cost to the State Transportation Improvement Program (STIP) funds and any other project fund that requires the use of the ICAP Rate.

Fiscal Impact:
The proposed ICAP Rate for FY 2010-11 of 49.60% will allow approximately $26,517 of indirect cost to be reimbursed by the Jepson Parkway Project from the State Transportation Improvement Program (STIP) funds.

Recommendation:
Approve the following:
1. ICAP Rate Application for FY 2010-11; and
2. Authorize the Executive Director to submit the ICAP Rate Application to Caltrans.

Attachment:
A. Indirect Cost Allocation Plan for FY 2010-11 (To be provided to the STA Board Members under separate enclosure. A copy may be requested by contacting the STA at (707) 424-6075)

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DATE: October 4, 2010
TO: STA Board
FROM: Sam Shelton, Project Manager
RE: Congestion Mitigation Air Quality (CMAQ)/ Transportation Development Act (TDA) Funding Swap Between the City of Dixon & the City of Vacaville

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Background:
The Metropolitan Transportation Commission (MTC) has historically provided funds to the Bay Area Congestion Management Agencies (CMAs), such as STA, to conduct planning and programming activities in a number of categories. The source of these funds is primarily federal Surface Transportation Program (STP) and Congestion Mitigation Air Quality (CMAQ) funds. MTC has lobbied for Federal transportation funding categories to be reduced in number and consolidated into block grants in order to simplify administration and maximize flexibility, and the CMAs have lobbied MTC to do the same. With adoption of the new Regional Transportation Plan (RTP), MTC has initiated a new CMA block grant program to help provide some programming flexibility to the County CMAs.

For Fiscal Year (FY) 2010-11 and FY 2011-12, there is $9.449 M for Solano County as Block Grants in three categories: Local Streets and Roads Rehabilitation (LS&R), County Transportation for Livable Communities (TLC), and Regional Bicycle Program. $3 M of Eastern Solano CMAQ funds were also available in Cycle 1 for bicycle, pedestrian, and TLC projects within the cities of Dixon, Vacaville, and Rio Vista and the eastern portion of Solano County located in the Yolo-Solano Air Basin.

Discussion:
Between May and July 2010, the STA approved several actions to program funds for projects in these block grant categories. Several proposals involved programming Eastern Solano CMAQ funds for Dixon's West B St. Bicycle and Pedestrian Undercrossing Project. Currently, pedestrian and bicyclists traverse a Class 1 at-grade rail crossing. This safety project would be adjacent to the future City of Dixon Capitol Corridor train station site and assist students in walking and bicycling to Anderson Elementary School.

Unfortunately, MTC and Caltrans federal programming and project delivery deadlines prevent Dixon from using federal air quality funds to develop this project until Dixon secures all funding for their $7 M construction phase because this phase is outside the Cycle 1 timeframe.

To maintain the STA's commitment to funding Dixon's West B St. Bicycle and Pedestrian Undercrossing Project, STA staff has explored a funding swap with the City of Vacaville, involving the exchange of Vacaville's local transit dollars for federal air quality funds previously recommended for Dixon's project.

With and Without the Proposed Funding Swap
STA staff proposes to swap Eastern Solano CMAQ funds with Vacaville's Transportation Development Act (TDA) transit funding in an amount that funds preliminary engineering for Phase 2 of the Vacaville Intermodal Station, which will construct a three to four story 400 space parking garage. Prior funding recommendations for Dixon's project at $1.2 M have been reduced to a total of $975,000 to create a manageable funding swap given Vacaville's available local transit resources and eligible project activities.

Agency	Prior recommendations		Without Funding Swap Cycle 1		With Funding Swap Cycle 1		Final Swapped funds available
	TDA	CMAQ	TDA	CMAQ	TDA	CMAQ	
Dixon	$0	$1,280,000	$0	$0	$975,000	$0	$975,000
Vacaville	$975,000	$0	$975,000	*$0	$0	$975,000	$975,000

* No other agency projects are eligible to spend Eastern-Solano CMAQ funding in FY 2010-11 or 2011-12, with the exception of the Vacaville Intermodal Station. However, STA staff does not recommend the programming of these funds without a funding swap with the City of Dixon.

Payment Period Details
Below are two proposals made by the City of Vacaville for the funding swap, which result in Dixon receiving $975,000 of local TDA funds by the end of 2014 or 2015:

1. $325,000 per year from 2012 to 2014 (3 year payoff)
2. $243,750 per year from 2012 to 2015 (4 year payoff)

Unfunded Projects and Funding Strategies
Both projects in Dixon and Vacaville do not have fully funded construction phases, where Dixon's project is projected to cost $6 M and Vacaville's project could cost between $10M to $14 M. This funding swap allows the City of Vacaville to secure additional construction funds sooner than would otherwise be available in annual TDA distributions while Dixon benefits from securing local funds to match future federal grants. Both projects are currently in preliminary engineering phases and would be able to complete for shovel-ready funds by the end of 2012. Due to the timing of other alternative mode grant opportunities that could help Dixon completely fund a construction phase, STA staff recommends choosing a 4-year payoff period ending in 2015. This would give Dixon enough time to secure additional funds as well as allow the City of Vacaville greater flexibility with future TDA budgets.

On September 29, 2010, the STA TAC recommended the funding swap on consent. STA TAC members asked about the remaining Eastern Solano CMAQ of $305,000, after the original amount was reduced to an amount that could be obligated for a fully funded phase of the Vacaville Intermodal Station. STA staff stated that this funding is currently programmed in FY 2011-12 for the STA's Safe Routes to School Program as no other eligible projects were available at that time. STA staff intends to revisit this funding at a later date, once other eligible projects have been identified.

Fiscal Impact:
None to the STA. The cities of Dixon and Vacaville would enter into a funding swap agreement that commits the City of Vacaville to pay Dixon a total of $975,000 by the end of 2015.

Recommendation:
Authorize the Executive Director to enter into a funding agreement between the City of Dixon and the City of Vacaville to swap $975,000 of Transportation Development Act (TDA) funds with Eastern Solano CMAQ funds by the end of 2015.

Solano Transportation Authority

DATE: October 4, 2010
TO: STA Board
FROM: Sara Woo, Associate Planner
RE: Appointment of Bicycle Advisory Committee (BAC) Member

Background:
The STA Bicycle Advisory Committee (BAC) is responsible for providing funding and policy recommendations to the STA Board on bicycle related issues and for monitoring, implementing, and updating the Countywide Bicycle Plan.

Membership consists of representatives from each of the seven (7) cities, the County, as well as a member-at-large appointment. The representatives are nominated either by their respective organization's mayor or city council before being considered by the STA Board for a formal appointment. Member-at-large positions are appointed directly by the STA Board. Attachment A shows the BAC membership including the current nominations.

Discussion:
The City of Benicia has nominated Nancy Lund to participate as its representative on the STA BAC. The City Council resolution confirming this appointment is shown on Attachment B.

Upon approval by the STA Board, this applicant will be appointed for a three-year term (from April 2010 through April 2013).

Fiscal Impact:
None.

Recommendation:
Appoint Nancy Lund as City of Benicia's representative to the STA Bicycle Advisory Committee for a three-year term.

Attachments:
A. STA Bicycle Advisory Committee Membership/Terms
B. Benicia City Council Resolution

STA Bicycle Advisory Committee (BAC) Membership Terms

Jurisdiction	Member	Term Expires
Member-at-Large	Barbara Wood	Feb-2013
Benicia	Nancy Lund	Oct-2013*
Dixon	Jim Fisk	Feb-2013
Fairfield	David Pyle	July-2013
Suisun City	Jane Day	Feb-2013
Rio Vista	Larry Mork	Feb-2013
Vacaville	Ray Posey	Feb-2013
Vallejo	Mick Weninger	Dec-10
Solano County	Michael Segala	Feb-2013

* Nominated for Appointment or Reappointment

RESOLUTION NO. 10-94

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BENICIA CONFIRMING THE MAYOR'S APPOINTMENT OF NANCY LUND TO THE SOLANO TRANSPORTATION AUTHORITY BICYCLE ADVISORY COMMITTEE FOR A FULL TERM ENDING JULY 31, 2013

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Benicia that the appointment Nancy Lund to the Solano Transportation Authority-Bicycle Advisory Committee by Mayor Patterson is hereby confirmed.

*****

The above Resolution was approved by roll call by the City Council of the City of Benicia at a regular meeting of said Council held on the 20th day of July 2010 and adopted by the following vote:

Ayes: **Council Members Campbell, Hughes, Ioakimedes, Schwartzman and Mayor Patterson**

Noes: **None**

Absent: **None**

Elizabeth Patterson, Mayor

Attest:

Lisa Wolfe, City Clerk

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Solano Transportation Authority

DATE: September 30, 2010
TO: STA Board
FROM: Liz Niedziela, Transit Program Manager/Analyst
RE: Appointment of Paratransit Coordinating Council (PCC) Member

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Background:
The Solano Transportation Authority's (STA) Paratransit Coordination Council (PCC) By-Laws stipulates that there are eleven (11) members on the PCC. Many of the positions are to be filled by specific types of organizations or as a representative for transit riders. At the PCC's September's meeting, there were two (2) vacancies: one (1) for Transit User and one (1) for Social Service Provider.

Discussion:
The STA staff received an application from Alicia Roundtree (Attachment A). Alicia is employed at Independent Living Resource Center as an Independent Living Specialist providing community resources to meet the needs of the disabled, low income and homeless populations within Solano County. Alicia Roundtree is interested in building partnerships with other agencies to maintain viable services to this population and the community as a whole.

At the September 2010 PCC meeting, the PCC unanimously approved to forward a recommendation to the STA Board to appoint Ms. Roundtree to the Paratransit Coordinating Council for the vacant Social Service Provider position.

Recommendation:
Appoint Alicia Roundtree as a Social Service Provider representative to the PCC for a three-year term.

Attachment:
A. Paratransit Coordinating Council Interest Form submitted by Alicia Roundtree

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ATTACHMENT A

what is the paratransit coordinating council?

The Solano Paratransit Coordinating Council (PCC), is a citizen's advisory committee to the Solano Transportation Authority that represents the seniors and disabled residents of Solano County. The members of the PCC are volunteers from the local community and local social service agencies. The PCC provides input and guidance on the development and implementation of transportation programs to serve the senior and disabled community. They also make policy and funding recommendations to the Solano Transportation Authority and the Metropolitan Transportation Commission.

Some specific functions may include:

- Advising policy-makers about the allocation of resources, services, and funding necessary to meet demand for resources, services, and funding necessary to meet demand for paratransit services.
- Reviewing applications for paratransit funding and making recommendations on funding guidelines and amounts.
- Participating in the development of plans to increase and improve paratransit and other mobility services and programs for seniors and the disabled in Solano County.
- Educating the community, persons with disabilities and seniors, Solano County transit agencies, the STA, and PCC members about paratransit needs, fixed-route accessibility, and other mobility needs and services of seniors and the disabled.

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paratransit coordinating council interest

STA Solano Transportation Authority

CONTACT INFORMATION

name ALICIA ROUNDTREE

street address 1545 WEBSTER STREET SUITE C

city, state, zip FAIRFIELD, CA 94533

home phone (707) 642-5136 work phone (707) 435-8174

email address aliciar@ilrscc.org

I WOULD LIKE TO FILL THE FOLLOWING POSITION

____ transit user (3) ____ member-at-large (2) ____ public agency (2) ✓ social service provider (4)

LETTER OF INTENT/INTEREST TO SERVE ON THE STA'S PARATRANSIT COORDINATING COUNCIL

Summarize the reason you would like to participate in the STA's Paratransit Coordinating Council. Include what experience (work or otherwise) qualifies you:

I am employed as an Independent Living Specialist, providing community resources to meet the needs of the Disabled, Low Income and Homeless populations within Solano County. I would like to build a relationship with STA to maintain vieble services to this population and the community population as a whole.

AGREEMENT AND SIGNATURE

By submitting this application, I affirm that the facts set forth in it are true and complete. I understand that if I am accepted as a volunteer, any false statements, ommissions, or other misrepresentations made by me on this application may result in my immediate dismissal.

name (printed) Alicia Roundtree

signature Alicia Roundtree date 7/15/10

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DATE: October 4, 2010
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Contract Amendment for Parsons Brinckerhoff (PB) for Construction Management Services for the I-80/I-680/State Route (SR) 12 Interchange Complex Projects

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Background:
In January 2006, STA retained Parsons Brinckerhoff (PB) to provide Construction Management (CM) services for the I-80/I-680/SR 12 Interchange Complex projects. To date, PB has provided CM services for the following projects: 1) I-80 Green Valley Bridge Widening Project; 2) I-80 Abernathy Interchange Project (North Connector - Phase 1); 3) North Connector Building Demolition Project; and 4) Constructability and biddability reviews for the I-80 High Occupancy Vehicle (HOV) Lanes Project and the I-80 Eastbound (EB) Cordelia Truck Scales Relocation Project.

Discussion:
As mentioned above, PB has provided CM services over the past few years for several I-80/I-680/SR 12 Interchange Complex projects and is currently providing CM services for the following: 1) North Connector – Phase 2 Project; 2) Constructability and biddability reviews for the I-80 EB Cordelia Truck Scales Relocation Project; and 3) CM for the Gordon Water Line Relocation Project.

As STA continues to advance improvements to the Interchange Complex, staff has identified several additional CM activities required for implementation, which would be covered in Amendment No. 2 to the PB contract. The new activities and associated budgets are presented in the attached letter from STA's I-80/I-680/SR12 Interchange project manager dated October 4, 2010 (Attachment A). STA staff is now recommending the Board approve a contract amendment of $480,000 to the existing contract with PB to cover these remaining services.

Fiscal Impact:
The additional $480,000 in CM services required for the I-80/I-680/SR 12 Interchange Complex Projects will be funded with Bridge Toll funds from the Metropolitan Transportation commission (MTC).

Recommendation:
Approve Contract Amendment for PB in the amount of $480,000 for additional CM services required for the I-80/I-680/SR 12 Interchange Complex projects.

Attachment:
A. Memo from STA Project Manager dated October 4, 2010.

PDM GROUP

October 4, 2010

Janet Adams
Deputy Executive Director/Director of Projects
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585

RE: Amendment No. 2 for the Parsons Brinckerhoff Contract

In January 2006, STA retained Parsons Brinckerhoff (PB) to provide Construction Management (CM) services for the I-80/I-680/SR12 Interchange Complex projects. To date, PB has provided CM services for the following: 1) I-80 Green Valley Bridge Widening project; 2) I-80 Abernathy Interchange project (N. Connector – East Segment); 3) Conner Demolition project; and 4) constructability and biddability reviews for the I-80 HOV Lanes project and the I-80 EB Cordelia Truck Scales project.

As STA continues to advance improvements to the Interchange Complex, staff has identified several additional CM activities required for implementation, which would be covered in Amendment No. 2 to the PB contract. Presented in the table below are the new activities and associated budgets.

ACTIVITY NO.	ACTIVITY	BUDGET AMOUNT
1	CM Services for Mitigation Site for N. Connector Project	$ 80,000
2	CM Services for SID Relocation for I-80 EBTruck Scales Relocation Project	170,000
3	CM Services for Building Demolition for I-80 EB Truck Scales Relocation Project	90,000
4	CM Services for Truck Scales Utility Relocation Coordination	75,000
5	Constructability and biddability reviews for the I-80/I-680/SR12 Interchange project - ICP	65,000
	TOTAL PB AMENDMENT NO. 2	$ 480,000

Sincerely,

Dale Dennis
STA Project Manager

Solano Transportation Authority

DATE: October 4, 2010
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Mitigation Agreement for I-80 Eastbound Cordelia Truck Scales Relocation Project

---

Background:
STA has been actively working with State of California Department of Transportation (Caltrans), California Highway Patrol (CHP) and the Federal Highway Administration (FHWA) to deliver the I-80 Eastbound (EB) Cordelia Truck Scales Relocation Project. The existing Eastbound Truck Scales which were constructed in 1958, are significantly undersized and unable to process the existing truck volumes let alone the future projected truck volumes. The purpose of the project is to construct new eastbound truck scales with the capacity to accommodate the anticipated 115% growth in truck traffic in the corridor by 2035; to provide traffic congestion relief in this section of I-80 by reducing truck /auto weaving and queuing; and to improve the reliability of the system with increased capacity and up-to-date equipment. The Project will rebuild and relocate the Eastbound Cordelia Truck Scales Facility, build a 2-lane bridge across Suisun Creek, and construct braided ramps from the new truck scales facility to EB I-80 and EB SR 12 ramps.

Caltrans is the Lead Agency for California Environmental Quality Act (CEQA) compliance for the I-80 Eastbound Cordelia Truck Scales Relocation Project and the Lead Agency for National Environmental Policy Act (NEPA) compliance. The CEQA and NEPA environmental documents have been approved for the I-80 Eastbound Truck Scales Relocation Project.

Discussion:
As mentioned above, the CEQA and NEPA environmental documents have been approved for the I-80 Eastbound Cordelia Truck Scales Relocation Project. According to the Biological Opinion from the US Fish and Wildlife Service, the project will result in impacts to seasonal wetland habitat (Raines Drain), which can be mitigated.

The I-80 Eastbound Cordelia Truck Scales Relocation Project will result in a permanent loss of 0.08 acres of seasonal wetlands associated with Raines Drain. The Project's seasonal wetland impacts will be mitigated through the purchase of 0.08 acres of seasonal wetland credits for $9,000 at the off-site Elsie Gridley Mitigation Bank. Staff recommends the Board authorize the Executive Director to finalize and execute the attached draft agreement between STA and the Elsie Gridley Mitigation Bank (Attachment A). Should any substantial changes to the draft agreement be required, the agreement would be brought back to the Board for approval.

Fiscal Impact:
The $9,000 seasonal wetland mitigation for the I-80 Eastbound Cordelia Truck Scales Relocation Project is being funded with Bridge Toll funds already allocated to the Project.

Recommendation:
Authorize the Executive Director to finalize and execute an agreement with Elsie Gridley Mitigation Bank for $9,000 for seasonal wetland mitigation for the I-80 Eastbound Cordelia Truck Scales Relocation Project.

Attachment:

A. Agreement with Elsie Gridley Mitigation Bank

Wetland Resources LLC
3030 Bridgeway, Suite 216, Sausalito, CA 94965

ELSIE GRIDLEY MITIGATION BANK

USACE: 200000614

AGREEMENT FOR SALE OF WETLAND CREDITS
SPN-2008-00358 S

This Agreement is entered into this 29th day of September, 2010, by and between Wetland Resources LLC. (WRLLC), and Solano Transportation Authority jointly referred to as the "Parties," as follows:

RECITALS

A. The WRLLC has developed the Elsie Gridley Mitigation Bank (Bank) located in Solano County, California; and

B. The Bank was approved by the U. S. Fish and Wildlife Service (Service) on October 25, 2005, and by the U.S. Army Corps of Engineers (USACE) on January 27 and March 8, 2006, and by the California Department of Fish and Game on December 19, 2005, and is currently in good standing with the applicable resource agencies; and

C. The WRLLC has received approval from the USACE to offer Mitigation Credits (Credits) at the Bank for sale as compensation for impacts to wetlands and/or other waters of the US; and

D. The Solano Transportation Authority is seeking to implement the project described on Exhibit "A" attached hereto (Project), which would unavoidably and adversely impact wetlands and/or other waters of the US and seeks to compensate for those said impacts by purchasing Mitigation Credits from the WRLLC at the Bank; and

E. Solano Transportation Authority desire to purchase from WRLLC and WRLLC's desire to sell to the Solano Transportation Authority Seasonal wetland credits.

NOW, THEREFORE, THE PARTIES AGREE AS FOLLOWS:

1. Upon exercise of the Solano Transportation Authority right to purchase, further described in Provision 5 below, the Bank will sell to Solano Transportation Authority and Solano Transportation Authority will purchase from WRLLC 0.08 acres of seasonal wetlands for the $9000.00. Upon payment of the Purchase Price, WRLLC will deliver to the Solano Transportation Authority an executed Bill of Sale in the manner and form as

attached hereto and marked Exhibit "B". The sale and transfer herein is not intended as a sale or transfer to the Solano Transportation Authority of a security, license, lease, easement, or possessory or non-possessory interest in real property, not the granting of any interest of the foregoing.

2. The Solano Transportation Authority shall have no obligation whatsoever by reason of the purchase of the Wetland Credits, to support, pay for, monitor, report on, sustain, continue in perpetuity, or otherwise be obligated or liable for the success or continued expense or maintenance in perpetuity of the Wetland Credits sold, or the Bank. Pursuant to the Elsie Gridley Mitigation Bank Enabling Instrument with the USACE dated October 25, 2005, which by this reference is incorporated herein, and any amendments thereto, WRLLC shall monitor and make reports to the appropriate agency or agencies on the status of any Credit sold to the Solano Transportation Authority WRLLC shall be fully and completely responsible for satisfying any and all conditions placed on the Bank or the Wetland Credits by all state or federal jurisdictional agencies. WRLLC shall hereby indemnify, protect and defend the Solano Transportation Authority against and from all such liability, responsibilities and obligations.

3. The Wetland Credits sold and transferred to the Solano Transportation Authority pursuant to the Agreement shall be non-transferable and non-assignable, and shall not be used as compensatory mitigation for any other Project or purpose, except as mutually agreed to by the Parties in a signed written amendment to this Agreement.

4. Within sixty (60) days of the effective date of this Agreement, Solano Transportation Authority must exercise its right to purchase the Wetland Credits by submitting the Purchase Price to WRLLC. If the Solano Transportation Authority fails to submit the Purchase Price to WRLLC with in sixty (60) days of the Effective Date of this Agreement, this Agreement will be considered null and void.

5. Upon purchase of the Wetland Credits, WRLLC shall complete the payment receipt from attached hereto as Exhibit "C", and shall submit the completed payment receipt to the Service.

7. This Agreement shall be effective as of the date of that last signature ("Effective Date").

IN WITNESS WHEREOF, the parties have executed this Agreement as follows.

WETLAND RESOURCES LLC,
Elsie Gridley Mitigation Bank

By:_____
Date: _____

Solano Transportation Authority

By:_____
Date: _____

Exhibit "A"

DESCRIPTION OF PROJECT
TO BE MITIGATED

Project Location: The Cordelia Truck Scales are located within the Interstate 80/Interstate 680/State Route 12 interchange in Solano County, in the vicinity of Fairfield and Suisun City between post miles 14.0 and 15.7 and I-80 and L1.8 and L 2.0 on the SR 12 East interchange with I-80 and continues east along SR 12E to Chadbourne Road for approximately 2 miles. The proposed project is located within the Fairfield South 7.5-minute United States Geological Survey (USGS) quadrangle; Township 5N, Range 2W of the Mt. Diablo Meridian. The mitigation credits purchased under this agreement serve to compensate for project effects to Raines Drain.

Exhibit "B"

BILL OF SALE

SPN-2008-00358 S

In consideration of $ _____, receipt of which is hereby acknowledged, Wetland Resources LLC does hereby bargain, sell, and transfer to the Solano Transportation Authority 0.08 acres of seasonal wetlands, for the 80 Eastbound Cordelia Truck Scales project from the Wetland Resources LLC in Solano County, California, developed, and approved by the U.S. Fish and Wildlife Service, the Army Corps of Engineers, and California Department of Fish and Game.

Wetland Resources LLC represents and warrants that it has good title to the credits, has good right to sell the same, and that they are free and clear of all claims, liens, or encumbrances.

Wetland Resources LLC covenants and agrees with the buyer to warrant and defend the sale of the credits herein before described against all and every person and persons whomsoever lawfully claiming or to claim the same.

Dated: _____

Wetland Resources LLC,
Elsie Gridley Mitigation Bank

By: _____

Exhibit "C"

WETLAND RESOURCES LLC

PAYMENT RECEIPT

PARTICIPANT INFORMATION

Name: Solano Transportation Authority
Address: One Harbor Center, Suite 130

Telephone: 707.424.6075
Contact: Janet Adams

PROJECT INFORMATION

Project Description:

Permit Number:

Species/Habitat Affected: seasonal wetlands

Credits to be Purchased: seasonal wetlands

Payment Amount:

Project Location:

County/Address:

PAYMENT INFORMATION

Payer:
Payee: Wetland Resources LLC, Elsie Gridley Mitigation Bank

Amount:

Method of Payment: Cash _____ Check No. _____

Received by: _____ Date: _____
(Signature)

Name: _____
Title: Manager

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DATE: October 5, 2010
TO: STA Board
FROM: Sam Shelton, Project Manager
RE: Resolutions of Local Support for Solano Napa Commuter Information (SNCI) & Safe Routes to School (SR2S) Programs

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Background:
The Metropolitan Transportation Commission (MTC) has historically provided funds to the Bay Area Congestion Management Agencies (CMAs), such as STA, to conduct planning and programming activities in a number of categories. The source of these funds is primarily federal Surface Transportation Program (STP) and Congestion Mitigation Air Quality (CMAQ) funds. MTC has lobbied for Federal transportation funding categories to be reduced in number and consolidated into block grants in order to simplify administration and maximize flexibility, and the CMAs have lobbied MTC to do the same. With adoption of the new Regional Transportation Plan (RTP), MTC has initiated a new CMA block grant program to help provide some flexibility to the County CMAs.

For Fiscal Year (FY) 2010-11 and FY 2011-12, there is $9.449M for Solano County as Block Grants in three categories: Local Streets and Roads Rehabilitation (LS&R), County Transportation for Livable Communities (TLC), and Regional Bicycle Program.

Funding shares for allocating regional local streets and roads funding shares are calculated based on MTC's LS&R formula: 25% population, 25% lane mileage, 25% Metropolitan Transportation System (MTS) funding shortfall and 25% preventive maintenance performance score. Funding shares and amounts by agency are provided in Attachment A. It is estimated that $6.179M will be available for LS&R in Solano County in Cycle 1 and $5.507M for Cycle 2.

Prior STA Board actions
On May 28, 2010, the STA Board approved of $857,000 in CMAQ funds for the STA's Safe Routes to School (SR2S) Program for student bicycle and pedestrian education and encouragement activities. On July 14, 2010, the STA Board approved of $445,000 for the Solano Napa Commuter Information (SNCI) Program for rideshare incentive programs and transit information services.

Discussion:
Programming Remaining Eastern Solano CMAQ funds
As described in STA Board Item VIII. D. "Congestion Mitigation Air Quality (CMAQ)/Transportation Development Act (TDA) Funding Swap Between the City of Dixon & the City of Vacaville", $305,000 of Eastern Solano CMAQ funding was unable to be programmed for Dixon's West B. Street Pedestrian Undercrossing project. Without other

projects able to use this funding by FY 2011-12, the STA recommends programming this funding in the STA's SR2S Program now and consider reprogramming as percentage of these dollars later, should another project be identified to use this funding. On September 29, 2010, the STA TAC discussed these remaining funds and agreed that the funding should be reexamined once another project has been identified as ready to go.

Resolutions of Local Support Required Prior to MTC Programming Funding
Before this funding can be programmed as part of MTC's Transportation Improvement Program (TIP), the STA is required to adopt Resolutions of Local Support, committing the STA to funding these programs and providing a local match.

Fiscal Impact:
$305,000 of Eastern Solano Congestion Mitigation and Air Quality Funding will be added to the STA's SR2S Program, with the understanding that this funding will be reexamined at a later date for reprogramming if another project is ready to go. No other STA or local project sponsored projects are delayed or negatively impacted.

Adopting resolution 2010<u>15</u> will program $1,162,000 to the STA's SR2S Program and commit the STA to providing a local match of $151,000. Adopting resolution 2010<u>16</u> will program $445,000 to the STA's SNCI Program and commit the STA to providing a local match of $58,000.

Recommendation:
Approve the following:

1. Program an additional $305,000 of Eastern Solano Congestion Mitigation and Air Quality funds to the STA's Safe Routes to School Program; and
2. Adopt Resolution 2010-<u>15</u> for $1,116,000 for the STA's Safe Routes to School Program; and,
3. Adopt Resolution 2010-<u>16</u> for $445,000 for the STA's SNCI Program.

Attachments:

A. Resolution 2010-<u>15</u> for $1,116,000 for the STA's Safe Routes to School Program
B. Resolution 2010-<u>16</u> for $445,000 for the STA's SNCI Program.

RESOLUTION NO. 2010-15

A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY AUTHORIZING THE FILING OF AN APPLICATION FOR FEDERAL SURFACE TRANSPORATION PROGRAM (STP) AND/OR CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT (CMAQ) FUNDING AND COMMITTING THE NECESSARY NON-FEDERAL MATCH AND STATING THE ASSURANCE TO COMPLETE THE PROJECT

WHEREAS, SOLANO TRANSPORTATION AUTHORITY (herein referred to as APPLICANT) is submitting an application to the Metropolitan Transportation Commission (MTC) for $1,162,000 in funding from the federal Surface Transportation Program (STP) and/or Congestion Mitigation and Air Quality Improvement (CMAQ) program for the SAFE ROUTES TO SCHOOL PROGRAM (herein referred to as PROJECT) for the MTC Resolution, No. 3925, New Federal Surface Transportation Act (FY 2009-10, FY 2010-11 and FY 2011-12) Cycle 1 STP/CMAQ Program: Project Selection Criteria, Policy, Procedures and Programming (herein referred to as PROGRAM); and

WHEREAS, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA) (Public Law 109-59, August 10, 2005) authorized the Surface Transportation Program (23 U.S.C. § 133) and the Congestion Mitigation and Air Quality Improvement Program (CMAQ) (23 U.S.C. § 149) through September 30, 2009; and

WHEREAS, SAFETEA has been extended through December 31, 2010 pursuant to Public Law 111-147, March 18, 2010 and may be subsequently extended pending enactment of successor legislation for continued funding; and

WHEREAS, pursuant to SAFETEA, and the regulations promulgated thereunder, eligible project sponsors wishing to receive federal Surface Transportation Program and/or Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funds for a project shall submit an application first with the appropriate Metropolitan Planning Organization (MPO), for review and inclusion in the MPO's Transportation Improvement Program (TIP); and

WHEREAS, the Metropolitan Transportation Commission (MTC) is the MPO for the nine counties of the San Francisco Bay region; and

WHEREAS, MTC has adopted a Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) that sets out procedures governing the application and use of STP/CMAQ funds; and

WHEREAS, APPLICANT is an eligible project sponsor for STP/CMAQ funds; and

WHEREAS, as part of the application for STP/CMAQ funding, MTC requires a resolution adopted by the responsible implementing agency stating the following:

1) the commitment of necessary local matching funds of at least 11.47%; and
2) that the sponsor understands that the STP/CMAQ funding is fixed at the programmed amount, and therefore any cost increase cannot be expected to be funded with additional STP/CMAQ funds; and
3) that the project will comply with the procedures specified in Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised); and
4) the assurance of the sponsor to complete the project as described in the application, and if approved, as included in MTC's TIP; and
5) that the project will comply with all the project-specific requirements as set forth in the PROGRAM.; and
6) that the project (transit only) will comply with MTC Resolution No. 3866, which sets forth the requirements of MTC’s Transit Coordination Implementation Plan to more efficiently deliver transit projects in the region.

NOW, THEREFORE, BE IT RESOLVED that the APPLICANT is authorized to execute and file an application for funding for the PROJECT under the Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) of SAFETEA, any extensions of SAFETEA or any successor legislation for continued funding ; and be it further

RESOLVED that the APPLICANT by adopting this resolution does hereby state that:

1. APPLICANT will provide ($151,000) in non-federal matching funds; and
2. APPLICANT understands that the STP/CMAQ funding for the project is fixed at the MTC approved programmed amount, and that any cost increases must be funded by the APPLICANT from other funds, and that APPLICANT does not expect any cost increases to be funded with additional STP/CMAQ funding; and
3. APPLICANT understands the funding deadlines associated with these funds and will comply with the provisions and requirements of the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, as revised); and
4. PROJECT will be implemented as described in the complete application and in this resolution and, if approved, for the amount programmed in the MTC federal TIP; and
5. APPLICANT (for a transit project only) agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution 3866; and
6. APPLICANT and the PROJECT will comply with the requirements as set forth in the program; and therefore be it further

RESOLVED that APPLICANT is an eligible sponsor of STP/CMAQ funded projects; and be it further

RESOLVED that APPLICANT is authorized to submit an application for STP/CMAQ funds for the PROJECT; and be it further

RESOLVED that there is no legal impediment to APPLICANT making applications for the funds; and be it further

RESOLVED that there is no pending or threatened litigation that might in any way adversely affect the proposed PROJECT, or the ability of APPLICANT to deliver such PROJECT; and be it further

RESOLVED that APPLICANT authorizes its Executive Director, General Manager, or designee to execute and file an application with MTC for STP/CMAQ funding for the PROJECT as referenced in this resolution; and be it further

RESOLVED that a copy of this resolution will be transmitted to the MTC in conjunction with the filing of the application; and be it further

RESOLVED that the MTC is requested to support the application for the PROJECT described in the resolution and to include the PROJECT, if approved, in MTC's TIP**.**

Passed by the Solano Transportation Authority (STA) Board on October 13, 2010 by the following vote:

Ayes: _____
Noes: _____
Absent: _____
Abstain: _____

_____
Pete Sanchez, Chair
Solano Transportation Authority

Attest:

_____
Johanna Masiclat
Clerk of the Board

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, certify that the above and foregoing resolution was introduced, passed and adopted by the Authority at a special meeting held on October 13, 2010.

_____
Daryl K. Halls, Executive Director
Solano Transportation Authority

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RESOLUTION NO. 2010-16

A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY AUTHORIZING THE FILING OF AN APPLICATION FOR FEDERAL SURFACE TRANSPORATION PROGRAM (STP) AND/OR CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT (CMAQ) FUNDING AND COMMITTING THE NECESSARY NON-FEDERAL MATCH AND STATING THE ASSURANCE TO COMPLETE THE PROJECT

WHEREAS, SOLANO TRANSPORTATION AUTHORITY (herein referred to as APPLICANT) is submitting an application to the Metropolitan Transportation Commission (MTC) for $445,000 in funding from the federal Surface Transportation Program (STP) and/or Congestion Mitigation and Air Quality Improvement (CMAQ) program for the SOLANO NAPA COMMUTER INFORMATION PROGRAM (herein referred to as PROJECT) for the MTC Resolution, No. 3925, New Federal Surface Transportation Act (FY 2009-10, FY 2010-11 and FY 2011-12) Cycle 1 STP/CMAQ Program: Project Selection Criteria, Policy, Procedures and Programming (herein referred to as PROGRAM); and

WHEREAS, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA) (Public Law 109-59, August 10, 2005) authorized the Surface Transportation Program (23 U.S.C. § 133) and the Congestion Mitigation and Air Quality Improvement Program (CMAQ) (23 U.S.C. § 149) through September 30, 2009; and

WHEREAS, SAFETEA has been extended through December 31, 2010 pursuant to Public Law 111-147, March 18, 2010 and may be subsequently extended pending enactment of successor legislation for continued funding; and

WHEREAS, pursuant to SAFETEA, and the regulations promulgated thereunder, eligible project sponsors wishing to receive federal Surface Transportation Program and/or Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funds for a project shall submit an application first with the appropriate Metropolitan Planning Organization (MPO), for review and inclusion in the MPO's Transportation Improvement Program (TIP); and

WHEREAS, the Metropolitan Transportation Commission (MTC) is the MPO for the nine counties of the San Francisco Bay region; and

WHEREAS, MTC has adopted a Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) that sets out procedures governing the application and use of STP/CMAQ funds; and

WHEREAS, APPLICANT is an eligible project sponsor for STP/CMAQ funds; and

WHEREAS, as part of the application for STP/CMAQ funding, MTC requires a resolution adopted by the responsible implementing agency stating the following:

1) the commitment of necessary local matching funds of at least 11.47%; and
2) that the sponsor understands that the STP/CMAQ funding is fixed at the programmed amount, and therefore any cost increase cannot be expected to be funded with additional STP/CMAQ funds; and
3) that the project will comply with the procedures specified in Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised); and
4) the assurance of the sponsor to complete the project as described in the application, and if approved, as included in MTC's TIP; and
5) that the project will comply with all the project-specific requirements as set forth in the PROGRAM.; and
6) that the project (transit only) will comply with MTC Resolution No. 3866, which sets forth the requirements of MTC’s Transit Coordination Implementation Plan to more efficiently deliver transit projects in the region.

NOW, THEREFORE, BE IT RESOLVED that the APPLICANT is authorized to execute and file an application for funding for the PROJECT under the Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) of SAFETEA, any extensions of SAFETEA or any successor legislation for continued funding ; and be it further

RESOLVED that the APPLICANT by adopting this resolution does hereby state that:

1. APPLICANT will provide ($58,000) in non-federal matching funds; and
2. APPLICANT understands that the STP/CMAQ funding for the project is fixed at the MTC approved programmed amount, and that any cost increases must be funded by the APPLICANT from other funds, and that APPLICANT does not expect any cost increases to be funded with additional STP/CMAQ funding; and
3. APPLICANT understands the funding deadlines associated with these funds and will comply with the provisions and requirements of the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, as revised); and
4. PROJECT will be implemented as described in the complete application and in this resolution and, if approved, for the amount programmed in the MTC federal TIP; and
5. APPLICANT (for a transit project only) agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution 3866; and
6. APPLICANT and the PROJECT will comply with the requirements as set forth in the program; and therefore be it further

RESOLVED that APPLICANT is an eligible sponsor of STP/CMAQ funded projects; and be it further

RESOLVED that APPLICANT is authorized to submit an application for STP/CMAQ funds for the PROJECT; and be it further

RESOLVED that there is no legal impediment to APPLICANT making applications for the funds; and be it further

RESOLVED that there is no pending or threatened litigation that might in any way adversely affect the proposed PROJECT, or the ability of APPLICANT to deliver such PROJECT; and be it further

RESOLVED that APPLICANT authorizes its Executive Director, General Manager, or designee to execute and file an application with MTC for STP/CMAQ funding for the PROJECT as referenced in this resolution; and be it further

RESOLVED that a copy of this resolution will be transmitted to the MTC in conjunction with the filing of the application; and be it further

RESOLVED that the MTC is requested to support the application for the PROJECT described in the resolution and to include the PROJECT, if approved, in MTC's TIP**.**

Passed by the Solano Transportation Authority (STA) Board on October 13, 2010 by the following vote:

Ayes: _____
Noes: _____
Absent: _____
Abstain: _____

_____
Pete Sanchez, Chair
Solano Transportation Authority

Attest:

_____
Johanna Masiclat
Clerk of the Board

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, certify that the above and foregoing resolution was introduced, passed and adopted by the Authority at a special meeting held on October 13, 2010.

_____
Daryl K. Halls, Executive Director
Solano Transportation Authority

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Solano Transportation Authority

DATE: October 7, 2010
TO: STA Board
FROM: Robert Guerrero, Senior Planner
RE: Bay Area Air Quality Management District (BAAQMD)'s Fiscal Year Fiscal Year (FY) 2011-12 Transportation Fund for Clean Air (TFCA) Program Manager Fund Policies

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Background:
The Bay Area Air Quality Management District's (BAAQMD) annually provides clean air funding through the Transportation Fund for Clean Air (TFCA) Program. Eligible projects include projects that reduce air pollution from motor vehicles, such as clean air vehicle infrastructure, clean air vehicles, shuttle bus services, bicycle projects, and alternative modes promotional/educational projects. The cities of Benicia, Fairfield, Suisun City, Vallejo, and southwestern portions of Solano County are eligible for BAAQMD funding.

TFCA funds are generated by a $4 vehicle registration fee collected from counties within the BAAQMD air basin. The majority of TFCA funds (60%) are directly administered by the BAAQMD through the Regional TFCA Program. The remaining 40% (or Program Manager TFCA Funds) are programmed directly at the county level by Congestion Management Agencies (CMAs) such as the STA. For FY 2010-11, STA programmed $293,929 in TFCA funds.

Discussion:
The BAAQMD staff is considering amendments to the TFCA Program Manager funds, as shown in Attachment A (FY 2011-12 Draft TFCA County Program Manager Fund Policies). The majority of the changes are not substantial. There are, however, a few areas of potential concern to STA staff. Comments on the TFCA Program Manager are due to the BAAQMD by October 15, 2010. STA staff recommends submitting comments on the following three (3) changes to the Program Manager policies:

1. *Basic Eligibility, Item 7. The guidelines would be changed to read "**Maximum Two Years Operating Costs:** Projects that provide a service, such as ridesharing programs and shuttle and feeder bus projects, are eligible to apply for a period of up to two (2) years."*

STA staff is concerned that this could be interpreted in a manner that limits the ability of the Solano Napa Commuter Information (SNCI) program or a shuttle service to use TFCA Program Manager funds as an on-going source of funding. STA staff will seek clarification on this issue. If the amended rule would limit SNCI funding, STA staff recommends against the guideline modification.

2. *Ineligible Projects, Item 12. The guidelines would be changed to read "**Planning Activities:** Feasibility studies are not eligible, nor are projects that only involve planning activities and that do not include an implementation phase. In addition, development projects (i.e., Smart Growth, Traffic Calming, and Arterial Management) that have not completed the Preliminary Design phase are not eligible."*

Because of the difficulty in identifying planning funds needed to advance projects, STA staff does not recommend adopting a categorical rule preventing use of TFCA Program Manager funds for planning.

3. *Eligible Project Categories, Item 26. The proposed guideline amendment expands the description of alternative fuel vehicle infrastructure that can be funded with TFCA Program Manager funds.*

STA staff supports this amendment.

The STA Technical Advisory Committee reviewed and recommended approval of this item at their September 29, 2010 meeting. The BAAQMD is expected to take action on the Program Manager Policies in October. The STA Board will then need to approve the BAAQMD's adopted Program Manager Policies before selecting TFCA projects for Solano County's Program Manager Funds for FY 2011-12.

Fiscal Impact:
TFCA Program Manager funds are provided directly from the BAAQMD for the STA to administer. Funding fluctuates year by year depending on the number of vehicles registered each year. STA typically has discretion of between $290,000 to $420,000 annually for the TFCA Program Manager funds for Solano County.

Recommendation:
Authorize the STA Chair to send a letter to the BAAQMD commenting on the draft TFCA Program Manager Fund Policies for FY 2011-12.

Attachment:
A. Draft TFCA County Program Manager Fund Policies

~~BOARD ADOPTED~~DRAFT TFCA COUNTY PROGRAM MANAGER FUND
POLICIES FOR FY ~~2010/~~2011/2012

The following policies apply only to the Transportation Fund for Clean Air (TFCA) County Program Manager Fund.

BASIC ELIGIBILITY

1. **Reduction of Emissions**: ~~A project must~~ Only projects that result in the reduction of motor vehicle emissions within the Air District's jurisdiction ~~to be considered~~ are eligible ~~for TFCA funding. Projects that are subject to emission reduction regulations,~~ .

   Projects must conform to the provisions of the California Health and Safety Code (HSC) sections 44220 et seq. and these Air District Board of Directors adopted TFCA Program Manager Fund Policies for FY 2011/2012.

   Projects must achieve surplus emission reductions, beyond what is currently required through regulations, ordinances, contracts, or other legally binding obligations ~~must achieve surplus emission reductions to be considered for TFCA funding. Surplus emission reductions are those that exceed the requirements of applicable State or federal regulations or other legally binding obligations~~ at the time the Air District Board of Directors approves ~~an expenditure plan. Planning activities (e.g., feasibility studies) that are not directly related to the implementation of~~ a ~~specific project are not eligible for TFCA funding. For~~ funding allocation and at the ~~purpose~~time of ~~TFCA, "fleet averaging" may not be considered when evaluating surplus emissions~~the execution of a funding agreement.

2. **TFCA Cost-Effectiveness:** Projects must achieve TFCA cost-effectiveness, on an individual project basis, equal to or less than $90,000 of TFCA funds per ton of total of emissions reduced, unless a different value is specified in the below policy for that project type. ~~For the purpose of this program, emissions that are calculated include a)~~ Cost-effectiveness is based on the ratio of TFCA funds awarded divided by the sum total tons of reactive organic gases (ROG), ~~b)~~ oxides of nitrogen (NO_x), and ~~c)~~ weighted particulate matter 10 microns in diameter and smaller (PM10) ~~emissions~~ reduced ($/ton).

   For vehicle projects, each vehicle funded must meet the cost-effectiveness requirement.

   Program Manager administrative costs are excluded from the calculation of TFCA cost-effectiveness.

~~1.~~3. ~~**Eligible**~~ **Case-by-Case Approval of Projects**: Eligible projects are those that conform to the provisions of the California Health and Safety Code (HSC) section 44241, Air District Board adopted policies and Air District guidance. On a case-by-case basis, Program Managers must receive approval by the Air District for projects

that are authorized by the HSC Section 44241 and achieve Board-adopted TFCA cost-effectiveness, but do not fully meet other Board-adopted Policies.

2.4. **Consistent with Existing Plans and Programs:** Only projects described in HSC Section 44241 are eligible for funding. Projects must also All project categories must comply with the transportation control measures and mobile source measures included in the Air District's most recently approved strategy(ies)plan for State and national ozoneambient air quality standards and, when applicable, with other adopted State, regional, and local plans and programs.

3. **Eligible Recipients:** TFCA grants may be awarded to public agencies and to non-public entities.

5. **Eligible Recipients:** Grant recipients must be responsible for the implementation of the project, have the authority and capability to complete the project, and be an applicant in good standing.

A. Public agencies are eligible to apply for all project categories.

B. Non-public entities may are only eligible to apply for funding for certain clean air vehicle projects including but not limited to engine repowers, engine retrofits, fleet modernization,new alternative fuels,-fuel (light, medium, and heavy-duty) vehicle and infrastructure projects, and advanced technology demonstrations, as described in HSC Sectionsection 44241(b)(7). No single non-public entity may be awarded more than $500,000 in TFCA County Program Manager Funds for clean air vehicle projects in each funding cycle.

4.6. **Readiness:** A project will be considered for TFCA funding only if it willProjects must commence in calendar year 2011 2012 or sooner. For purposes of this policy, "commence" means to order or acceptreceive delivery of vehicles or other, equipment being purchased as part of the project, to begin delivery of the service or product provided by the project, services, or to award a construction contract.

5.7. **Maximum Two Years Operating Costs:** TFCA grant applicationsProjects that request operating funds to provide a service, such as ridesharing programs or bicycle stationsand shuttle and feeder bus projects, are eligible for funding forto apply for a period of up to two (2) years. Grant applicants who seek TFCA funds for additional years must re-apply for funding in the subsequent funding cycles.

APPLICANT IN GOOD STANDING

6.8. **Failed Audit:** Project sponsors who have failed either the fiscal audit or the performance audit for a prior TFCA-funded project will be excluded from future funding for five (5) years, or duration determined by the Air District Air Pollution Control Officer (APCO). Existing TFCA funds already awarded to the project sponsor will not be released until all audit recommendations and remedies have been satisfactorily implemented. A failed fiscal audit means an uncorrected audit finding that confirms an ineligible expenditure of TFCA funds. A failed performance audit means that the project was not implemented as set forth in the project funding agreement.

In case of a failed audit, a Program Manager may be subject to a reduction of future revenue in an amount equal to the amount which was inappropriately expended pursuant to the provisions of HSC Section 44242(~~C)~~c)(3~~.~~).

~~7.~~9. **Authorization for County Program Manager to Proceed**: Only a fully executed funding agreement (i.e., signed by both the Air District and the County Program Manager) constitutes ~~a final approval and obligation on the part of~~ the Air District's award of funds for a project. Program Managers may only incur costs (i.e., an obligation made to pay funds that cannot be refunded) after the funding agreement with the Air District has been executed.

~~8.~~10. **Insurance:** Each County Program Manager and project sponsor must maintain general liability insurance, workers compensation insurance, and additional insurance as appropriate for specific projects, with estimated coverage amounts provided in Air District guidance and final amounts specified in the respective funding agreements.

INELIGIBLE PROJECTS

~~9.~~11. **Duplication:** Grant applications for projects that duplicate existing TFCA-funded projects (including Bicycle Facility Program projects) and therefore do not achieve additional emission reductions ~~will not be considered for funding.~~are ineligible. Combining TFCA County Program Manager Funds with TFCA Regional Funds to achieve greater emission reductions for a single project is not considered project duplication.

12. **Planning Activities:** Feasibility studies are not eligible, nor are projects that only involve planning activities and that do not include an implementation phase. In addition, development projects (i.e., Smart Growth, Traffic Calming, and Arterial Management) that have not completed the Preliminary Design phase are not eligible.

~~10.~~13. **Employee Subsidy**: ~~Grant applications for projects~~Projects that provide a direct or indirect financial transit or rideshare subsidy or shuttle/feeder bus service exclusively to employees of the project sponsor ~~will not be considered for funding~~are not eligible.

USE OF TFCA FUNDS

~~11.~~14. **Cost of Developing Proposals:** The costs of developing grant applications for TFCA funding are not eligible to be reimbursed with TFCA funds.

~~12.~~15. **Combined Funds:** TFCA County Program Manager Funds may be combined with TFCA Regional Funds for the funding of an eligible project with the exception of clean air vehicle projects. For the purpose of calculating TFCA cost-effectiveness, the combined ~~sums~~sum of TFCA County Program Manager Funds and TFCA Regional Funds shall be used to calculate the TFCA cost of the project.

~~13.~~16. **Administrative Costs:** Administrative costs for TFCA County Program Manager Funds are limited to a maximum of five percent (5%) of the actual Department of Motor Vehicles (DMV) fee revenues that correspond to each county, received ~~in~~for a given fiscal year. Interest earned on prior DMV funds received shall not be included in the calculation of the administrative costs. ~~All~~To be eligible for reimbursement ~~with TFCA funds of~~, administrative costs ~~(i.e., direct and indirect)~~ must be ~~requested and justified in writing~~clearly identified in the ~~project application or~~ expenditure plan~~, and approved in advance and in writing by~~ application and in the funding agreement between the Air District and the Program Manager.

~~14.~~17. **Expend Funds within Two Years:** County Program Manager Funds must be expended within two (2) years of receipt of the first transfer of funds from the Air District to the County Program Manager in the applicable fiscal year. A County Program Manager may, if it finds that significant progress has been made on a project, approve no more than two (2) one-year (1-year) schedule extensions for a project. Any subsequent schedule extensions for projects can only be given on a case-by-case basis, if the Air District finds that significant progress has been made on a project, and the funding agreement between the Program Manager and the Air District is amended to reflect the revised schedule.

~~15.~~18. **Unallocated Funds:** ~~Any~~Pursuant to HSC 44241(f), any TFCA County Program Manager funds that are not allocated to a project within six months of the Air District Board of Directors approval of the Program Manager's Expenditure Plan may be allocated to eligible projects by the Air District. The Air District shall make reasonable effort to award these funds to eligible projects within the same county from which ~~they~~the funds originated.

~~16.~~19. **Reserved for potential future use.**

~~17.~~20. **Reserved.**

~~18.~~21. **Reserved.**

ELIGIBLE PROJECT CATEGORIES

~~19.~~22. **Alternative Fuel Light-Duty Vehicles:**

Eligibility: For TFCA purposes, light-duty vehicles are those with a gross vehicle weight rating (GVWR) of 8,500 lbs. or lighter. Light-duty vehicle types and equipment eligible for funding include~~s~~:

A. New hybrid-electric, electric, fuel cell, and CNG/LNG vehicles certified by the CARB as meeting established super ultra low emission vehicle (SULEV), partial zero emission vehicle (PZEV), advanced technology-partial zero emission vehicle (AT-PZEV), or zero emission vehicle (ZEV) standards.
B. New electric neighborhood vehicles (NEV~~)~~) as defined in the California Vehicle Code.
C. CARB emissions compliant vehicle system retrofits that result in reduced petroleum use (e.g., plug-in hybrid systems).

Gasoline and diesel (non-hybrid) vehicles are not eligible for TFCA funding.

Funds are not available for non-fuel system upgrades such as transmission and exhaust systems and should not be included in the incremental cost of the project.

TFCA funds awarded may not exceed incremental cost after all other applicable manufacturer and local/state/federal rebates, tax credits, and cash equivalent incentives are applied. Incremental cost is the difference in cost between the purchase or lease price of the new vehicle and/or retrofit and its new conventional vehicle counterpart that meets, but does not exceed, ~~2010~~2011 emissions standards.

~~20.~~23. **Alternative Fuel Medium Heavy-Duty and Heavy Heavy-Duty Service Vehicles (~~Low~~low-mileage utility trucks in idling service):**

Eligibility: For TFCA purposes, medium and heavy-duty service vehicles are on-road motor vehicles with a Gross Vehicle Weigh Rating (GVWR) of 14,001 pounds or heavier. This category includes only vehicles in which engine idling is required to perform the primary function (for example, crane or aerial bucket trucks). In order to qualify for this incentive, each new vehicle must be placed into a service route that has a minimum idling time of 520 hours/year, and a minimum mileage of 500 miles/year.

TFCA funds awarded may not exceed the difference in the purchase or lease price of the new clean air vehicle that surpasses the applicable emissions standards and its new conventional vehicle counterpart that meets, but does not exceed, the emissions standards (incremental cost).

Scrapping Requirements: Project sponsors of heavy-duty clean air vehicles purchased or leased with TFCA funds that have model year ~~**1997**~~ 1998 or older heavy-duty diesel vehicles in their fleet are required to scrap one model year ~~**1997**~~1998 or older heavy-duty diesel vehicle for each new clean air vehicle purchased or leased with TFCA funds. ~~**Project sponsors with model year 1998 and newer heavy-duty diesel vehicles in their fleet may, but are not required to, meet this scrapping requirements. Applications that include scrapping components may receive additional credit towards the calculation of the overall cost effectiveness of the project.**~~ Costs related to the scrapping of heavy-duty vehicles are not eligible for reimbursement with TFCA funds.

~~21.~~24. **Alternative Fuel Heavy-Duty Vehicles (high mileage):**

Eligibility: For TFCA purposes, Alternative Fuel Heavy-Duty Vehicles are defined as follows: Light-heavy-duty vehicles (LHDV) are those with a GVWR between 8,501 lbs. and 14,000 lbs, medium-heavy-duty vehicles (~~MDV~~MHDV) are those with a GVWR between 14,001 lbs. and 33,000 lbs., and heavy-heavy-duty vehicles (HHDV) are those with a GVWR equal to or greater than 33,001 lbs. LHDV, ~~MDV~~MHDV and HHDV types and equipment eligible for funding include the following:

A. New hybrid-electric, electric, and CNG/LNG vehicles certified by the CARB or that are listed by the IRS as eligible for a federal tax credit pursuant to the Energy Policy Act of 2005.

B. CARB emissions compliant vehicle system retrofits that result in reduced petroleum use.

TFCA funding may not be used to pay for non-fuel system upgrades such as transmission and exhaust systems.

TFCA funds awarded may not exceed incremental cost after all other applicable manufacturer and local/state rebates, tax credits, and cash equivalent incentives are applied. Incremental cost is the difference in cost between the purchase or lease price of the vehicle and/or retrofit and its new conventional vehicle counterpart that meets, but does not exceed, ~~2010~~2011 emissions standards.

~~**Scrapping Requirements:** Project sponsors of heavy-duty clean air vehicles purchased or leased with TFCA funds that have model year 1997 or older heavy-duty diesel vehicles in their fleet are required to scrap one model year 1997 or older heavy-duty diesel vehicle for~~

~~each new vehicle purchased or leased with TFCA funds. Project sponsors with model year 1998 and newer heavy-duty diesel vehicles in their fleet may, but are not required to, meet this scrapping requirement. Costs related to the scrapping of heavy-duty vehicles are not eligible for reimbursement with TFCA funds.~~

Scrapping requirements are the same as those in Policy #23.

~~22.~~25. Alternative Fuel Buses:

Buses are subject to the same Eligibility and Scrapping requirements listed in Policy #~~21~~24.

For purposes of transit and school bus replacement projects, a bus is any vehicle designed, used, or maintained for carrying more than fifteen (15) persons, including the driver. A vehicle designed, used, or maintained for carrying more than ten (10) persons, including the driver, which is used to transport persons for compensation or profit, or is used by any nonprofit organization or group, is also a bus. A vanpool vehicle is not considered a bus.

~~23.~~26. Alternative Fuel Infrastructure:

Eligible refueling infrastructure projects include new dispensing and charging facilities, or additional equipment or upgrades and improvements that expand access to existing alternative fuel ~~refueling~~fueling/charging sites. This includes upgrading or modifying private fueling/charging stations to allow public and/or shared fleet access. Funding may be used to cover the cost of equipment and installation.

TFCA funded ~~refueling~~ infrastructure projects must be available to and accessible by the public. ~~Refueling equipment~~ Equipment and infrastructure must be designed, installed and maintained as required by the existing recognized codes and standards and approved by the local/state authority.

~~Applicants must provide data supporting the demand for the infrastructure (e.g., letters of support from potential users) and plans for maintaining the equipment in the future.~~

TFCA funding is limited to 50% of the total project cost and may not exceed a maximum award amount of $200,000 per project sponsor.

Eligible infrastructure projects include new electric vehicle charging facilities, or additional equipment or upgrades and improvements that expand access to existing electric vehicle charging sites. This includes upgrading or modifying private charging sites to allow public and/or shared fleet access. Funding may be used to cover the cost of equipment and installation.

TFCA-funded charging infrastructure projects must be available to and accessible by the public. Charging/charging equipment and infrastructure must be designed, installed and maintained as required by the existing recognized codes and standards and approved by the local/state authority.

Project sponsors are required to maintain the equipment for at least five years after installation.

TFCA funding is limited to 50% of the total project cost and may not exceed a maximum award amount of $200,000 per project sponsor.

TFCA funding may not be used to pay for fuel, electricity, operation, and maintenance costs.

~~24.~~27. **Reserved.**

~~25.~~28. **Shuttle/Feeder Bus Service:**

Shuttle/feeder bus service projects are those requesting funds to operate a shuttle or feeder bus route to or from a rail station, airport, or ferry terminal. To be eligible, shuttle/feeder bus service schedules must be coordinated with connecting rail or ferry schedules.

Shuttle/feeder bus service applicants must either: ~~a~~1) be a public transit agency or, ~~b~~2) submit documentation from the General Manager of the transit agency that provides service in the area of the proposed shuttle route, which demonstrates that the proposed shuttle service does not duplicate or conflict with existing transit agency service.

All vehicles used in shuttle/feeder bus service must meet the applicable CARB standards for public transit fleets use one of the following types of shuttle/feeder bus vehicles:

A. an alternative fuel vehicle (CNG, liquefied natural gas, propane, electric);

B. a hybrid-electric vehicle;

C. a post-~~1996~~1998 diesel vehicle with a CARB Verified Diesel Emission Control Strategy (e.g., retrofit); or

D. ~~a~~ A post-~~1989~~1990 gasoline-fueled vehicle.

Pilot shuttle/feeder bus service projects are required to meet a cost-effectiveness of $125,000/ton during the first two years of operation (see Policy # ~~3~~2). A pilot project is a defined route that is at least 70% unique and has not previously been funded through TFCA. Applicants must provide data supporting the demand for the service, letters of support from potential users and providers, and plans for financing the service in the future.

~~26.~~29. **Ridesharing Projects:**

Applications for projects that provide a direct or indirect financial transit or rideshare subsidy exclusively to employees of the project sponsor are not eligible.

~~27.~~30. **Bicycle Projects:**

New bicycle facility projects that are included in an adopted countywide bicycle plan or Congestion Management Program (CMP) are eligible to receive TFCA funds. Eligible projects are limited to the following types of bicycle facilities for public use that result in motor vehicle emission reductions: a) new Class-1 bicycle paths; b) new Class-2 bicycle lanes; c) new Class-3 bicycle routes; d) bicycle racks, including bicycle racks on transit buses, trains, shuttle vehicles, and ferry vessels; e) bicycle lockers; f) attended bicycle storage facilities; g) the purchase of ~~bicycles,~~two-wheeled or three-wheeled vehicles (self-propelled or electric), plus mounted equipment required for the intended service~~,~~ and helmets; and g) development of a region-wide web-based bicycle trip planning system. All bicycle facility projects must, where applicable, be consistent with design standards published in Chapter 1000 of the California Highway Design Manual.

~~28.~~31. **Arterial Management:**

Arterial management grant applications must specifically identify a given arterial segment and define what improvement(s) will be made to affect traffic flow on the identified arterial segment. Projects that provide routine maintenance (e.g., responding to citizen complaints about malfunctioning signal equipment) are not eligible to receive TFCA funding. Incident management projects on arterials are eligible to receive TFCA funding. Transit improvement projects include, but are not limited to, bus rapid transit and transit priority projects. For signal timing projects, TFCA funds may only be used for local arterial management projects where the affected arterial has an average daily traffic volume of 20,000 motor vehicles or more, or an average peak hour traffic volume of 2,000 motor vehicles or more. Each arterial segment must meet the cost-effectiveness requirement in Policy #2.

~~29.~~32. Smart Growth/Traffic Calming:

Physical improvements that support development projects and/or calm traffic, resulting in motor vehicle emission reductions, are eligible for TFCA funds, subject to the following conditions: **~~a) the~~**

A. The development project and the physical improvements must be identified in an approved area-specific plan, redevelopment plan, general plan, bicycle plan, traffic-calming plan, or other similar plan; and **~~b) the~~**

B. The project must implement one or more transportation control measures (TCMs) in the most recently adopted Air District **~~strategy~~** plan for State and national **~~ozone~~**ambient air quality standards. Pedestrian projects are eligible to receive TFCA funding.

Traffic calming projects are limited to physical improvements that reduce vehicular speed by design and improve safety conditions for pedestrians, bicyclists or transit riders in residential and retail areas. Only projects with a completed and approved environmental plan may be awarded TFCA funds.

DATE: October 6, 2010
TO: STA Board
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Senior and Disabled Transportation Advisory Committee – Appointment of Transit Contractor

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Background:
The Solano Transportation Authority works on a wide spectrum of transportation issues. These include mobility for senior citizens and disabled persons. The STA Board-appointed Paratransit Coordinating Council (PCC) is responsible for reviewing and provides input to the STA Board on transportation studies concerning seniors, the disabled, and paratransit services and makes recommendations on the funding priorities of paratransit capital grants. The SolanoExpress Intercity Transit Consortium is comprised of Solano County's six transit operators, Solano County and STA and coordinates on a variety of transit plans, services, and issues including senior and disabled transit services.

In 2004, STA completed a countywide Senior and Disabled Transit Plan. It projected that by 2030 the proportion of the County's population aged 65 and over would more than double from 9% at the time of the study to 19%. The study noted that as people age, they become less likely to maintain their driver's license while still needing to be mobile.

The STA 2009 Board Chair and County Supervisor Jim Spering requested and received support from the STA Board to have STA assist in organizing a countywide public forum specifically on the topic of Senior and Disabled Transportation. The first Summit was held in June 2009. Participants were a wide range of users, major stakeholders and policy makers: public, private and non-profit transportation program and service providers, State legislative staff, MTC and local City Councilmembers.

A second Senior and Disabled Transportation Summit II was held in October 2010. At both summits, there was interest expressed and concerns raised about how to continue the dialogue and partnerships' exhibited at the two summits. A new STA Board Advisory Committee consisting of a variety of stakeholders in the senior and disabled community. The Committee's purpose is to provide a countywide forum for coordination and funding of senior and disabled transportation services. In December 2009, the STA Board authorized and approved establishment, the purpose and membership categories of the new committee (Attachment A). Members were recruited for each category.

Discussion:
Two meetings of the Senior and Disabled Transportation Advisory Committee have been held. The next meeting is scheduled to be held Thursday, October 28. There has been interest expressed by a local transit contractor (MV Transportation) to be included as a member of the committee. MV Transportation is the transit contractor for the City of Benicia's Benicia Breeze, City of Fairfield's Fairfield and Suisun Transit (FAST) and City of Vallejo's Vallejo Transit

services. MV Transportation provides fixed-route and paratransit transit services throughout the United States. The committee was designed to be broad-based and inclusive. Adding a transit contractor would add an additional perspective to the committee.

Recommendation:

Approve the following:

1. Modify the Senior and Disabled Transportation Advisory Committee membership to include a Solano Transit Contractor as shown on Attachment A;
2. Appoint MV Transportation to fill the Solano Transit Contractor category on the Senior and Disabled Transportation Advisory Committee.

Attachments:

A. Proposed Revised Committee Purpose and Membership

ATTACHMENT A

Advisory Committee
for
Solano Seniors, Elderly and Disabled

Purpose: To provide a countywide forum for coordination and funding of senior and disabled transportation services

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Tasks:

- Provide forum for senior and disabled transportation Issues;
- Identify and advise STA, County of Solano, Cities and Senior Coalition on transportation issues for seniors and disabled individuals;
- Provide forum for coordination of senior and disabled transit services and funding for transit providers and non-profits;
- Develop funding priorities for senior and disabled transportation issues to the STA and serve as advisory committee for update on seniors and disability mobility study ; and
- Development of short-term and long-term funding strategy for seniors and disabled transportation.

Proposed Revised MEMBERSHIP:	
Transit Operators	• Benicia Breeze • Dixon Readi-Ride • Fairfield and Suisun Transit • Rio Vista Delta Breeze • Vacaville City Coach • Vallejo Transit
County of Solano	• Health and Social Services • Transportation
Non-Profit	• Faith in Action • Area Agency on Aging
Paratransit Coordinating Council Representative	
Solano Transit Contractor – MV Transportation	
Senior Coalition	
Solano Community College	
Medical Providers	• Kaiser • North Bay • Sutter Solano • Dialysis Center • Skilled Nursing Facility
STA	• Staff • 2 Board Member Liaisons
Members at Large (Eight)	One appointed by each Mayor and one by the Board of Supervisors

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Solano Transportation Authority

DATE: October 4, 2010
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Issue Request for Proposals for Detailed Preliminary Engineering and Final Design for Early Construction Packages for the I-80/I-680/State Route (SR) 12 Interchange

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Background:
Since 2001, STA staff has been working with project consultants, Caltrans and FHWA to complete improvements to the I-80/I-680/SR 12 Interchange Complex. In order to advance improvements to the Interchange in a timely fashion, four separate projects were identified for delivery including the I-80 High Occupancy Vehicle (HOV) Lanes Project, the North Connector Project, the I-80 Eastbound (EB) Cordelia Truck Scales Relocation Project and the I-80/I-680/SR 12 Interchange Project.

The I-80 HOV Lanes Project has been completed, the North Connector (east portion) is under construction, the I-80 EB Cordelia Truck Scales Relocation Project is currently in final design, with start of construction anticipated in 2011 and the I-80/I-680/SR 12 Interchange (subject of this staff report) is currently in the environmental phase.

Discussion:
The I-80/I-680/SR 12 Interchange is currently in the environmental phase and has recently achieved a major milestone in that the Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) was circulated on August 10, 2010. The Final EIS/EIR is expected to be completed in early 2011.

Now that the Project has reached this major milestone, the next step will be to proceed with detailed preliminary engineering and final design for early construction packages for the I-80/I-680/SR 12 Interchange. As such, staff is requesting the Board authorize the Executive Director to issue a Request for Proposals (RFP) to select two consultant teams to provide detailed preliminary engineering and final design services and to award contracts up to a total of $15.5 million.

Fiscal Impact:
The $15.5 million for detailed preliminary engineering and final design services for the I-80/I-680/SR 12 Interchange Project is being funded with bridge toll funds. A subsequent allocation request to the Metropolitan Transportation Commission (MTC) will be required.

Recommendation:
Authorize the Executive Director to:
1. Issue a Request for Proposals (RFP);
2. Select two consultant teams to provide detailed preliminary engineering and final design services; and
3. Award contracts up to a total of $15.5 million.

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DATE: October 4, 2010
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Implementation Priorities for I-80 Corridor Projects

Background:
The I-80 corridor in Solano County is one of the busiest in Northern California. Each day, the volume of cars, buses, and trucks exceed the roadway's capacity, causing long delays and back-ups, particularly during commute hours. Improving congestion along this corridor is a top priority for Solano County and the State of California.

The I-80/I-680/State Route (SR) 12 Interchange Project evolved out of the broader I-80/I-680/I-780 Major Investment Study (MIS). STA, in cooperation with Caltrans, initiated the MIS in 2001 to evaluate current and 2030 projected countywide mobility needs and corridor-related issues. In addition to the need to improve the Interchange Complex, the MIS also identified the need for High Occupancy Vehicle (HOV) Lanes along the corridor. In July 2010, the STA Board identified Alternative C (and Alternative C-1) as the locally preferred alternative for the I-80/I-680/SR 12 Interchange Project (Attachment A).

Already completed or on-going projects within the Interchange Complex include the I-80 HOV Lanes, the North Connector (Suisun Parkway), and the I-80 Eastbound Cordelia Truck Scales Relocation. The first project has been completed, the North Connector (Suisun Parkway) is under construction and the I-80 Eastbound Cordelia Truck Scales Relocation Project is currently in final design, with start of construction anticipated in 2011.

As part of the Metropolitan Transportation Commission (MTC) Transportation 2035 Plan: Change in Motion, it includes a vision for a Bay Area Express Lane Network. Solano County has two corridors identified by MTC in the proposed Bay Area Express Lanes Network, I-80 and I-680. I-80 represents to the east, the gateway to the Sacramento and Lake Tahoe regions. To the west, it serves as the gateway to the Bay Area. As part of the Bay Area Express Lanes network, the new I-80 HOV Lanes between Red Top Road and Air Base Parkway are identified by MTC as candidate for conversion to Express Lanes. New Express Lanes would have to be constructed on the remaining segments of I-80. Constructing Express Lanes in Solano County provides an opportunity for the construction of segments of these lanes within 5 to 10 years. These new lanes would provide for the HOV Lanes throughout the corridor, as HOV eligible vehicles are not proposed to pay a toll on the Express Lanes.

Caltrans and MTC are committed to using ramp metering as an effective traffic management strategy to maintain an efficient freeway system, by keeping it operating at or near capacity, and protecting the investment made in constructing the freeway system.

Ramp Metering is an integral part of the system management concept, which focuses on implementing operational strategies to reduce congestion and increase safety on California's state highway system. Ramp Metering is a low cost way to improve traffic flow on freeways. The meter allows traffic to enter the freeway at rate dependent on the conditions of the freeway traffic of concern to the cities is the potential impact on local arterials accessing the freeway at these ramp metering locations. Motorists are often delayed at the meter, but freeway speeds and overall travel times are improved.

MTC has proposed that I-80 corridor in Solano County receive an investment in federal Cycle 2 funds for Freeway Performance Initiative (FPI) for Ramp Metering and Traffic Operations Systems (TOS) elements.

Discussion:

The Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the I-80/I-680/SR 12 Interchange Project is being circulated for public comment. The Record of Decision is expected in early 2011 time frame. In addition, this Project was recently awarded $24 million of Proposition 1B Corridor Mobility Improvement Account (CMIA) funds by the California Transportation Commission (CTC). An initial construction project has been identified and would be ready to begin construction by 2012.

The I-80 Express Lanes priority project is the conversion of the existing High Occupancy Vehicle (HOV) Lanes and the new construction from Air Base Pkwy to I-505 in Vacaville (Attachment B). Currently, STA is preparing to proceed with a single environmental document for this combined work, with the flexibility to construct in phases. STA has a $1.1 million allocation of Regional Measure 2 (RM 2) funds loaned from the I-80/I-680/SR 12 project to initiate preliminary engineering for the Project. Staff is working with MTC to fully fund the Project Approval/Environmental Document (PA/ED) phase. This work is estimated to be $15 million. Funding is being sought as either a loan from the RM 2 funds dedicated to the I-80/I-680/SR 12 Interchange or other bridge tolls available from project savings in the Bay Area. If the Interchange Project loans the Express Lanes $15 million in bridge toll funds, the currently identified first construction package would remain fully funded for the interchange.

With the approval of the I-80 HOV Lanes Project, ramp metering equipment installation within this Project limits will begin construction once the State Budget is approved. In addition, the I-80 Express Lanes Project through I-505 in Vacaville will require the installation of ramp metering as well. In advance of the metering lights being turned on through the Fairfield area on I-80, STA staff in partnership with Caltrans and the Cities along the corridor will be engaged to discuss policies and procedures required for this work. The intent is to engage the entire corridor as what happens in the Fairfield segment of I-80 will determine the requirements for the entire corridor looking ahead.

On September 29, 2010, the STA Technical Advisory Committee unanimously recommended the STA designate the I-80/I-680/SR 12 Interchange Project, I-80 Red Top to I-505 Express Lanes Project and I-80 Freeway Performance Initiative (FPI) Traffic Operations System along the I-80 corridor as STA priorities for implementation.

Recommendation:
Approve the following implementation priorities for the I-80 Corridor:

1. The I-80/I-680/SR 12 Interchange Project;
2. I-80 Red Top to I-505 Express Lanes Project; and
3. I-80 Freeway Performance Initiative (FPI) Traffic Operations System along the I-80.

Attachments:

A. I-80/I-680/SR 12 Interchange Project, Alterative C and C-1
B. STA I-80 Express Lanes Map

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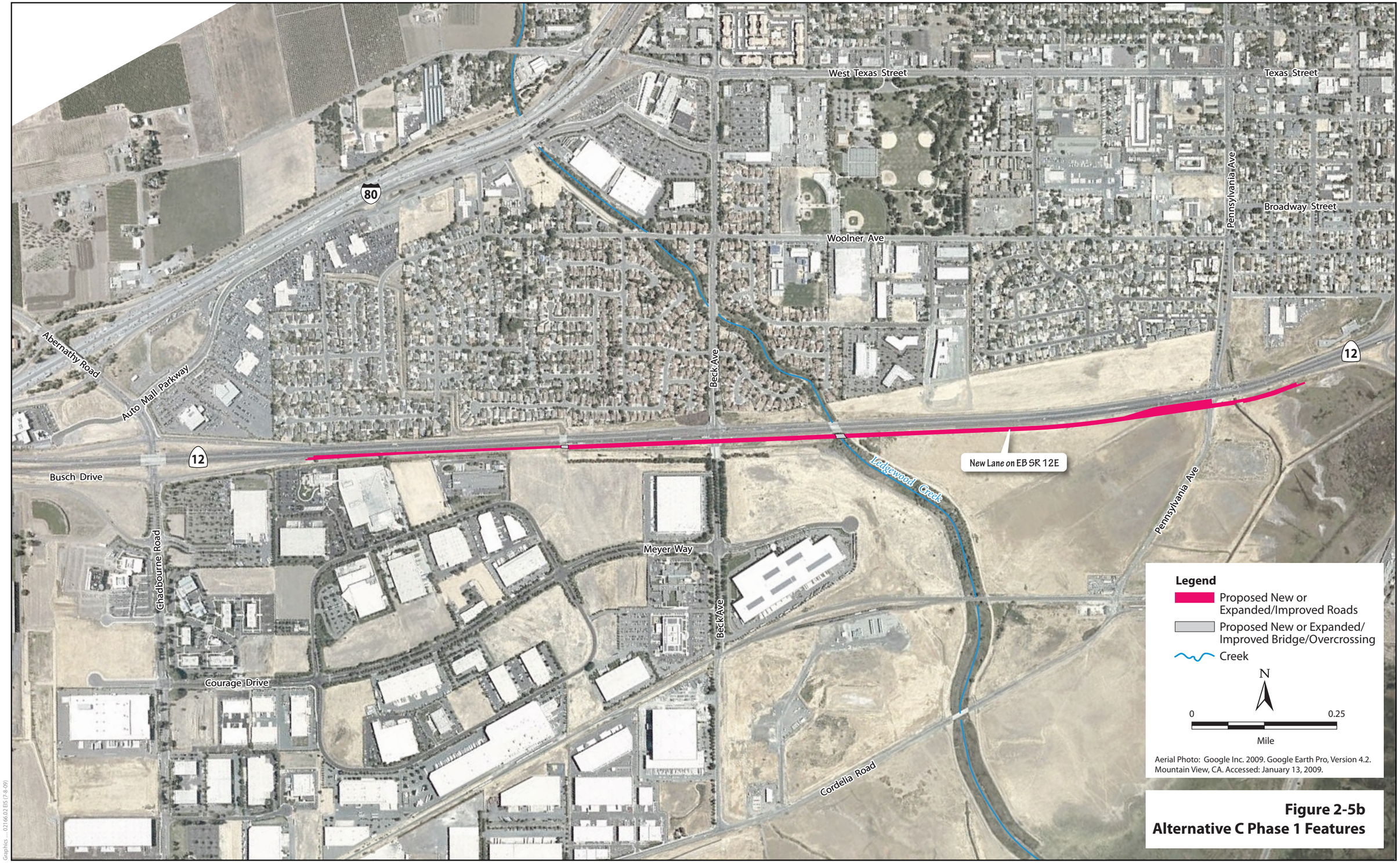


Figure 2-5b
Alternative C Phase 1 Features

Graphics: 02166.02 EIS (7-8-09)

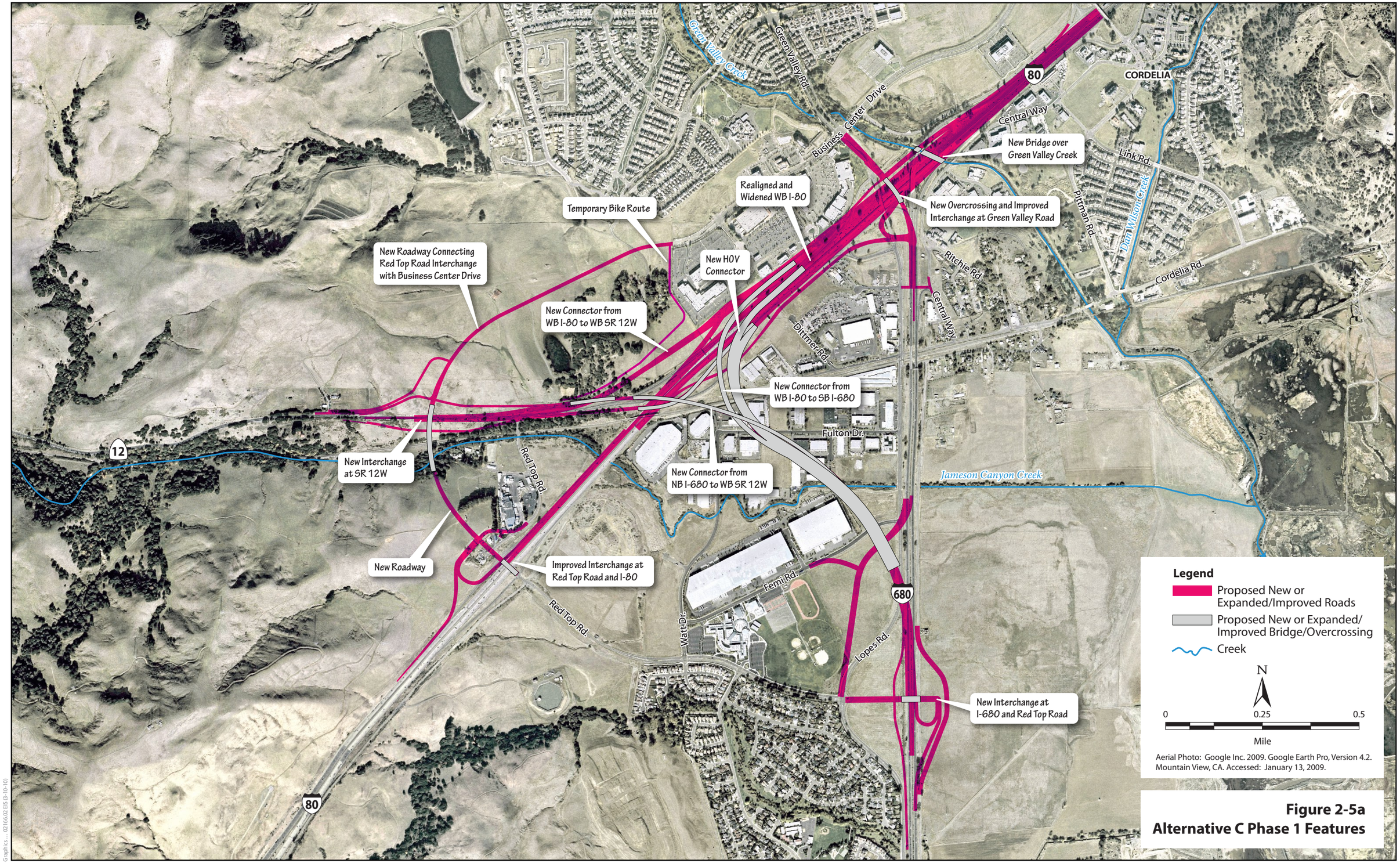
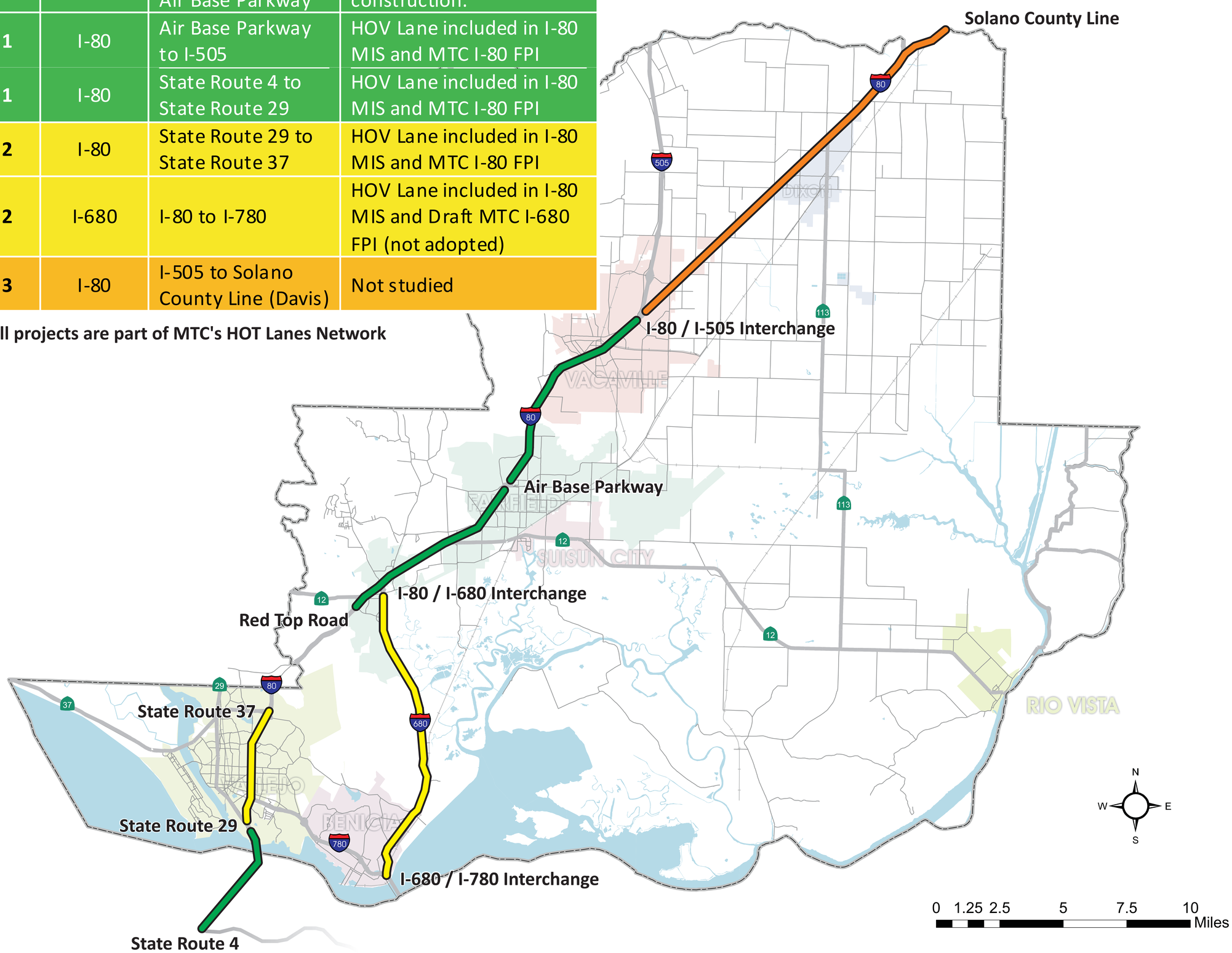


Figure 2-5a
Alternative C Phase 1 Features

Graphics_ 02166.02 EIS (3-10-10)

Tier	Highway	Project Scope	Status*
1	I-80	Red Top Road to Air Base Parkway	HOV Lane under construction.
1	I-80	Air Base Parkway to I-505	HOV Lane included in I-80 MIS and MTC I-80 FPI
1	I-80	State Route 4 to State Route 29	HOV Lane included in I-80 MIS and MTC I-80 FPI
2	I-80	State Route 29 to State Route 37	HOV Lane included in I-80 MIS and MTC I-80 FPI
2	I-680	I-80 to I-780	HOV Lane included in I-80 MIS and Draft MTC I-680 FPI (not adopted)
3	I-80	I-505 to Solano County Line (Davis)	Not studied

*** All projects are part of MTC's HOT Lanes Network**



Solano Transportation Authority

High Occupancy Toll (HOT) Lanes

3 Tiers of Solano HOT Lane Priorities

February 11, 2009

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Solano Transportation Authority

DATE: September 30, 2010
TO: STA Board
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: STA's Draft 2011 Legislative Priorities and Platform

Background:
Each year, STA staff monitors state and federal legislation that pertains directly to transportation and related issues. On November 18, 2009, the STA Board adopted its 2010 Legislative Priorities and Platform to provide policy guidance on transportation legislation and the STA's legislative activities during 2010. The STA Legislative Matrix (Attachment A) is highlighted with the year-end results of the state legislative activity. Monthly State and Federal legislative reports are included (Attachments C and D, respectively).

Discussion:
To help ensure the STA's transportation policies and priorities are consensus-based, the STA's Legislative Platform and Priorities is first developed in draft form by staff with input from the STA's state and federal legislative consultants. The draft is distributed to STA member agencies and members of our federal and state legislative delegations for review and comment prior to adoption by the STA Board. The STA Technical Advisory Committee (TAC) and Transit Consortium reviewed the Draft 2011 Legislative Platform and Priorities (Attachment B) for comment at the TAC and Consortium meetings on September 30th and have forwarded a recommendation to the STA Board to distribute the document for a 30-day review and comment period.

With no significant changes from the TAC and Consortium, and with additional comments from our state and federal legislative lobbyists, staff recommends the draft document be distributed for a 30-day review and comment period. The Final Draft 2011 Legislative Platform and Priorities will be placed on the December 2010 STA Board agenda for consideration of adoption.

Recommendation:
Authorize the Executive Director to distribute the Draft 2011 Legislative Priorities Platform for a 30-day review and comment period.

Attachments:
A. STA Legislative Matrix
B. STA's Draft 2011 Legislative Priorities and Platform
C. State Legislative Update (Shaw/Yoder/Antwih)
D. Federal Legislative Update (Akin Gump)

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Solano Transportation Authority

LEGISLATIVE MATRIX

2009-2010 State and Federal Legislative Session

October 4, 2010

Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City CA 94585-2427
Phone: 707-424-6075 Fax: 707-424-6074
http://www.solanolinks.com/programs.html#lp

AB = Assembly Bill; **ACA** = Assembly Constitutional Amendment; **ASM** = Assembly; **SB** = Senate Bill; **SCA** = Senate Constitutional Amendment; **SEN** = Senate

STATE Legislation:

Bill Number/Topic	Location	Summary	Position
AB 744 **Torrico D** Transportation: Bay Area high-occupancy vehicle network.	SEN. APPR. SUSPENSE FILE 12/10/09 - (Corrected Dec. 10.) In committee: Held under submission.	This bill would authorize the Bay Area Toll Authority to acquire, construct, administer, and operate a value pricing high-occupancy vehicle network program on state highways within the geographic jurisdiction of the Metropolitan Transportation Commission, as specified. The bill would authorize capital expenditures for this program to be funded from program revenues, revenue bonds, and revenue derived from tolls on state-owned toll bridges within the geographic jurisdiction of MTC. **Last Amended on 7/15/2009**	**Support**
AB 2187 **Perez D** Safe Routes to School Construction Program	Vetoed by the Governor	Modifies the Safe Routes to School (SR2S) program to authorize schools to apply for SR2S grants under the state SR2S program and to require the California Department of Transportation (Caltrans) to establish a multidisciplinary SR2S committee, with a prescribed membership, to advise the department; allows Caltrans to require a school district to have a city or county serve as the responsible agency for a project. **Last Amended on 8/20/2010**	
AB 2620 **Eng D** Transportation: toll facilities.	SEN APPR. 8/2/10 - First hearing cancelled at author's request.	The most recent version of the bill is a "gut and amend" that was recently amended to change the overhead rate that the Department of Transportation (Caltrans) charges for reimbursed work it performs for local agencies or private entities in order to make it more competitive in obtaining work from local jurisdictions. STA was opposed to previous versions of the bill which would have required that 15% of all net revenues collected within a corridor be used to fund SHOPP projects in the corridor which collected the fees. The bill also would have authorized Caltrans to jointly apply with the public agency implementing the toll facility to direct the funds to non-SHOPP projects on the state highway system within the county. **Last Amended on 6/22/2010**	**Oppose** *(05/12/10)*
SB 82 **Hancock D** Community colleges: parking and transportation fees	Signed by the Governor. Chaptered by Secretary of State. Chapter 619, Statutes of 2010	Existing law limits the transportation fee and parking services fee to $60 per semester or $30 per inter-session that community college districts are authorized to charge students and district employees. This bill would increase the combined limit to $70 per semester or $35 per intersession. This bill increases the transportation fee caps that have been in place for over 10 years. Transportation services have increased significantly, therefore the current caps create a disincentive for community college districts to provide discounted mass transit opportunities for students and faculty. This bill addresses this problem by increasing the maximum amount the districts are authorized to charge for transportation services. **Last Amended 8/31/10**	

Bill Number/Topic	Location	Summary	Position
SB 409 **Ducheny D** Passenger rail programs: strategic planning.	ASM. APPROPS. 8/13/10 – Set, second hearing, held in committee and under submission.	Existing law creates the Department of Transportation in the Business, Transportation and Housing Agency (BT&H), with various powers and duties relative to the intercity passenger rail program, among other transportation programs. Existing law creates in state government the High-Speed Rail Authority, with various powers and duties relative to development and implementation of a high-speed passenger train system. The authority has 9 members, 5 appointed by the Governor and 4 appointed by the Legislature. Existing law also creates in state government the California Transportation Commission (CTC), with various powers and duties relative to programming of transportation capital projects and assisting the Secretary of BT&H in formulating state transportation policies. This bill would: place the High-Speed Rail Authority within the BT&H; require the 5 members of the authority appointed by the Governor to be appointed with the advice and consent of the Senate; require authority to annually submit a funding plan to CTC for approval, identifying the need for investments during the fiscal year and the amount of bond sales necessary. This bill contains other related provisions. **Last Amended on 8/2/2010**	**Support with Amendments** *(05/12/10)*
SB 1348 **Steinberg D** California Transportation Commission: guidelines.	Vetoed by the Governor	Existing law generally provides for programming and allocation of state and federal funds available for transportation capital improvement projects by the California Transportation Commission, pursuant to various requirements. Existing law authorizes the commission, in certain cases, to adopt guidelines relative to its programming and allocation policies and procedures. This bill would establish specified procedures that the commission would be required to utilize when it adopts guidelines pursuant to a statutory authorization or mandate that exempts the commission from the requirements of the Administrative Procedure Act. This bill contains other existing laws. **Last Amended on 8/9/2010**	**Watch** *(05/12/10)*
SB 1418 **Wiggins D** Transportation: motorist aid services.	ASM TRANS 6/28/10 Failed Passage (5 to 6).	Makes a number of changes to state law governing service authorities for freeway emergencies. Specifically, the bill: Deletes the requirement that an authority operate and fund a system of call boxes. Requires an authority to spend its funds on implementation, maintenance, and operation of systems, projects, and programs to aid and assist motorists, including, but not limited to, a call box system, freeway service patrol, mobile roadside assistance systems, intelligent transportation systems, incident management programs and coordination, traveler information system programs, and support for traffic operation centers. Allows an authority to charge a fee of up to $2 per vehicle in the county, in $1 increments. Provides that an authority's amendment to its existing call box plan is deemed approved if Caltrans and CHP do not reject the amendment within 60 days of receipt. Allows the Bay Area's Metropolitan Transportation Commission (MTC), in counties where it functions as the authority, to place call boxes in parking or roadway area, under specified terms, in state and federal parks where telecommunication services are unavailable, provided that MTC and the park administrator agree. Limits the applicability of Americans with Disabilities Act (ADA) requirements to call boxes, as opposed to the entire motorist aid system. **Last Amended on 6/21/10**	**Watch** *(05/12/10)*

Bill Number/Topic	Location	Summary	Position
SB 1445 **DeSaulnier D** Planning.	ASM APPROPS. 8/23/10 Re-referred to Approps Comm.	~~Existing law creates the Strategic Growth Council consisting of the Director of State Planning and Research, the Secretary of the Natural Resources Agency, the Secretary for Environmental Protection, the Secretary of Business, Transportation and Housing, the Secretary of California Health and Human Services, and one public member appointed by the Governor. Existing law specifies the powers and duties of the council with respect to identification and review of activities and programs of member agencies that may be coordinated to improve certain planning and resource objectives and associated matters, including provision of financial assistance to support the planning and development of sustainable communities. Existing law requires the council to report to the Legislature not later than July 1, 2010, and every year thereafter, on the financial assistance provided. This bill would instead provide for an initial reporting date of July 1, 2012. The bill would require the council to coordinate certain of its activities with the Planning Advisory and Assistance Council. This bill contains other related provisions and other existing laws.~~ This bill allows an Metropolitan Planning Oranization (MPO), a Council of Governments (COG), or a county transportation commission and a subregional COG jointly preparing a subregional sustainable communities strategy (referred to as "Authorities" in the bill) to adopt a measure authorizing it to implement and impose a fee, subject to approval by voters, of up to $4 maximum in every county within its jurisdiction on vehicle registration. The bill also adds additional members to the Planning Advisory and Assistance Council (PAAC). Any fee beyond $2 would be used to fund grants to cities, counties or congestion management agencies for planning and projects related to the implementation of a sustainable communities strategy or a regional blueprint plan. The bill allows the fee revenue to be split with the local air quality management district pursuant to an agreement with that district. Additionally the bill adds to the membership of the PAAC several members from MPOs and COGs, and requires that 1% of the fee revenue go to support the activities of the PAAC. This bill is similar to SB 406 (DeSaulnier). **Last Amended on 8/20/2010**	**Watch** *(05/12/10)*

FEDERAL Legislation:

Bill Number/Topic	Location	Summary	Position
HR 2454 **Waxman** (D-CA) American Clean Energy and Security Act of 2009 *Safe Climate Act*	7/7/2009: Read second time. Placed on Senate Legislative Calendar under General Orders. Calendar No. 97.	To create clean energy jobs, achieve energy independence, reduce global warming pollution and transition to a clean energy economy. This bill would reduce US emissions 17 percent by 2020 from 2005 levels, with no allowances to transit agencies and local governments. Large MPOs and states would need to develop plans establishing goals to progressively reduce transportation-related greenhouse gas emissions within 3 years of the bill's enactment. Strategies include: efforts to increase public transportation (including commuter rail service and ridership); updates to zoning and other land use regulations and plans to coordinate transportation and land use planning; construction of bike and pedestrian pathways to support "complete streets" policy and telecommuting; adoption of pricing measures and parking policies; and intermodal freight system planning.	None
S 1156 **Harkin (D-IA)** Safe Routes to School Program Reauthorization Act	05/21/09: Referred to Senate committee; read twice and referred to Committee on Environment and Public Works.	This bill would provide $600 million annually to fund the program. Likely to be included in the surface transportation reauthorization bill, it would fund infrastructure improvements (sidewalks, pathways, bike lanes, and safe crossings), as well as educational, law enforcement, and promotional efforts to make it safer for children to walk and bicycle to and from school. The bill would also expand eligibility to include high schools, allow funds to be used to improve bus stop safety and expand access in rural communities; improve project delivery and reduce overhead by addressing regulatory burdens; and authorize research and evaluation of the program.	None
S 3412 Dodd (D-CT) Public Transportation Preservation Act of 2010	5/25/10: Read twice and referred to the Committee on Banking, Housing, and Urban Affairs	This bill would authorize $2 billion in emergency operating assistance through fiscal year 2011 for public transit agencies. Transit agencies could use the funds to reduce fare increases and restore services cut after January 2009, or prevent future service cuts or fare hikes through September 2011. Agencies that have not hiked fares or slashed services would be able to use the money for infrastructure improvements. The grants would be distributed through existing formulas, with a small amount set aside for oversight and administration.	**Support** *(06/09/10)*

Updated 10/5/2010 1:37 PM

Solano Transportation Authority
201~~0~~1 Legislative Priorities and Platform

(For Review by STA Board~~Adopted by STA Board~~ on 10/13/10~~11/18/09~~)

LEGISLATIVE PRIORITIES

1. Pursue federal funding for the following priority projects and transit services:

~~A. New Authorization as submitted for Federal Fiscal Year (FFY) 2010~~
~~1. I-80/I-680/SR 12 Interchange~~
~~2. Travis AFB North Gate Access Improvements/Jepson Parkway Project~~
~~3. Alternative Fuel SolanoExpress Bus Replacement~~
~~4. Vacaville Intermodal Station (Phase 2)~~

~~B. Appropriations as submitted for Federal Fiscal Year (FFY) 2010~~
~~1. Travis AFB North Gate Access Improvements/Jepson Parkway Project~~
~~2. Fairfield Transportation Center~~
~~3. Alternative Fuel SolanoExpress Bus Replacement~~
~~4. Vacaville Intermodal Station (Phase 2)~~
~~5. SR 12 Major Investment Study~~

~~C.~~A. New Authorization in surface transportation legislation ~~as proposed for Federal Fiscal Year (FFY) 2016~~
1. I-80/I-680/SR 12 Interchange (Phase 2)
2. Jepson Parkway Project
3. Vacaville Intermodal Station (Phase 2)
~~2. Travis AFB North Gate Access Improvements~~
~~3. Jepson Parkway Project~~
~~4. North Connector West End at SR 12~~
~~5. Fairfield Transportation Center~~

~~D.~~B. Appropriations as proposed for Federal Fiscal Year (FFY) 201~~1~~2
1. Dixon Intermodal/B Street Pedestrian Undercrossing (SR2S)
2. Curtola Transit Center (Phase 1)
3. Fairfield Transportation Center
~~1. Travis AFB North Gate Access Improvements/Jepson Parkway Project~~
~~2. Fairfield Transportation Center~~
~~3. Alternative Fuel SolanoExpress Bus Replacement~~
~~4. Safe Routes to School~~
~~5. Dixon Intermodal/Parkway Blvd. Rail Crossing~~
~~6. I-80 Corridor Vallejo Economic Development Plan~~
~~7. Vallejo Ferry Station (Future phase)~~
~~8. Curtola Transit Center (Phase 1)~~

2. Monitor and support, as appropriate, legislative proposals to increase funding for transportation infrastructure, operations and maintenance in Solano County.

3. Seek/sponsor legislation in support of initiatives that increase the overall funding levels for transportation priorities in Solano County.

4. Oppose efforts to reduce or divert funding from transportation projects.

5. Support initiatives to pursue the 55% voter threshold for county transportation infrastructure measures.

6. Support establishment of regional Express Lanes network (High Occupancy Toll) with assurance that revenues collected for the use of ~~HOT~~Express Lanes are spent to improve operations and mobility for the corridor in which they originate.

7. Support or sponsor Express Lanes ~~(High Occupancy Toll)~~ on the I-80 Corridor in coordination with the regional express lane network, or as a demo project if the regional express lane network legislation is unsuccessful or does not provide the flexibility of the I-80 corridor working group to determine the expenditure plans for the corridor.

8. Monitor the implementation of the California Global Warming Solutions Act of 2006, including the development and issuance of implementing rules by the California Air Resources Board and the State Office of Planning and Research.

9. Monitor implementation of SB 375 (Steinberg), including establishment of regional emission reduction targets. ~~Ensure that local~~ Participate in the development of the Bay Area Sustainable Communities Strategy~~ies~~ (SCS) and ensure that local initiatives are included as part of the development of regional SCS.

10. Monitor proposals and, where appropriate, support efforts to exempt projects funded by local ~~sales tax measures~~voter-approved funding mechanisms from the provisions of SB 375 (Steinberg).

11. Support legislation to finance cost effective conversion of public transit fleets to alternative fuels.

12. Support efforts to protect and preserve funding in Public Transportation Account (PTA) base, Prop. 42 and secure spillover funds to ~~transportation~~transit.

13. Monitor any new bridge toll proposals, support the implementation of projects funded by bridge tolls in and/or benefitting Solano County~~Regional Measure 2 (RM 2) and AB 1171~~.

14. Support federal and state legislation framed by California Consensus Principles (Item XV).

15. Support federal and state legislation framed by California Consensus Principles (Item XV) that provides funding for movement of goods along corridors (i.e. I-80, SR 12, Capitol Corridor) and facilities (i.e., Cordelia Truck Scales).

LEGISLATIVE PLATFORM

I. Alternative Modes (Bicycles, HOV, Livable Communities, Ridesharing)

1. Support legislation promoting bicycling and bicycle facilities as a commuter option.

2. Support legislation providing land use incentives in connection with rail and multimodal transit stations – Transit Oriented Development.

3. Support legislation and regional policy that provide qualified Commuter Carpools and Vanpools with reduced tolls on toll facilities as an incentive to encourage and promote ridesharing.

4. Support legislation that increases employers' opportunities to offer commuter incentives.

5. Support legislative and regulatory efforts to ensure that projects from Solano County cities are eligible for state and regional funding of Transportation Oriented Development (Transit Oriented Development) projects, including Proposition 1C funds. Ensure that development and transit standards for TOD projects can be reasonably met by developing suburban communities.

6. Support establishment of regional Express Lanes network (High Occupancy Toll) with assurance that revenues collected for the use of ~~HOT~~Express Lanes are spent to improve operations and mobility for the corridor in which they originate. (Priority #6)

7. Support or sponsor Express Lanes ~~(High Occupancy Toll)~~ on the I-80 Corridor in coordination with the regional express lane network, or as a demo project if the regional express lane network legislation is unsuccessful or does not provide the flexibility of the I-80 corridor working group to determine the expenditure plans for the corridor. (Priority #7)

~~7.~~8. Support federal legislation that authorizes funding for livable communities projects and programs.

II. Climate Change/Air Quality

1. Monitor the implementation of the 2004 Ozone Attainment Plan by the Environmental Protection Agency (EPA).

2. Monitor the implementation of the California Global Warming Solutions Act of 2006, including the development and issuance of implementing rules by the California Air Resources Board and the State Office of Planning and Research. *(Priority #8)*

3. Monitor implementation of SB 375 (Steinberg), including establishment of regional emission reduction targets. Ensure that local Sustainable Communities Strategies (SCS) are included as part of the development of regional SCS. (Priority #9)

4. Monitor proposals and, where appropriate, support efforts to exempt projects funded by local ~~sales tax measures~~voter-approved funding mechanisms from the provisions of SB 375 (Steinberg). *(Priority #10)*

5. Support legislation, which ensures that any fees imposed to reduce vehicle miles traveled, or to control mobile source emissions, are used to support transportation programs that provide congestion relief or benefit air quality.

6. Support legislation providing infrastructure for low, ultra-low and zero emission vehicles.

7. Monitor and comment on regulations regarding diesel fuel exhaust particulates and alternative fuels.

8. Support policies that improve the environmental review process to minimize conflicts between transportation and air quality requirements.

~~8.~~9. Support legislation that allows for air emission standards appropriate for infill development linked to transit centers and/or in designated Priority Development Areas. Allow standards that tolerate higher levels of particulates and other air pollutants in exchange for allowing development supported by transit that reduces greenhouse gas emissions.

~~9.~~10. Monitor energy policies and alternative fuel legislation or regulation that may affect fleet vehicle requirements for mandated use of alternative fuels.

~~10.~~11. Support legislation to provide funding for innovative, intelligent/advanced transportation and air quality programs, which relieve congestion, improve air quality and enhance economic development.

~~11.~~12. Support legislation to finance cost effective conversion of public transit fleets to alternative fuels. *(Priority #11)*

~~12.~~13. Support income tax benefits or incentives that encourage use of alternative fuel vehicles, vanpools and public transit without reducing existing transportation or air quality funding levels.

~~13.~~14. Support federal climate change legislation that provides funding from cap and trade programs to local transportation agencies for public transportation.

~~*III. Congestion Management*~~

~~2. Monitor administrative or legislative action to ensure consistency among the Federal congestion management and the State's Congestion Management Program requirements.~~

IV. Employee Relations

1. Monitor legislation and regulations affecting labor relations, employee rights, benefits, and working conditions. Preserve a balance between the needs of the employees and the resources of public employers that have a legal fiduciary responsibility to taxpayers.

2. ~~2.~~ Monitor any legislation affecting workers compensation that impacts employee benefits, control of costs, and, in particular, changes that affect self-insured employers.

3. Monitor legislation affecting the liability of public entities, particularly in personal injury or other civil wrong legal actions.

V. Environmental

1. Monitor ~~recently passed and anticipated follow-up~~ legislation and regulatory proposals related to management of the Sacramento-San Joaquin River Delta, including those that would impact existing and proposed transportation facilities such as State Route 12 and State Route 113.

2. Monitor sea-level rise and climate change in relation to existing and proposed transportation facilities in Solano County.

3. Monitor proposals to designate new species as threatened or endangered under either the federal or state Endangered Species Acts. Monitor proposals to designate new "critical habitat" in areas that will impact existing and proposed transportation facilities.

4. Monitor the establishment of environmental impact mitigation banks to ensure that they do not restrict reasonably-foreseeable transportation improvements.

~~4.~~5. Monitor legislation and regulations that would impose requirements on highway construction to contain stormwater runoff.

VI. Ferry

1. Protect the existing source of operating and capital support for Vallejo Baylink ferry service, most specifically the Bridge Tolls-Northern Bridge Group "1st and 2nd dollar" revenues which do not jeopardize transit operating funds for Vallejo Transit bus operations.

2. Monitor implementation of SB 1093 (Vallejo Baylink Ferry transition to the San Francisco Bay Area Water Emergency Transportation Authority, or WETA) and support efforts to ensure ~~current~~ appropriate level of service directly between Vallejo and San Francisco.

~~2.~~3. Monitor surface transportation authorization legislation to ensure adequate funding for ferry capital projects.

VII. Funding

1. Protect Solano County's statutory portions of the state highway and transit funding programs.

2. Seek a fair share for Solano County of any federal and state discretionary funding made available for transportation grants, programs and projects.

3. Protect State Transportation Improvement Program (STIP) funds from use for purposes other than those covered in SB 45 of 1997 (Chapter 622) reforming

transportation planning and programming, and support timely allocation of new STIP funds.

4. Support state budget and California Transportation Commission allocation to fully fund projects for Solano County included in the State Transportation Improvement Program and the Comprehensive Transportation Plans of the county.

5. Support efforts to protect and preserve funding in Public Transportation Account (PTA) base, Prop. 42 and secure spillover funds to ~~transportation~~transit. *(Priority #12)*

6. Seek/sponsor legislation in support of initiatives that increase the overall funding levels for transportation priorities in Solano County. *(Priority #3)*

7. Support measures to restore local government's property tax revenues used for general fund purposes, including road rehabilitation and maintenance.

8. Support legislation to secure adequate budget appropriations for highway, bus, rail, air quality and mobility programs in Solano County.

9. Support initiatives to pursue the 55% or lower voter threshold for county transportation infrastructure measures. *(Priority #5)*

10. Ensure that fees collected for the use of ~~High Occupancy Toll (HOT~~Express~~)~~ Lanes are spent to improve operations and mobility for the corridor in which they originate. (Priority #6)

11. Support federal and state legislation framed by California Consensus Principles (Item #XV) that provides funding for movement of goods along corridors (i.e. I-80, SR 12, Capitol Corridor) and facilities (i.e., Cordelia Truck Scales). *(Priority #14)*

12. Support efforts to quickly enact legislation that reauthorizes the Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users (SAFETEA-LU), and provides a fair share return of funding to California.

13. Support efforts to reauthorize federal transportation policy and funding as framed by California Consensus Principles (Item XV), focusing efforts on securing funding for high priority regional transportation projects.

14. Support legislation or the development of administrative policies to allow a program credit for local funds spent on accelerating STIP projects through right-of-way purchases, or environmental and engineering consultant efforts.

15. Support or seek legislation to assure a dedicated source of funding, other than the State Highway Account for local streets and roads maintenance and repairs, and for transit operations.

16. Monitor the distribution of ~~s~~State and regional transportation demand management funding.

17. Oppose any proposal that could reduce Solano County's opportunity to receive transportation funds, including diversion of state transportation revenues for other purposes. Fund sources include, but are not limited to, State Highway Account (SHA), Public Transportation Account (PTA), and Transportation Development Act (TDA) and any ballot initiative. (Priority #4)

18. Support legislation that encourages multiple stakeholders from multiple disciplines to collaborate with regard to the application for and the awarding of Safe Routes to School grants.

~~17. Support legislative proposals that authorize Solano County or the Solano Transportation Authority to levy a vehicle registration fee to fund projects that reduce, prevent and remediate the adverse environmental impacts of motor vehicles and their associated infrastructure.~~

~~*IX. Liability*~~

~~1. Monitor legislation affecting the liability of public entities, particularly in personal injury or other civil wrong legal actions.~~

~~*X. Paratransit*~~

1. ~~In partnership with other affected agencies and local governments seek additional funding for paratransit operations, including service for persons with disabilities and senior citizens.~~

VIII. Project Delivery

1. Monitor legislation to encourage the Federal Highway Administration, Federal Transit Administration, and the Environmental Protection Agency to reform administrative procedures to expedite federal review and reduce delays in payments to local agencies and their contractors for transportation project development, right-of-way and construction activities.

2. Support legislation and/or administrative reforms to enhance Caltrans project delivery, such as simultaneous Environmental Impact Report (EIR) and engineering studies, design-build authority, and a reasonable level of contracting out of appropriate activities to the private sector.

3. Support legislation and/or administrative reforms that result in cost and/or time savings to environmental clearance processes for transportation projects.

4. Continue to streamline federal application/reporting/monitoring requirements to ensure efficiency and usefulness of data collected and eliminate unnecessary and/or duplicative requirements.

IX. Rail

1. In partnership with other affected agencies, sponsor making Capitol Corridor Joint Powers Authority an eligible operator for state transit assistance funds.

2. In partnership with other counties located along Capitol Corridor, seek expanded state commitment for funding passenger rail service, whether state or locally administered.

3. Support legislation and/or budgetary actions to assure a fair share of State revenues of intercity rail (provided by Capitol Corridor) funding for Northern California and Solano County.

4. Seek legislation to assure that dedicated state intercity rail funding is allocated to the regions administering each portion of the system and assure that funding is distributed on an equitable basis.

5. Seek funds for the expansion of intercity, and development of regional and commuter rail service connecting Solano County to the Bay Area and Sacramento regions.

6. Monitor the implementation of the High Speed Rail project.

~~6.~~7. Support efforts to fully connect Capitol Corridor trains to the California High Speed Rail system, and ensure access to state and federal high speed rail funds for the Capitol Corridor.

X~~I~~I. Safety

1. Monitor legislation or administrative procedures to streamline the process for local agencies to receive funds for road and levee repair and other flood protection.

2. Monitor implementation of the Safety Enhancement-Double Fine Zone designation on SR 12 from I-80 in Solano County to I-5 in San Joaquin County, as authorized by AB 112 (Wolk).

3. Support legislation to further fund replacement of at-grade railroad crossings with grade-separated crossings.

4. Support legislation to further fund Safe Routes to School and Safe Routes to Transit programs in Solano County.

XI~~I~~I. Transit

1. Protect funding levels for transit by opposing state funding source reduction without substitution of comparable revenue.

2. Support an income tax credit to employers for subsidizing employee transit passes.

3. Support tax benefits and/or incentives for programs to promote the use of public transit.

4. In partnership with other transit agencies, seek strategies to assure public transit receives a fair share of funding for welfare-to-work social services care, and other community-based programs.

5. ~~Support~~ Monitor efforts to ~~eliminate or ease~~change Federal requirements and regulations regarding the use of federal transit funds for transit operations ~~in~~ for rural, small and large Urbanized Areas (UZAs).

6. In addition to new bridge tolls, work with MTC to generate new regional transit revenues to support the ongoing operating and capital needs of transit services, including bus, ferry and rail. *(Priority # 13)*

7. In partnership with other affected agencies and local governments seek additional funding for paratransit operations, including service for persons with disabilities and senior citizens.

XII~~V~~. *Movement of Goods*

1. Monitor and support initiatives that augment planning and funding for movement of goods via maritime-related transportation, including the dredging of channels, port locations and freight shipment.

~~1.~~2. Support efforts to mitigate the impacts of additional maritime goods movement on surface transportation facilities.

~~2.~~3. Monitor and support initiatives that augment planning and funding for movement of goods via rail involvement.

4. Monitor and support initiatives that augment planning and funding for movement of goods via aviation.

5. Monitor proposals to co-locate freight and/or passenger air facilities at Travis Air Force Base (TAFB), and to ensure that adequate highway and surface street access is provided if such facilities are located at TAFB.

~~3.~~6. Monitor legislation to establish a national freight policy and fund freight-related projects.

XIII~~V~~. Federal New Authorization Policy

The National Surface Transportation Policy and Revenue Study Commission presented a report outlining a new long-term strategic transportation vision to guide transportation policymaking at the national level. The Solano Transportation Authority supports the principles contained in the Commission's "Transportation for Tomorrow," released in January 2008, specifically as summarized below:

Recommended Objectives for Reform:

- Increased Public and Private Investment
- Federal Government a Full Partner
- A New Beginning

Major Changes Necessary to Accomplish Objectives:

1. The federal program should be performance-driven, outcome-based, generally mode-neutral, and refocused to pursue objective of genuine national interest. The 108 existing surface transportation programs in SAFETEA-LU and related laws should be replaced with the following 10 new federal programs:
   - Rebuilding America – state of good repair
   - Global Competitiveness – gateways and goods movement
   - Metropolitan Mobility – regions greater than 1 million population
   - Connecting America – connections to smaller cities and towns
   - Intercity Passenger Rail and Water Transit – new regional networks in high-growth corridors
   - Highway Safety – incentives to save lives
   - Environmental Stewardship – both human and natural environments
   - Energy Security – development of alternative transportation fuels
   - Federal Lands – providing public access on federal property
   - Research and Development – a coherent national research program

   National, state and regional officials and other stakeholders would establish performance standards, develop detailed plans for achievement, and develop detailed cost estimates to create a national surface transportation strategic plan. Only projects called for in the plan would be eligible for federal funding.

2. Congress should establish an independent National Surface Transportation Commission (NASTRAC), modeled after aspects of the Postal Regulatory Commission, the Base Closure and Realignment Commission, and state public utility commissions to perform two principal planning and financial functions:
   a. Oversee various aspects of the development of the outcome-based performance standards.
   b. Establish a federal share to finance the plan and recommend an increase in the federal fuel tax to fund that share.

3. Project delivery must be reformed by retaining all current environmental safeguards, but significantly shortening the time it takes to complete reviews and obtain permits.

4. Major revenue reform is necessary:

a. All levels of government and the private sector must contribute their appropriate shares.
b. User financing must be implemented.
c. Budgetary protections for the Highway Trust Fund must be put in place.
d. Legislation must be passed to keep the Highway Account of the Highway Trust Fund solvent and prevent highway investment from falling below the levels guaranteed in SAFETEA-LU.

Between 2010 and 2025:
a. Federal fuel tax should be raised and indexed to the construction cost index.
b. Federal user-based fees (such as freight fees for goods movement, dedication of a portion of existing customs duties, ticket taxes for passenger rail improvements) should be implemented to help address the funding shortfall.
c. Congress needs to remove certain barriers to tolling and congestion pricing by modifying the current federal prohibition against tolling on the Interstate System to allow:
    i. Tolling to fund new capacity, with pricing flexibility to manage its performance.
    ii. Congestion pricing in metropolitan areas with populations greater than 1 million.
d. Congress should encourage the use of public-private partnerships to attract additional private investment to the surface transportation system.
e. State and local governments need to raise motor fuel, motor vehicle, and other related user fees.

Post-2025:
a. A vehicle miles traveled (VMT) fee should be implemented.

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SHAW/YODER/ANTWIH, inc.
LEGISLATIVE ADVOCACY • ASSOCIATION MANAGEMENT

September 30, 2010

TO: Board Members, Solano Transportation Authority
FROM: Gus Khouri, Legislative Advocate
Shaw / Yoder / Antwih, Inc.

RE: STATE LEGISLATIVE UPDATE- SEPTEMBER

On May 14th, the Governor released his May Revision to the Governor's 2010-11State Budget. The Governor estimates that the state's budget gap is $19.1 billion (only $800 million less than what the Governor stated in January), which includes a current year (FY 09-10) shortfall of $7.7 billion, a budget year (FY 10-11) shortfall of $10.2 billion and a modest reserve of $1.2 billion. Citing lower than anticipated revenues, the Governor proposes to eliminate the California Work Opportunity and Responsibility to Kids Program, (CalWORKs) program, and to reduce funding for local mental health services by approximately 60 percent to help balance the budget. In addition, the Governor proposes to borrow $650 million from the excise tax on gasoline (additional revenue generated from gas tax swap that was to be divided between STIP, SHOPP, and cities/counties), and account for $3.4 billion in federal funding. Spending reductions account for $12.4 billion of his proposed solutions.

The Senate Democrats countered with a plan to delay corporate tax breaks, increase the vehicle license fee rate (1.15% to 1.5%), increasing the alcohol tax (1 to 2 cents per bottle), and retaining a .25% personal income tax surcharge and reduction in dependent tax credits to balance the budget.

The Assembly Democrats responded with a proposal to securitize against the California Beverage Recycling Fund and impose an oil severance tax.

Status of the State Budget

The most recent developments suggest that there may be a "framework" agreement in on the $19 billion problem. While details are scant, the agreement seems to revolve around $3.7 billion in cuts to schools and the reserve, the imposition of an oil severance tax, an additional $3 billion in federal assistance, and $1.4 billion in adjusted projections by the Legislative Analyst's Office. Additional savings of nearly $1.5 billion have been realized through the renegotiation of pension plans by six unions.

The 2009-10 Regular Session adjourned on Tuesday, August 31st. The legislature can still work on items requiring a 2/3 vote, such as urgency items or the state budget, through as late as November 30, when it adjourns sine die (last possible date for current class of legislators to vote on any items before new class is sworn in). It is anybody's guess as to when a budget will be agreed upon and enacted. Given that transportation was addressed in the March Special Session, there is little to be concerned about at this point.

Impact on Transportation

In March, the legislature adopted the "gas tax swap" which eliminated the sales tax on gasoline (Proposition 42) and replaced it with a 17.3 cent increase in excise tax revenue. This new increment provided an additional $650 million to what the sales tax generated as was to be split 44/44/12 between the State Transportation Improvement Program (STIP), and cities and counties, and State Highway Operation and Protection Program (SHOPP), respectively.

The Governor proposes to borrow this amount and repay it in 2013. This funding is available on a one-time only basis, as specified in ABx8 9, Chapter 12, Statutes of 2010, of the recently enacted excise gas tax swap legislation.

Impact on Transit

In March, the legislature captured a total of $1.586 billion in traditional sources of funding through the "gas tax swap" from public transportation for FY 10-11. Public transportation received a $400 million appropriation to the State Transit Assistance program from the balance created from the *Shaw v. Chiang* lawsuit. The intercity rail program received a $129 million appropriation from that balance as well for FY 10-11 and is expected to receive a like amount for FY 11-12. Beginning in FY 11-12, local transit operators are expected to receive $348 million as a result of the 75% allocation to the State Transit Assistance program from the sales tax on diesel. The remaining 25% is dedicated primarily to the intercity rail program as well as the other traditional expenditures of the Public Transportation Account (CPUC, CTC, ITS). Non-article XIX funds which are derived from the sale of documents and miscellaneous services to the public were also dedicated to the intercity rail program to ensure full funding in future years.

If the proposal to lower the sales tax is adopted, it would have an adverse impact on the sales tax on diesel which is the sole source of state funding that remains for public transportation. Legislative leadership has signaled, however, that they would exempt the source from the reduction in order to retain the 6.75% rate.

The May Revise proposes to transfer the $72.2 million of Non-Article XIX funds that have materialized for FY 10-11 from the Motor Vehicle Account to the General Fund. This should not have an impact on the intercity rail program in the budget year.

Additional proposals include:

- Extending the repayment date for $230 million in loans from the State Highway Account and other transportation funds from June 2011 to June 2012. The projects planned for 2010 do not require this cash.

- Loaning up to $250 million from the Motor Vehicle Account to the General Fund. This funding depends in large part on the adoption of reductions in state staffing costs as proposed in the Governor's Budget.

High-Speed Rail

Proposition 1A is the Safe, Reliable High-speed Passenger Train Bonds Act of 2008. Proposition 1A is a $9.95 billion bond measure that includes $950 million for capital projects on other passenger rail lines to provide connectivity to the high-speed train system and for capacity enhancements and safety improvements to those lines. The adopted program of projects includes the intercity rail services run by Caltrans in cooperation with Amtrak, as well as regional-run rail services around the state.

The California Transportation Commission (CTC) recently approved and then immediately rescinded allocations from the $950 million pot. Many systems intend to use their apportionment to comply with federal regulations to implement positive train control or institute service efficiencies by electrifying their system, among others things.

The allocations were rescinded because CTC staff has determined that the CTC cannot make an allocation of Proposition 1A funding unless the legislature appropriates money from this funding category of Proposition 1A. In fact, CTC decided that they do not have sufficient

authority to allocate Proposition 1A funding. The initial recommendation from CTC staff was to pursue emergency legislation to appropriate Prop 1A funding in August.

As a result, SB 1371 (Correa) was signed by the Governor (Chapter 292, Statutes of 2010) in order to allow eligible transit systems to utilize the letter of no prejudice (LONP) process for the $950 million pot of money that is dedicated for capital projects on existing passenger rail lines to provide connectivity to the high-speed train system. The LONP process will enable agencies to use their own funds and contract out for Proposition 1A eligible projects and to be reimbursed for those funds once bond money becomes available.

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M E M O R A N D U M

September 30, 2010

To: Solano Transportation Authority

From: Akin Gump Strauss Hauer & Feld LLP

Re: September Report

During the month of September, we monitored efforts by Congress to pass a continuing resolution to fund the federal government through the elections. We also monitored developments regarding transportation policy.

Continuing Resolution

On September 30, Congress passed a continuing resolution (CR) to fund the government through December 3, 2010, at fiscal year 2010 enacted levels. Enacting the extension allowed Congress to adjourn until after the elections.

Congress is scheduled to convene a lame duck session beginning the week of November 15. Because none of the 12 appropriations bills were enacted before the end of the current fiscal year (September 30), Congress must act on either an omnibus spending bill or adopt a new CR by December 3.

During the lame duck session Congress may consider other issues in addition to funding the government, including extending the Bush Administration tax cuts, passing legislation extending various tax benefits, includes the Buy America Bonds program, extending unemployment benefits, and increasing the federal renewable energy standard.

Although the surface transportation reauthorization bill expires on December 31, it is unlikely that Congress will be able to pass a multiyear bill during a lame duck session. In the current economy, it would be virtually impossible for Congress to agree to a funding mechanism to support multiyear infrastructure spending. With the presidential election looming in 2012, the Administration is unlikely to support an increase in the gasoline taxes used to fund the highway programs. The opposition to higher federal taxes may increase if more conservative members are elected on November 5.

It is more likely that Congress will pass another short term extension until next Spring. Whether the Democrats or Republicans control Congress will impact the strategy for movement of surface transportation legislation in 2011. The Republicans and a growing number of Democrats are focusing more on innovative financing, toll roads and public private partnerships as a mechanism to finance at least some of the country's infrastructure needs.

The Administration's Infrastructure Spending Proposal

During a Labor Day address, President Obama unveiled a three part framework for infrastructure spending: 1) $50 billion in spending on highways, bridges, transit, high-speed rail and airports as an "upfront investment" during the first two years of the surface transportation reauthorization bill; 2) broad recommendations for the 6-year reauthorization bill, including reforming formula grants and earmarking to create competitive programs, and streamlining, modernizing and prioritizing transportation investment by focusing on the use of performance measures and a "race to the top" style competition; and 3) authorization of an infrastructure bank to focus on investments of national and regional significance. Spending in the authorization is expected to focus on the goals already articulated by the Administration -- Economic Competitiveness, Safety, State of Good Repair, Livability, and Environmental Sustainability.

The announcement indicated that the Administration intends to integrate high speed rail on equal footing into the surface transportation program to ensure an ongoing commitment. It also stated that the Administration is committed to expanding public transportation and would dedicate significant new funding to the New Starts program.

While the transportation and construction industries welcomed the plan for increased transportation spending, the Administration has not provided details on how it would spend the $50 billion, a legislative proposal to authorize the infrastructure bank, or a comprehensive reauthorization bill. Congressional reaction to the plan was mixed. House Transportation and Infrastructure Committee Chairman James Oberstar (D-MN) reacted positively to the President's infrastructure plan and long-awaited principles for reauthorization. Rep. John Mica (R-FL), the House Transportation and Infrastructure Committee's Ranking Minority Member, however, called the President's plan another "tax and spend" proposal and noted that a significant percentage of the funding from the last stimulus bill has not been spent. Senate Environment and Public Works Ranking Member Jim Inhofe (R-OK) criticized the Administration's proposal to replace formula programs with competitive grants as unworkable, because formula funding is necessary to generate congressional support for legislation and retain the legislature's control over spending. It is unlikely that Congress will seriously consider the Administration's $50 billion funding request before the elections or in the lame duck session.

Innovative Finance

Since the release of the Administration's framework, two congressional committees have held hearings to examine how federal funding can be leveraged to support infrastructure projects.

The Senate Banking Committee held a hearing to review proposals for an infrastructure bank, on September 21. Chairman Christopher Dodd (D-CT) introduced legislation in the last Congress to establish a bank to finance projects of regional and national significance. Democratic Senators

spoke about the need to make greater investments in infrastructure so that the United States remains competitive, however, they also raised questions regarding project selection and whether rural states and communities would be disadvantaged if the bank utilizes a cost-benefit analysis of competing projects. Sen. Richard Shelby (R-AL), the Committee's Ranking Member, expressed concern that the bank would expose the American taxpayer to financial liability, similar to the failure of Freddie Mac and Sallie Mae.

During a September 28 hearing before the Senate Environment and Public Works Committee hearing on innovative finance, Chair Barbara Boxer (D-CA) recommended expanding the Transportation Infrastructure Finance and Innovation Act (TIFIA) program, rather than attempting to create the infrastructure bank, as a quick effective option for expanding federal financial support for transportation projects. She expressed concern that the bank might prove to be too controversial, delaying its authorization. She recommended lifting TIFIA's project eligibility limit, currently capped at 30 percent of total cost, and rewarding communities who had identified revenue streams to provide local funding for the project, such as Los Angeles' 30/10 initiative. The initiative proposes to build transportation projects that would otherwise take 30 years in 10 years by borrowing funding from the federal government interest free and repaying bonds with sales tax revenues.

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DATE: October 5, 2010
TO: STA Board
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Status of Vallejo Baylink Ferry Transition to the Water Emergency Transportation Authority (WETA)

Background:
Senate Bill (SB) 976 was approved in October 2007. SB 976 replaced the Water Transit Authority (WTA) with a new entity, the San Francisco Bay Area Water Emergency Transportation Authority (WETA) effective January 1, 2008. The intention of the bill was to improve the ability of ferries to respond in the event of an emergency. WETA, as a new agency, has authority and control of all public transportation ferries in the Bay Area region, except those owned and operated by the Golden Gate Bridge and Transit District. All existing contracts and funding are to be transferred from WTA, Vallejo Ferry, and Alameda Ferry to WETA.

There were a number of outstanding issues concerning the implementation of SB 976. SB 1093 was introduced to clarify and expand on the planning, management, and operations responsibilities of the water transportation services vested in the WETA created by SB 976. With the approval of SB 1093 (Attachment A), WETA was required to prepare and adopt a Transition Plan to govern the consolidation of publicly operated ferry services and adopt an emergency water transportation system management plan which was approved in the summer of 2009.

The approved Transition Plan (see Attachment B) has guided the consolidation of the Vallejo Baylink, Alameda/Oakland and Harbor Bay ferries under WETA. The Plan includes the following financially constrained elements.

- A five-year Operating Plan describing existing services and planned service expansions including South San Francisco and Berkeley ferry service
- A five-year Capital Improvement Program identifying all assets required to maintain, and sustain, and expand the system as planned.

The Operating Plan identifies operating deficits for all three existing ferry systems and that each of the three systems would be funded with WETA bridge toll funding.

WETA has been working with Alameda agencies to transition the Alameda/Oakland and Harbor Bay Ferry Service to WETA by early 2011 and with Vallejo for their ferry service to transition by July 2011. The WETA Board is scheduled to approve a ferry service operations transfer agreement among WETA, the City of Alameda and Alameda Reuse and Redevelopment Authority at its October 7, 2010 Board meeting. The Transition Agreement provides for closing to occur on or before February 15, 2011 although WETA staff plans to complete the service transfer by January 2011.

Discussion:
Vallejo staff has been working closely with WETA staff on the ferry transition for the past year along with MTC. The scheduled date for transfer of the Vallejo ferry operation is July 2011. Many issues of the Vallejo Ferry transfer have been resolved and a few remain outstanding. To meet the July 2011 deadline, several milestone steps have been established by MTC, WETA, and Vallejo.

October 31, 2010	Complete Business Plan
November 4, 2010	Term Sheet Approved
February 3, 2011	Transition Agreement Approved
June 30, 2011	Transition

At the request of Vallejo and MTC, STA staff has begun participating in the ferry transition to coordinate it with the potential transition of the Vallejo's bus operations to the proposed SolTrans JPA. The STA staff has become increasingly involved with this effort in the past few months. A staff Technical Advisory Committee was established with staff from WETA, Vallejo, STA, and MTC and has met approximately monthly since late spring to facilitate the preparation and completion of the term sheet. In addition a Steering Committee was established of policy-makers:

MTC Commissioner Jim Spering,
MTC Commissioner Bill Dodd (Napa),
City of Vallejo Mayor Osby Davis,
WETA Vice Chair Anthony Intintoli,
WETA Chair Charlene Haught Johnson

A term sheet has been drafted and is under review. A Business Plan (renamed a Service Analysis) was prepared by Nelson/Nygaard under contract with WETA and an initial draft presented at a Transition Steering Committee the week of September 27. Four service alternatives were presented as reduced service options to close a potential funding gap to sustain existing levels of service for the Baylink Ferry service and its complementary bus service Rt. 200; all four options included eliminating Rt. 200 which was a concerned raised by the Policy Committee. There were no decisions made and one of the issues to resolve is the size of the funding gap noted by WETA staff.

This has raised further issues that need clarifying as the transition of Vallejo ferry and bus operations away from the City progresses:

- Clarification of the funding priority for existing ferry service relative to funding of new regional ferry service;

- Clarification and confirmation of the flow of existing transit operating funds to the future WETA/Vallejo ferry and Vallejo bus operations needs to be completed;

- Confirmation that both the operation of ferry and bus service in Vallejo are valued and advocacy for funding of the construction and maintenance of capital assets that support these operations will continue to be needed at the county level;

- The City of Vallejo and the STA should have input into any proposed changes in service levels of the ferry service to Vallejo once WETA begins operating the service and that there is a local commitment to marketing the ferry service;

- The City of Vallejo's General Fund should be made whole in terms of any advances made to ferry or bus transit operations and this should be handled between the City of Vallejo, STA, and MTC and removed from the ferry negotiations.

The proposed Principles governing the transition of the Baylink Ferry Service from Vallejo to WETA (Attachment C) is presented for the STA Board to guide STA staff discussions with MTC, Vallejo, and WETA regarding the transition.

Fiscal Impact:
None

Recommendation:
Approve the following:
1. The Principles of Support for Vallejo Baylink Ferry Transition to WETA as specified in Attachment C ; and
2. Authorize the Executive Director to forward these Principles to MTC, Vallejo, and WETA.

Attachments:
A. SB 1093
B. WETA Transition Plan
C. Principles of Support for the Vallejo Baylink Ferry Transition to WETA

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Senate Bill No. 1093

CHAPTER 387

An act to amend Sections 66540.6, 66540.11, 66540.12, 66540.16, 66540.22, 66540.24, 66540.32, 66540.43, and 66540.68 of, and to add Sections 66540.315 and 66540.325 to, the Government Code, and to amend Sections 30913 and 30914 of the Streets and Highways Code, relating to transportation.

[Approved by Governor September 27, 2008. Filed with Secretary of State September 27, 2008.]

LEGISLATIVE COUNSEL'S DIGEST

SB 1093, Wiggins. San Francisco Bay Area Water Emergency Transportation Authority.

Existing law, the San Francisco Bay Area Water Emergency Transportation Response and Disaster Recovery Act, establishes the San Francisco Bay Area Water Emergency Transportation Authority as a local governmental entity of regional government and gives that entity the authority to plan, manage, operate, and coordinate the emergency activities of all water transportation and related facilities within the bay area region, except as specified. Existing law requires the transfer of public transportation ferries and related water transportation services and facilities in the bay area region, as specified, to the authority and requires the authority to adopt a transition plan to facilitate that transfer. Existing law requires that the planning, management, and operation of any existing or planned public transportation ferries and related facilities and services in the bay area region be consolidated under the authority's control.

This bill would make that consolidation subject to the authority's adoption of the transition plan and would prohibit the authority from compelling property transfers or operational changes to water transportation services provided by public agencies on or before January 1, 2008, prior to the adoption of that plan. The bill would require the transition plan to include specified information, including, among other things, a description of the capital assets, leasehold interests, and personnel, as specified, that the authority proposes to be transferred; a specified operating plan; an initial 5-year Capital Improvement Program, as specified; and the date that the ferry services are to be transferred to the authority. The bill would provide that the transfer of assets or services from a local agency shall be subject to negotiation and agreement by the local agency. The bill would require that proposed changes to the water transportation services or related facilities historically provided by the City of Vallejo or the City of Alameda be consistent with the city's general plan, its redevelopment plans, and its development and disposition agreements for specified projects. The bill

would authorize the authority to establish a community advisory committee to receive community and passenger recommendations related to consolidation or operational issues affecting existing and proposed water transportation services.

Existing law requires the authority to create and adopt the transition plan on or before January 1, 2009, and requires the authority to prepare a specific transition plan for any transfer not anticipated by the former. Existing law also requires the authority to create and adopt an emergency water transportation system management plan on or before July 1, 2009. Under existing law, the authority is required to provide a copy of those plans to each city and county in the bay area region at least 45 days prior to adopting the plans.

This bill would extend the date for the creation and adoption of the transition plan to July 1, 2009. In addition, the bill would require the authority to establish a process for taking public input on the plans in consultation with existing operators of public ferry services affected by the plans. The bill would require that the public input process include at least one public hearing conducted at least 60 days prior to adopting the plans in each city where an operational ferry facility existed as of January 1, 2008.

Existing law authorizes the authority to accept the transfer of ownership, operation, and management of any other public transportation ferries and related water transportation services and facilities within the bay area region developed or adopted by any general purpose local government or special district that operates or sponsors water transit.

This bill would also authorize the authority to accept leasehold interests of those ferries and related water transportation services and facilities. The bill would require the authority, in accepting a transfer, to commit to maintaining the ferry and related services for at least 5 years.

Existing law provides that the authority is governed by a board of 5 members and prohibits a local jurisdiction or agency from having more than one representative on the board.

This bill would instead prohibit a public agency from having more than one representative on the board.

Existing law authorizes the board to appoint an auditor among other officers.

This bill would instead authorize the board to appoint a chief financial officer.

Existing law requires the board to supervise and regulate every water transportation services facility owned or operated or controlled by the authority, including the establishment of rates and the making and enforcement of schedules, among other things, for or in connection with any transportation facility owned or operated or controlled by the authority.

This bill would require the board to establish a process for taking public input on rates or schedules that the board proposes to establish or change. The bill would require the board to conduct a public hearing prior to adopting those rates schedules, or changes and to provide notification of those rates,

schedules, or changes to the city where the ferry terminal affected by the rates, schedules, or changes is located at least 30 days prior to the hearing.

Existing law requires the authority to bear reasonable administrative costs incurred by public transportation ferries and related water transportation services related to specified transfers to the authority.

This bill would instead require the authority to bear the reasonable administrative costs incurred by operators of water transportation services related to specified transfers to the authority or the implementation of the San Francisco Bay Area Water Emergency Transportation Response and Disaster Recovery Act.

Existing law requires the authority to assume and be bound by the employment terms and conditions set forth in any collective bargaining agreement or employment contract between the San Francisco Bay Area Water Transit Authority and any labor organization or employee affected by the creation of the authority, as specified.

This bill would also require the authority to assume and be bound by the employment terms and conditions set forth in any collective bargaining agreement or employment contract between any public or private entity whose services the authority directly assumes, and any labor organization or employee included within the assumption of those services.

The bill would enact other related provisions.

By imposing additional duties on the authority, the bill would impose a state-mandated local program.

Existing law requires the Metropolitan Transportation Commission to allocate certain amounts of the toll increase approved in 1988 for specified purposes and requires that funds made available for rapid water transit systems pursuant to that provision be allocated to the authority.

This bill would require that allocation to the authority to begin on the date specified in the transition plan described above.

Existing law authorizes the Metropolitan Transportation Commission to fund certain operating programs as a component of the Regional Traffic Relief Plan and identifies the authority as the project sponsor for certain of those projects.

With regard to funds provided to the authority, this bill would require that funds historically made available to the City of Vallejo or the City of Alameda continue to be allocated to those cities until the date specified in the transition plan described above. The bill would authorize the authority to use those funds, not exceeding $600,000, to support development of the transition plan and for transition-related costs incurred on or after January 1, 2008, upon a determination by the commission that the costs meet certain requirements. The bill would also authorize the authority to use those funds for operating purposes if consistent with the transition plan and approved by the commission.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that no reimbursement is required by this act for a specified reason.

The people of the State of California do enact as follows:

SECTION 1. Section 66540.6 of the Government Code is amended to read:

66540.6. (a) In order to establish and secure emergency activities of all water transportation and related facilities within the bay area region, the authority shall have the authority to operate a comprehensive emergency public water transportation system that includes water transportation services, water transit terminals, and any other transport and facilities supportive of the system for the bay area region, provided that those facilities are consistent with the bay plan adopted by the Bay Conservation and Development Commission, as it may be amended from time to time, and that the authority consults in good faith with affected municipalities, counties, and other public agencies that may be affected by a particular facility. The authority shall have authority and control over public transportation ferries within the bay area region, except that this section shall not affect any vessels, facilities, or services owned, operated, or provided by the Golden Gate Bridge, Highway and Transportation District. The planning, management, and operation of any existing or planned public transportation ferries and related facilities and services in the bay area region shall be consolidated under the authority's control, subject to the adoption of the transition plan required by subdivision (b) of Section 66540.32. The authority shall not compel property transfers or operational changes to water transportation services provided by public agencies on or before January 1, 2008, prior to the adoption of that transition plan.

(b) Because of the importance of an orderly development of a comprehensive bay area region emergency water transportation system, the environmental, health, and public safety issues implicated, and the scarce resources available, the authority shall determine the entry within its jurisdiction of any water transportation service or facility that will affect public lands or receive or benefit from the use of federal, state, or local funds, except those owned, operated, or provided by the Golden Gate Bridge, Highway and Transportation District.

(c) Nothing in this section shall be construed to be in derogation of the existing authority of the California Public Utilities Commission.

SEC. 2. Section 66540.11 of the Government Code is amended to read:

66540.11. (a) Public transportation ferries and related water transportation services and facilities within the bay area region shall be transferred to the authority in accordance with the transition plan required under subdivision (b) of Section 66540.32. This section shall not affect any vessels, services, or facilities owned, operated, or provided by the Golden Gate Bridge, Highway and Transportation District.

(b) The authority may accept the transfer of ownership, leasehold interests, operation, and management of any other public transportation ferries and related water transportation services and facilities within the bay area region developed or adopted by any general purpose local government or special district that operates or sponsors water transit, including, but not limited to, those water transportation services provided under agreement with a private operator.

(c) All transfers pursuant to subdivisions (a) and (b) shall be consistent with the adopted transition plan required under subdivision (b) of Section 66540.32 and may include, but not be limited to, all of the following:

(1) All real and personal property, including, but not limited to, all terminals, ferries, vehicles or facilities, parking facilities for passengers and employees, and buildings and facilities used to operate, maintain, and manage the water transportation services system.

(2) All personnel currently employed by the water transportation services system, subject to the provisions of Article 5 (commencing with Section 66540.55) of Chapter 5.

(3) All contracts with tenants, concessionaires, leaseholders, and others.

(4) All nondiscretionary local funds and subsidies for the water transportation services system, other than the direct subsidy the Golden Gate Bridge, Highway and Transportation District currently provides to the water transportation services system it provides.

(5) All financial obligations generated from the operations of the water transportation services system, including, but not limited to, bonded indebtedness and subsidies associated with the public transportation ferry system.

(d) In accepting a transfer, the authority shall commit to maintaining public transportation ferries and related water transportation services and facilities provided by the transferring agency or operator for a period of at least five years following the transfer. The authority shall attempt to maintain the service levels provided by the transferring agency or operator pursuant to the operating plan prepared pursuant to subparagraph (E) of paragraph (2) of subdivision (b) of Section 66540.32. The authority may assume no financial obligations other than the financial obligations associated with the operation of the services and facilities being transferred to the authority.

(e) Reasonable administrative costs incurred by operators of water transportation services as of January 1, 2008, related to the transfers required by this section or the implementation of this title shall be borne by the authority. The authority may use Regional Measure 2 operating funds pursuant to paragraph (6) of subdivision (d) of Section 30914 of the Streets and Highways Code, in an amount not to exceed six hundred thousand dollars ($600,000) to support development of the transition plan specified in subdivision (b) of Section 66540.32 and for transition-related costs incurred by the authority or the transferring agencies on or after July 1, 2008, upon a determination by the Metropolitan Transportation Commission that the costs are reasonable and are substantially a result of the transition. After adoption of the transition plan and formal agreement by the Cities of

Vallejo and Alameda to transition their ferry services to the authority in accordance with the transition plan, the authority may use additional Regional Measure 2 operating funds above the limits referenced in this subdivision for transition and transition-related activities, incurred before or after the actual transfer of services and facilities, as specified in the transition plan and approved by the Metropolitan Transportation Commission.

(f) After adoption of the transition plan and after formal agreement by the Cities of Vallejo and Alameda to transition their services and facilities to the authority in accordance with the transition plan, the authority may use Regional Measure 2 operating funds in accordance with paragraph (6) of subdivision (d) of Section 30914 of the Streets and Highways Code for operation of the Vallejo and Alameda services and facilities if consistent with the transition plan and approved by the Metropolitan Transportation Commission.

(g) Notwithstanding any other provision of this title, if a transfer of assets occurs, the authority shall indemnify the state against any claims or liability relating to the ferry vessel operations and facilities transferred, or any act or failure to act when the authority has a legal obligation under the laws of this state, except for any claims or liability arising out of or related to City of Vallejo v. State of California (Solano County Superior Court, Case No. FCS031170).

SEC. 3. Section 66540.12 of the Government Code is amended to read:

66540.12. (a) The authority shall be governed by a board composed of five members, as follows:

(1) Three members shall be appointed by the Governor, subject to confirmation by the Senate. The Governor shall make the initial appointment of these members of the board within 10 days after the effective date of this title.

(2) One member shall be appointed by the Senate Committee on Rules.

(3) One member shall be appointed by the Speaker of the Assembly.

(b) Each member of the board shall be a resident of a county in the bay area region.

(c) Public officers associated with any area of government, including planning or water, whether elected or appointed, may be appointed to serve contemporaneously as members of the board. No public agency may have more than one representative on the board of the authority.

(d) The Governor shall designate one member as the chair of the board and one member as the vice chair of the board.

(e) The term of a member of the board shall be six years.

(f) Vacancies shall be immediately filled by the appointing power for the unexpired portion of the terms in which they occur.

SEC. 4. Section 66540.16 of the Government Code is amended to read:

66540.16. (a) The board shall have the power to appoint all of the following officers of the authority:

(1) Executive director.

(2) General counsel.

(3) Chief financial officer.

(b) The executive director shall be responsible for operation, maintenance, financing, and planning functions, within the policy guidelines established by the board. The executive director shall prepare and submit an annual budget to the board. The executive director shall have the authority to execute contracts, grant documents, and financing documents under the policy guidelines that may be established by the board. The executive director shall appoint all other officers and employees.

SEC. 5. Section 66540.22 of the Government Code is amended to read:

66540.22. (a) The board shall supervise and regulate every water transportation services facility owned, operated, maintained, or controlled by the authority, including the establishment of rates, rentals, charges, and classifications, and the making and enforcement of rules, regulations, contracts, practices, and schedules, for or in connection with any transportation facility owned, operated, or controlled by the authority.

(b) If the board proposes to establish or change rates or schedules for or in connection with a facility described in subdivision (a), the board shall establish a process for taking public input on those proposed rates, schedules, or changes and shall conduct a public hearing prior to the adoption of those rates, schedules, or changes. The board shall provide written notification of the proposed rates, schedules, or changes to the city where the ferry terminal affected by those rates, schedules, or changes is located at least 30 days prior to the public hearing.

SEC. 6. Section 66540.24 of the Government Code is amended to read:

66540.24. (a) Three members of the board shall constitute a quorum for the purpose of transacting any business of the board.

(b) Except as otherwise specifically provided to the contrary in this title, a recorded majority vote of the total authorized membership of the board is required on each action.

SEC. 7. Section 66540.315 is added to the Government Code, to read:

66540.315. The authority may establish a community advisory committee to receive community and passenger recommendations related to consolidation and operational issues affecting existing and proposed water transportation services. The authority shall determine the composition of that committee.

SEC. 8. Section 66540.32 of the Government Code is amended to read:

66540.32. (a) The authority shall create and adopt, on or before July 1, 2009, an emergency water transportation system management plan for water transportation services in the bay area region in the event that bridges, highways, and other facilities are rendered wholly or significantly inoperable.

(b) (1) The authority shall create and adopt, on or before July 1, 2009, a transition plan to facilitate the transfer of existing public transportation ferry services within the bay area region to the authority pursuant to this title. In the preparation of the transition plan, priority shall be given to ensuring continuity in the programs, services, and activities of existing public transportation ferry services.

(2) The plan required by this subdivision shall include all of the following:

(A) A description of existing ferry services in the bay area region, as of January 1, 2008, that are to be transferred to the authority pursuant to Section 66540.11 and a description of any proposed changes to those services.

(B) A description of any proposed expansion of ferry services in the bay area region.

(C) An inventory of the ferry and ferry-related capital assets or leasehold interests, including, but not limited to, vessels, terminals, maintenance facilities, and existing or planned parking facilities or parking structures, and of the personnel, operating costs, and revenues of public agencies operating public transportation ferries and providing water transportation services as of January 1, 2008, and those facilities that are to be transferred, in whole or in part, to the authority pursuant to Section 66540.11.

(D) A description of those capital assets, leasehold interests, and personnel identified in subparagraph (C) that the authority proposes to be transferred pursuant to Section 66540.11.

(E) An operating plan that includes, at a minimum, an estimate of the costs to continue the ferry services described in subparagraph (A) for at least five years and a detailed description of current and historically available revenues and proposed sources of revenue to meet those anticipated costs. Further, the operating plan shall identify options for closing any projected deficits or for addressing increased cost inputs, such as fuel, for at least the five-year period.

(F) A description of the proposed services, duties, functions, responsibilities, and liabilities of the authority and those of agencies providing or proposed to provide water transportation services for the authority.

(G) To the extent the plan may include the transfer of assets or services from a local agency to the authority pursuant to Section 66540.11, that transfer shall be subject to negotiation and agreement by the local agency. The authority and the local agency shall negotiate and agree on fair terms, including just compensation, prior to any transfer authorized by this title.

(H) An initial five-year Capital Improvement Program (CIP) detailing how the authority and its local agency partners plan to support financing and completion of capital improvement projects, including, but not limited to, those described in subparagraph (C), that are required to support the operation of transferred ferry services. Priority shall be given to emergency response projects and those capital improvement projects for which a Notice of Determination pursuant to the California Environmental Quality Act has been filed and which further the expansion, efficiency, or effectiveness of the ferry system.

(I) A description of how existing and expanded water transportation services will provide seamless connections to other transit providers in the bay area region, including, but not limited to, a description of how the authority will coordinate with all local agencies to ensure optimal public transportation services, including supplemental bus services that existed on January 1, 2008, that support access to the ferry system for the immediate and surrounding communities.

(J) The date on which the ferry services are to be transferred to the authority.

(3) To the extent the plan required by this subdivision includes proposed changes to water transportation services or related facilities historically provided by the City of Vallejo or the City of Alameda, the proposed changes shall be consistent with that city's general plan, its redevelopment plans, and its development and disposition agreements for projects related to the provision of water transportation services. Those projects include, but are not limited to, the construction of parking facilities and transit transfer facilities within close proximity of a ferry terminal or the relocation of a ferry terminal.

(c) In developing the plans described in subdivisions (a) and (b), the authority shall cooperate to the fullest extent possible with the Metropolitan Transportation Commission, the State Office of Emergency Services, the Association of Bay Area Governments, and the San Francisco Bay Conservation and Development Commission, and shall, to the fullest extent possible, coordinate its planning with local agencies, including those local agencies that operated, or contracted for the operation of, public water transportation services as of the effective date of this title. To avoid duplication of work, the authority shall make maximum use of data and information available from the planning programs of the Metropolitan Transportation Commission, the State Office of Emergency Services, the Association of Bay Area Governments, the San Francisco Bay Conservation and Development Commission, the cities and counties in the San Francisco Bay area, and other public and private planning agencies. In addition, the authority shall consider both of the following:

(1) The San Francisco Bay Area Water Transit Implementation and Operations Plan adopted by the San Francisco Bay Area Water Transit Authority on July 10, 2003.

(2) Any other plan concerning water transportation within the bay area region developed or adopted by any general purpose local government or special district that operates or sponsors water transit, including, but not limited to, those water transportation services provided under agreement with a private operator.

(d) The authority shall prepare a specific transition plan for any transfer not anticipated by the transition plan required under subdivision (b).

(e) Prior to adopting the plans required by this section, the authority shall establish a process for taking public input on the plans in consultation with existing operators of public ferry services affected by the plans. The public input process shall include at least one public hearing conducted at least 60 days prior to the adoption of the plans in each city where an operational ferry facility existed as of January 1, 2008.

SEC. 9. Section 66540.325 is added to the Government Code, to read:

66540.325. When feeder transportation services are proposed to be established to or from the facilities operated by the authority, the authority shall coordinate with the public transit agency or agencies in whose service territory the feeder service will operate.

SEC. 10. Section 66540.43 of the Government Code is amended to read:

66540.43. (a) The authority may issue bonds, from time to time, payable from revenue of any facility or enterprise operated, acquired, or constructed by the authority, for any of the purposes authorized by this title in accordance with the Revenue Bond Law of 1941 (Chapter 6 (commencing with Section 54300) of Part 1 of Division 2 of Title 5), excluding Article 3 (commencing with Section 54380) of Chapter 6 of Part 1 of Division 2 of Title 5 and the limitations set forth in subdivision (b) of Section 54402 which shall not apply to the issuance and sale of bonds pursuant to this section.

(b) The authority is a local agency within the meaning of Section 54307. The water transportation services system or any or all facilities and all additions and improvements that the authority's governing board authorizes to be acquired or constructed and any purpose, operation, facility, system, improvement, or undertaking of the authority from which revenues are derived or otherwise allocable, which revenues are, or may by resolution or ordinance be, required to be separately accounted for from other revenues of the authority, shall constitute an enterprise within the meaning of Section 54309.

(c) The board shall authorize the issuance of bonds pursuant to this section by resolution, which resolution shall be adopted by a majority vote and shall specify all of the following:

(1) The purposes for which the bonds are to be issued, which may include one or more purposes permitted by this title.

(2) The maximum principal amount of bonds.

(3) The maximum term of bonds.

(4) The maximum rate of interest, fixed or variable, to be payable upon the bonds.

(5) The maximum discount or premium payable on sale of the bonds.

(d) For purposes of the issuance and sale of bonds pursuant to this section, the following definitions shall be applicable to the Revenue Bond Law of 1941:

(1) "Fiscal agent" means any fiscal agent, trustee, paying agent, depository, or other fiduciary provided for in the resolution providing the terms and conditions for the issuance of the bonds, which fiscal agent may be located within or without the state.

(2) "Resolution" means, unless the context otherwise requires, the instrument providing the terms and conditions for the issuance of bonds, which instrument may be an indenture, trust agreement, installment sale agreement, lease, ordinance, or other instrument in writing.

(e) Each resolution shall provide for the issuance of bonds in the amounts as may be necessary, until the full amount of bonds authorized has been issued. The full amount of bonds may be divided into two or more series with different dates of payment fixed for bonds of each series. A bond need not mature on its anniversary date.

(f) The authority may issue refunding bonds to redeem or retire any bonds issued by the authority upon the terms, at the times, and in the manner which the authority's governing body determines by resolution. Refunding bonds

may be issued in a principal amount sufficient to pay all, or any part of, the principal of the outstanding bonds, the premium, if any due upon call redemption thereof prior to maturity, all expenses of redemption, and either of the following:

(1) The interest upon the refunding bonds from the date of sale thereof to the date of payment of the bonds to be refunded out of the sale of the refunding bonds or to the date upon which the bonds to be refunded will be paid pursuant to call or agreement with the holders of the bonds.

(2) The interest upon the bonds to be refunded from the date of sale of the refunding bonds to the date of payment of the bonds to be refunded or to the date upon which the bonds to be refunded will be paid pursuant to call or agreement with the holders of the bonds.

(g) The authority may enter into any liquidity or credit agreement it may deem necessary in connection with the issuance of bonds authorized by this section.

(h) This section provides a complete, additional, and alternative method of performing the acts authorized by this article, and the issuance of bonds, including refunding bonds, need not comply with any other law applicable to borrowing or the issuance of bonds. Any provision of the Revenue Bond Law of 1941 which is inconsistent with this section or this title shall not be applicable.

(i) Nothing in this section prohibits the authority from availing itself of any procedure provided in this article for the issuance of bonds of any type or character for any of the authorized water transportation facilities. All bond proceedings may be carried on simultaneously or, in the alternative, as the authority may determine.

SEC. 11. Section 66540.68 of the Government Code is amended to read:

66540.68. (a) This article does not apply to any employees of the authority in a bargaining unit that is represented by a labor organization, except as to the protection of the rights of those employees that were employees of the San Francisco Bay Area Water Transit Authority as specifically provided in Section 66540.56.

(b) The adoption, terms, and conditions of the retirement systems covering employees of the authority in a bargaining unit represented by a labor organization shall be pursuant to a collective bargaining agreement between that labor organization and the authority. Any such retirement system adopted pursuant to a collective bargaining agreement shall be on a sound actuarial basis. The authority and the labor organization representing the authority's employees in a bargaining unit shall be equally represented in the administration of that retirement system.

(c) (1) The authority shall assume and be bound by the terms and conditions of employment set forth in any collective bargaining agreement or employment contract between the San Francisco Bay Area Water Transit Authority and any labor organization or employee affected by the creation of the authority, as well as the duties, obligations, and liabilities arising from, or relating to, labor obligations imposed by state or federal law upon the San Francisco Bay Area Water Transit Authority.

(2) The authority shall assume and be bound by the terms and conditions of employment set forth in any collective bargaining agreement or employment contract between any entity, whether public or private, whose services the authority directly assumes, and any labor organization or employee included within the assumption of those services.

SEC. 12. Section 30913 of the Streets and Highways Code is amended to read:

30913. (a) In addition to any other authorized expenditure of toll bridge revenues, the following major projects may be funded from toll revenues:

(1) Benicia-Martinez Bridge: Widening of the existing bridge.

(2) Benicia-Martinez Bridge: Construction of an additional span parallel to the existing bridge.

(3) Carquinez Bridge: Replacement of the existing western span.

(4) Richmond-San Rafael Bridge: Major rehabilitation of the bridge, and development of a new easterly approach between the toll plaza and Route 80, near Pinole, known as the Richmond Parkway.

(b) The toll increase approved in 1988, which authorized a uniform toll of one dollar ($1) for two-axle vehicles on the bridges and corresponding increases for multi-axle vehicles, resulted in the following toll increases for two-axle vehicles on the bridges:

Bridge	1988 Increase (Two-axle vehicles)
Antioch Bridge	$0.50
Benicia-Martinez Bridge	.60
Carquinez Bridge	.60
Dumbarton Bridge	.25
Richmond-San Rafael Bridge	.00
San Francisco-Oakland Bay Bridge	.25
San Mateo-Hayward Bridge	.25

Portions of the 1988 toll increase were dedicated to transit purposes, and these amounts shall be calculated as up to 2 percent of the revenue generated each year by the collection on all bridges of the base toll at the level established by the 1988 toll increase. The Metropolitan Transportation Commission shall allocate two-thirds of these amounts for transportation projects, other than those specified in Sections 30912 and 30913 and in subdivision (a) of Section 30914, which are designed to reduce vehicular traffic congestion and improve bridge operations on any bridge, including, but not limited to, bicycle facilities and for the planning, construction, operation, and acquisition of rapid water transit systems. The commission shall allocate the remaining one-third solely for the planning, construction, operation, and acquisition of rapid water transit systems. The plans for the projects may also be funded by these moneys. Funds made available for rapid water transit systems pursuant to this subdivision shall be allocated to the San Francisco Bay Area Water Emergency Transportation Authority beginning on the date specified in the adopted transition plan developed by

the authority pursuant to subdivision (b) of Section 66540.32 of the Government Code.

(c) The department shall not include, in the plans for the new Benicia-Martinez Bridge, toll plazas, highways, or other facilities leading to or from the Benicia-Martinez Bridge, any construction that would result in the net loss of any wetland acreage.

(d) With respect to the Benicia-Martinez and Carquinez Bridges, the department shall consider the potential for rail transit as part of the plans for the new structures specified in paragraphs (2) and (3) of subdivision (a).

(e) At the time the first of the new bridges specified in paragraphs (2) and (3) of subdivision (a) is opened to the public, there shall be a lane for the exclusive use of pedestrians and bicycles available on at least, but not limited to, the original span at Benicia or Carquinez, or the additional or replacement spans planned for those bridges. The design of these bridges shall not preclude the subsequent addition of a lane for the exclusive use of pedestrians and bicycles.

SEC. 13. Section 30914 of the Streets and Highways Code is amended to read:

30914. (a) In addition to any other authorized expenditures of toll bridge revenues, the following major projects may be funded from toll revenues of all bridges:

(1) Dumbarton Bridge: Improvement of the western approaches from Route 101 if affected local governments are involved in the planning.

(2) San Mateo-Hayward Bridge and approaches: Widening of the bridge to six lanes, construction of rail transit capital improvements on the bridge structure, and improvements to the Route 92/Route 880 interchange.

(3) Construction of West Grand connector or an alternate project designed to provide comparable benefit by reducing vehicular traffic congestion on the eastern approaches to the San Francisco-Oakland Bay Bridge. Affected local governments shall be involved in the planning.

(4) Not less than 90 percent of the revenues determined by the authority as derived from the toll increase approved in 1988 for class I vehicles on the San Francisco-Oakland Bay Bridge authorized by Section 30917 shall be used exclusively for rail transit capital improvements designed to reduce vehicular traffic congestion on that bridge. This amount shall be calculated as 21 percent of the revenue generated each year by the collection of the base toll at the level established by the 1988 increase on the San Francisco-Oakland Bay Bridge.

(b) Notwithstanding any funding request for the transbay bus terminal pursuant to Section 31015, the Metropolitan Transportation Commission shall allocate toll bridge revenues in an annual amount not to exceed three million dollars ($3,000,000), plus a 3.5-percent annual increase, to the department or to the Transbay Joint Powers Authority after the department transfers the title of the Transbay Terminal Building to that entity, for operation and maintenance expenditures. This allocation shall be payable from funds transferred by the Bay Area Toll Authority. This transfer of funds is subordinate to any obligations of the authority, now or hereafter

existing, having a statutory or first priority lien against the toll bridge revenues. The first annual 3.5-percent increase shall be made on July 1, 2004. The transfer is further subject to annual certification by the department or the Transbay Joint Powers Authority that the total Transbay Terminal Building operating revenue is insufficient to pay the cost of operation and maintenance without the requested funding.

(c) If the voters approve a toll increase in 2004 pursuant to Section 30921, the authority shall, consistent with the provisions of subdivisions (d) and (f), fund the projects described in this subdivision and in subdivision (d) that shall collectively be known as the Regional Traffic Relief Plan by bonding or transfers to the Metropolitan Transportation Commission. These projects have been determined to reduce congestion or to make improvements to travel in the toll bridge corridors, from toll revenues of all bridges:

(1) BART/MUNI Connection at Embarcadero and Civic Center Stations. Provide direct access from the BART platform to the MUNI platform at the above stations and equip new fare gates that are TransLink ready. Three million dollars ($3,000,000). The project sponsor is BART.

(2) MUNI Metro Third Street Light Rail Line. Provide funding for the surface and light rail transit and maintenance facility to support MUNI Metro Third Street Light Rail service connecting to Caltrain stations and the E-Line waterfront line. Thirty million dollars ($30,000,000). The project sponsor is MUNI.

(3) MUNI Waterfront Historic Streetcar Expansion. Provide funding to rehabilitate historic streetcars and construct trackage and terminal facilities to support service from the Caltrain Terminal, the Transbay Terminal, and the Ferry Building, and connecting the Fisherman's Wharf and northern waterfront. Ten million dollars ($10,000,000). The project sponsor is MUNI.

(4) East to West Bay Commuter Rail Service over the Dumbarton Rail Bridge. Provide funding for the necessary track and station improvements and rolling stock to interconnect the BART and Capitol Corridor at Union City with Caltrain service over the Dumbarton Rail Bridge, and interconnect and provide track improvements for the ACE line with the same Caltrain service at Centerville. Provide a new station at Sun Microsystems in Menlo Park. One hundred thirty-five million dollars ($135,000,000). The project is jointly sponsored by the San Mateo County Transportation Authority, Capitol Corridor, the Alameda County Congestion Management Agency, and the Alameda County Transportation Improvement Authority.

(5) Vallejo Station. Construct intermodal transportation hub for bus and ferry service, including parking structure, at site of Vallejo's current ferry terminal. Twenty-eight million dollars ($28,000,000). The project sponsor is the City of Vallejo.

(6) Solano County Express Bus Intermodal Facilities. Provide competitive grant fund source, to be administered by the Metropolitan Transportation Commission. Eligible projects are Curtola Park and Ride, Benicia Intermodal Facility, Fairfield Transportation Center and Vacaville Intermodal Station. Priority to be given to projects that are fully funded, ready for construction,

and serving transit service that operates primarily on existing or fully funded high-occupancy vehicle lanes. Twenty million dollars ($20,000,000). The project sponsor is Solano Transportation Authority.

(7) Solano County Corridor Improvements near Interstate 80/Interstate 680 Interchange. Provide funding for improved mobility in corridor based on recommendations of joint study conducted by the Department of Transportation and the Solano Transportation Authority. Cost-effective transit infrastructure investment or service identified in the study shall be considered a high priority. One hundred million dollars ($100,000,000). The project sponsor is Solano Transportation Authority.

(8) Interstate 80: Eastbound High-Occupancy Vehicle (HOV) Lane Extension from Route 4 to Carquinez Bridge. Construct HOV-lane extension. Fifty million dollars ($50,000,000). The project sponsor is the Department of Transportation.

(9) Richmond Parkway Transit Center. Construct parking structure and associated improvements to expand bus capacity. Sixteen million dollars ($16,000,000). The project sponsor is Alameda-Contra Costa Transit District, in coordination with West Contra Costa Transportation Advisory Committee, Western Contra Costa Transit Authority, City of Richmond, and the Department of Transportation.

(10) Sonoma-Marin Area Rail Transit District (SMART) Extension to Larkspur or San Quentin. Extend rail line from San Rafael to a ferry terminal at Larkspur or San Quentin. Thirty-five million dollars ($35,000,000). Up to five million dollars ($5,000,000) may be used to study, in collaboration with the Water Transit Authority, the potential use of San Quentin property as an intermodal water transit terminal. The project sponsor is SMART.

(11) Greenbrae Interchange/Larkspur Ferry Access Improvements. Provide enhanced regional and local access around the Greenbrae Interchange to reduce traffic congestion and provide multimodal access to the Richmond-San Rafael Bridge and Larkspur Ferry Terminal by constructing a new full service diamond interchange at Wornum Drive south of the Greenbrae Interchange, extending a multiuse pathway from the new interchange at Wornum Drive to East Sir Francis Drake Boulevard and the Cal Park Hill rail right-of-way, adding a new lane to East Sir Francis Drake Boulevard and rehabilitating the Cal Park Hill Rail Tunnel and right-of-way approaches for bicycle and pedestrian access to connect the San Rafael Transit Center with the Larkspur Ferry Terminal. Sixty-five million dollars ($65,000,000). The project sponsor is Marin County Congestion Management Agency.

(12) Direct High-Occupancy Vehicle (HOV) lane connector from Interstate 680 to the Pleasant Hill or Walnut Creek BART stations or in close proximity to either station or as an extension of the southbound Interstate 680 High-Occupancy Vehicle Lane through the Interstate 680/State Highway Route 4 interchange from North Main in Walnut Creek to Livorna Road. The County Connection shall utilize up to one million dollars ($1,000,000) of the funds described in this paragraph to develop options and recommendations for providing express bus service on the Interstate

680 High-Occupancy Vehicle Lane south of the Benicia Bridge in order to connect to BART. Upon completion of the plan, the Contra Costa Transportation Authority shall adopt a preferred alternative provided by the County Connection plan for future funding. Following adoption of the preferred alternative, the remaining funds may be expended either to fund the preferred alternative or to extend the high-occupancy vehicle lane as described in this paragraph. Fifteen million dollars ($15,000,000). The project is sponsored by the Contra Costa Transportation Authority.

(13) Rail Extension to East Contra Costa/E-BART. Extend BART from Pittsburg/Bay Point Station to Byron in East Contra Costa County. Ninety-six million dollars ($96,000,000). Project funds may only be used if the project is in compliance with adopted BART policies with respect to appropriate land use zoning in vicinity of proposed stations. The project is jointly sponsored by BART and Contra Costa Transportation Authority.

(14) Capitol Corridor Improvements in Interstate 80/Interstate 680 Corridor. Fund track and station improvements, including the Suisun Third Main Track and new Fairfield Station. Twenty-five million dollars ($25,000,000). The project sponsor is Capitol Corridor Joint Powers Authority and the Solano Transportation Authority.

(15) Central Contra Costa Bay Area Rapid Transit (BART) Crossover. Add new track before Pleasant Hill BART Station to permit BART trains to cross to return track towards San Francisco. Twenty-five million dollars ($25,000,000). The project sponsor is BART.

(16) Benicia-Martinez Bridge: New Span. Provide partial funding for completion of new five-lane span between Benicia and Martinez to significantly increase capacity in the I-680 corridor. Fifty million dollars ($50,000,000). The project sponsor is the Bay Area Toll Authority.

(17) Regional Express Bus North. Competitive grant program for bus service in Richmond-San Rafael Bridge, Carquinez, Benicia-Martinez and Antioch Bridge corridors. Provide funding for park and ride lots, infrastructure improvements, and rolling stock. Eligible recipients include Golden Gate Bridge Highway and Transportation District, Vallejo Transit, Napa VINE, Fairfield-Suisun Transit, Western Contra Costa Transit Authority, Eastern Contra Costa Transit Authority, and Central Contra Costa Transit Authority. The Golden Gate Bridge Highway and Transportation District shall receive a minimum of one million six hundred thousand dollars ($1,600,000). Napa VINE shall receive a minimum of two million four hundred thousand dollars ($2,400,000). Twenty million dollars ($20,000,000). The project sponsor is the Metropolitan Transportation Commission.

(18) TransLink. Integrate the bay area's regional smart card technology, TransLink, with operator fare collection equipment and expand system to new transit services. Twenty-two million dollars ($22,000,000). The project sponsor is the Metropolitan Transportation Commission.

(19) Real-Time Transit Information. Provide a competitive grant program for transit operators for assistance with implementation of high-technology systems to provide real-time transit information to riders at transit stops or

via telephone, wireless, or Internet communication. Priority shall be given to projects identified in the commission's connectivity plan adopted pursuant to subdivision (d) of Section 30914.5. Twenty million dollars ($20,000,000). The funds shall be administered by the Metropolitan Transportation Commission.

(20) Safe Routes to Transit: Plan and construct bicycle and pedestrian access improvements in close proximity to transit facilities. Priority shall be given to those projects that best provide access to regional transit services. Twenty-two million five hundred thousand dollars ($22,500,000). City Car Share shall receive two million five hundred thousand dollars ($2,500,000) to expand its program within approximately one-quarter mile of transbay regional transit terminals or stations. The City Car Share project is sponsored by City Car Share and the Safe Routes to Transit project is jointly sponsored by the East Bay Bicycle Coalition and the Transportation and Land Use Coalition. These sponsors must identify a public agency cosponsor for purposes of specific project fund allocations.

(21) BART Tube Seismic Strengthening. Add seismic capacity to existing BART tube connecting the east bay with San Francisco. One hundred forty-three million dollars ($143,000,000). The project sponsor is BART.

(22) Transbay Terminal/Downtown Caltrain Extension. A new Transbay Terminal at First and Mission Streets in San Francisco providing added capacity for transbay, regional, local, and intercity bus services, the extension of Caltrain rail services into the terminal, and accommodation of a future high-speed passenger rail line to the terminal and eventual rail connection to the east bay. Eligible expenses include project planning, design and engineering, construction of a new terminal and its associated ramps and tunnels, demolition of existing structures, design and development of a temporary terminal, property and right-of-way acquisitions required for the project, and associated project-related administrative expenses. A bus- and train-ready terminal facility, including purchase and acquisition of necessary rights-of-way for the terminal, ramps, and rail extension, is the first priority for toll funds for the Transbay Terminal/Downtown Caltrain Extension Project. The temporary terminal operation shall not exceed five years. One hundred fifty million dollars ($150,000,000). The project sponsor is the Transbay Joint Powers Authority.

(23) Oakland Airport Connector. New transit connection to link BART, Capitol Corridor and AC Transit with Oakland Airport. The Port of Oakland shall provide a full funding plan for the connector. Thirty million dollars ($30,000,000). The project sponsors are the Port of Oakland and BART.

(24) AC Transit Enhanced Bus-Phase 1 on Telegraph Avenue, International Boulevard, and East 14th Street (Berkeley-Oakland-San Leandro). Develop enhanced bus service on these corridors, including bus bulbs, signal prioritization, new buses, and other improvements. Priority of investment shall improve the AC connection to BART on these corridors. Sixty-five million dollars ($65,000,000). The project sponsor is AC Transit.

(25) Transbay Commute Ferry Service. Purchase two vessels for transbay ferry services. Second vessel funds to be released upon demonstration of

appropriate terminal locations, new transit-oriented development, adequate parking, and sufficient landside feeder connections to support ridership projections. Twelve million dollars ($12,000,000). The project sponsor is San Francisco Bay Area Water Emergency Transportation Authority. If the San Francisco Bay Area Water Emergency Transportation Authority demonstrates to the Metropolitan Transportation Commission that it has secured alternative funding for the two vessel purchases described in this paragraph, the funds may be used for terminal improvements or for consolidation of existing ferry operations.

(26) Commute Ferry Service for Berkeley/Albany. Purchase two vessels for ferry services between the Berkeley/Albany Terminal and San Francisco. Parking access and landside feeder connections must be sufficient to support ridership projections. Twelve million dollars ($12,000,000). The project sponsor is the San Francisco Bay Area Water Emergency Transportation Authority. If the San Francisco Bay Area Water Emergency Transportation Authority demonstrates to the Metropolitan Transportation Commission that it has secured alternative funding for the two vessel purchases described in this paragraph, the funds may be used for terminal improvements. If the San Francisco Bay Area Water Emergency Transportation Authority does not have an entitled terminal site within the Berkeley/Albany catchment area by 2010 that meets its requirements, the funds described in this paragraph and the operating funds described in paragraph (7) of subdivision (d) shall be transferred to another site in the East Bay. The City of Richmond shall be given first priority to receive this transfer of funds if it has met the planning milestones identified in its special study developed pursuant to paragraph (28).

(27) Commute Ferry Service for South San Francisco. Purchase two vessels for ferry services to the Peninsula. Parking access and landside feeder connections must be sufficient to support ridership projections. Twelve million dollars ($12,000,000). The project sponsor is the San Francisco Bay Area Water Emergency Transportation Authority. If the San Francisco Bay Area Water Emergency Transportation Authority demonstrates to the Metropolitan Transportation Commission that it has secured alternative funding for the two vessel purchases described in this paragraph, the funds may be used for terminal improvements.

(28) Water Transit Facility Improvements, Spare Vessels, and Environmental Review Costs. Provide two backup vessels for water transit services, expand berthing capacity at the Port of San Francisco, and expand environmental studies and design for eligible locations. Forty-eight million dollars ($48,000,000). The project sponsor is San Francisco Bay Area Water Emergency Transportation Authority. Up to one million dollars ($1,000,000) of the funds described in this paragraph shall be made available for the San Francisco Bay Area Water Emergency Transportation Authority to study accelerating development and other milestones that would potentially increase ridership at the City of Richmond ferry terminal.

(29) Regional Express Bus Service for San Mateo, Dumbarton, and Bay Bridge Corridors. Expand park and ride lots, improve HOV access, construct

ramp improvements, and purchase rolling stock. Twenty-two million dollars ($22,000,000). The project sponsors are AC Transit and Alameda County Congestion Management Agency.

(30) I-880 North Safety Improvements. Reconfigure various ramps on I-880 and provide appropriate mitigations between 29th Avenue and 16th Avenue. Ten million dollars ($10,000,000). The project sponsors are Alameda County Congestion Management Agency, City of Oakland, and the Department of Transportation.

(31) BART Warm Springs Extension. Extension of the existing BART system from Fremont to Warm Springs in southern Alameda County. Ninety-five million dollars ($95,000,000). Up to ten million dollars ($10,000,000) shall be used for grade separation work in the City of Fremont necessary to extend BART. The project would facilitate a future rail service extension to the Silicon Valley. The project sponsor is BART.

(32) I-580 (Tri Valley) Rapid Transit Corridor Improvements. Provide rail or High-Occupancy Vehicle lane direct connector to Dublin BART and other improvements on I-580 in Alameda County for use by express buses. Sixty-five million dollars ($65,000,000). The project sponsor is Alameda County Congestion Management Agency.

(33) Regional Rail Master Plan. Provide planning funds for integrated regional rail study pursuant to subdivision (f) of Section 30914.5. Six million five hundred thousand dollars ($6,500,000). The project sponsors are Caltrain and BART.

(34) Integrated Fare Structure Program. Provide planning funds for the development of zonal monthly transit passes pursuant to subdivision (e) of Section 30914.5. One million five hundred thousand dollars ($1,500,000). The project sponsor is the Translink Consortium.

(35) Transit Commuter Benefits Promotion. Marketing program to promote tax-saving opportunities for employers and employees as specified in Section 132(f)(3) or 162(a) of the Internal Revenue Code. Goal is to increase the participation rate of employers offering employees a tax-free benefit to commute to work by transit. The project sponsor is the Metropolitan Transportation Commission. Five million dollars ($5,000,000).

(36) Caldecott Tunnel Improvements. Provide funds to plan and construct a fourth bore at the Caldecott Tunnel between Contra Costa and Alameda Counties. The fourth bore will be a two-lane bore with a shoulder or shoulders north of the current three bores. The County Connection shall study all feasible alternatives to increase transit capacity in the westbound corridor of State Highway Route 24 between State Highway Route 680 and the Caldecott Tunnel, including the study of the use of an express lane, high-occupancy vehicle lane, and an auxiliary lane. The cost of the study shall not exceed five hundred thousand dollars ($500,000) and shall be completed not later than January 15, 2006. Fifty million five hundred thousand dollars ($50,500,000). The project sponsor is the Contra Costa Transportation Authority.

(d) Not more than 38 percent of the revenues generated from the toll increase shall be made available annually for the purpose of providing

operating assistance for transit services as set forth in the authority's annual budget resolution. The funds shall be made available to the provider of the transit services subject to the performance measures described in Section 30914.5. If the funds cannot be obligated for operating assistance consistent with the performance measures, these funds shall be obligated for other operations consistent with this chapter.

Except for operating programs that do not have planned funding increases and subject to the 38-percent limit on total operating cost funding in any single year, following the first year of scheduled operations, an escalation factor, not to exceed 1.5 percent per year, shall be added to the operating cost funding through fiscal year 2015–16, to partially offset increased operating costs. The escalation factors shall be contained in the operating agreements described in Section 30914.5. Subject to the limitations of this paragraph, the Metropolitan Transportation Commission may annually fund the following operating programs as another component of the Regional Traffic Relief Plan:

(1) Golden Gate Express Bus Service over the Richmond Bridge (Route 40). Two million one hundred thousand dollars ($2,100,000).

(2) Napa Vine Service terminating at the Vallejo Intermodal Terminal. Three hundred ninety thousand dollars ($390,000).

(3) Regional Express Bus North Pool serving the Carquinez and Benicia Bridge Corridors. Three million four hundred thousand dollars ($3,400,000).

(4) Regional Express Bus South Pool serving the Bay Bridge, San Mateo Bridge, and Dumbarton Bridge Corridors. Six million five hundred thousand dollars ($6,500,000).

(5) Dumbarton Rail. Five million five hundred thousand dollars ($5,500,000).

(6) San Francisco Bay Area Water Emergency Transportation Authority, Alameda/Oakland/Harbor Bay, Berkeley/Albany, South San Francisco, Vallejo, or other transbay ferry service. A portion of the operating funds may be dedicated to landside transit operations. Fifteen million three hundred thousand dollars ($15,300,000). Funds historically made available to the City of Vallejo or the City of Alameda shall continue to be allocated to those cities until the date specified in the adopted transition plan developed by the San Francisco Bay Area Water Emergency Authority pursuant to subdivision (b) of Section 66540.32 of the Government Code. The authority may use up to six hundred thousand dollars ($600,000) to support development of the transition plan and for transition-related costs, including, but not limited to, reasonable administrative costs incurred by the authority and transferring agencies on or after July 1, 2008, in accordance with subdivision (e) of Section 66540.11 of the Government Code, upon a determination by the Metropolitan Transportation Commission that these costs are reasonable and substantially the result of the transition. After adoption of the transition plan and after formal agreement by the Cities of Alameda and Vallejo to transition their ferry services to the authority in accordance with the transition plan, the authority may use additional funds, above the limits previously referenced in this paragraph, for transition and

transition-related activities, incurred before or after the actual transfer of services, as defined in the transition plan and approved by the Metropolitan Transportation Commission. The authority may utilize funds from this section for operation of the services transferred from the City of Vallejo or the City of Alameda if approved by the Metropolitan Transportation Commission.

(7) Owl Bus Service on BART Corridor. One million eight hundred thousand dollars ($1,800,000).

(8) MUNI Metro Third Street Light Rail Line. Two million five hundred thousand dollars ($2,500,000) without escalation.

(9) AC Transit Enhanced Bus Service on Telegraph Avenue, International Boulevard, and East 14th Street in Berkeley-Oakland-San Leandro. Three million dollars ($3,000,000) without escalation.

(10) TransLink, three-year operating program. Twenty million dollars ($20,000,000) without escalation.

(11) San Francisco Bay Area Water Emergency Transportation Authority, regional planning and operations. Three million dollars ($3,000,000) without escalation.

(e) For all projects authorized under subdivision (c), the project sponsor shall submit an initial project report to the Metropolitan Transportation Commission before July 1, 2004. This report shall include all information required to describe the project in detail, including the status of any environmental documents relevant to the project, additional funds required to fully fund the project, the amount, if any, of funds expended to date, and a summary of any impediments to the completion of the project. This report, or an updated report, shall include a detailed financial plan and shall notify the commission if the project sponsor will request toll revenue within the subsequent 12 months. The project sponsor shall update this report as needed or requested by the commission. No funds shall be allocated by the commission for any project authorized by subdivision (c) until the project sponsor submits the initial project report, and the report is reviewed and approved by the commission.

If multiple project sponsors are listed for projects listed in subdivision (c), the commission shall identify a lead sponsor in coordination with all identified sponsors, for purposes of allocating funds. For any projects authorized under subdivision (c), the commission shall have the option of requiring a memorandum of understanding between itself and the project sponsor or sponsors that shall include any specific requirements that must be met prior to the allocation of funds provided under subdivision (c).

(f) The Metropolitan Transportation Commission shall annually assess the status of programs and projects and shall allocate a portion of funding made available under Section 30921 or 30958 for public information and advertising to support the services and projects identified in subdivisions (c) and (d). If a program or project identified in subdivision (c) has cost savings after completion, taking into account construction costs and an estimate of future settlement claims, or cannot be completed or cannot continue due to delivery or financing obstacles making the completion or

continuation of the program or project unrealistic, the commission shall consult with the program or project sponsor. After consulting with the sponsor, the commission shall hold a public hearing concerning the program or project. After the hearing, the commission may vote to modify the program or the project's scope, decrease its level of funding, or reassign some or all of the funds to another project within the same bridge corridor. If a program or project identified in subdivision (c) is to be implemented with other funds not derived from tolls, the commission shall follow the same consultation and hearing process described above and may vote thereafter to reassign the funds to another project consistent with the intent of this chapter. If an operating program or project as identified in subdivision (d) cannot achieve its performance objectives described in subdivision (a) of Section 30914.5 or cannot continue due to delivery or financing obstacles making the completion or continuation of the program or project unrealistic, the commission shall consult with the program or the project sponsor. After consulting with the sponsor, the commission shall hold a public hearing concerning the program or project. After the hearing, the commission may vote to modify the program or the project's scope, decrease its level of funding, or to reassign some or all of the funds to another or an additional regional transit program or project within the same corridor. If a program or project does not meet the required performance measures, the commission shall give the sponsor a time certain to achieve the performance measures before reassigning its funding.

(g) If the voters approve a toll increase pursuant to Section 30921, the authority shall within 24 months of the election date, include the projects in a long-range plan that are consistent with the commission's findings required by this section and Section 30914.5. The authority shall update its long-range plan as required to maintain its viability as a strategic plan for funding projects authorized by this section. The authority shall by January 1, 2007, submit its updated long-range plan to the transportation policy committee of each house of the Legislature for review.

(h) If the voters approve a toll increase pursuant to Section 30921, and if additional funds from this toll increase are available following the funding obligations of subdivisions (c) and (d), the authority may set aside a reserve to fund future rolling stock replacement to enhance the sustainability of the services enumerated in subdivision (d). The authority shall, by January 1, 2020, submit a 20-year toll bridge expenditure plan to the Legislature for adoption. This expenditure plan shall have, as its highest priority, replacement of transit vehicles purchased pursuant to subdivision (c).

SEC. 14. No reimbursement is required by this act pursuant to Section 6 of Article XIII B of the California Constitution because a local agency or school district has the authority to levy service charges, fees, or assessments sufficient to pay for the program or level of service mandated by this act, within the meaning of Section 17556 of the Government Code.

O

WATER EMERGENCY TRANSPORTATION AUTHORITY

WETA

IN CONJUNCTION WITH:

CITY OF ALAMEDA

CITY OF VALLEJO

METROPOLITAN TRANSPORTATION COMMISSION

Water Emergency Transportation Authority | Final Transition Plan

6 / 18 / 2009

A Message from the Chair of the WETA Board of Directors

This promises to be a watershed year for ferry transportation on San Francisco Bay, as we cement a partnership of our city-owned water-transit agencies, plan for service expansion, and coordinate ferry-based emergency response through the new San Francisco Bay Area Water Emergency Transportation Authority. It has been a long-time coming. Now, a critical public policy goal is within our grasp.

In 1999, the state Legislature created the San Francisco Bay Area Water Transit Authority (WTA) to plan new and expanded environmentally friendly ferry service and related ground facilities. An Implementation and Operation Plan delivered four years later by the WTA identified seven new potential ferry routes linking Oakland-South San Francisco, Berkeley-San Francisco, Richmond-San Francisco, Hercules-San Francisco, Antioch-San Francisco, Redwood City-San Francisco and Treasure Island-San Francisco.

In 2007, with the aftermath of Hurricane Katrina still fresh, the governor signed SB 976, which created the San Francisco Bay Area Water Emergency Transportation Authority (WETA) as successor to the WTA. It directed WETA take over ownership of local ferry services (except those operated by the Golden Gate Bridge, Highway and Transportation District) to not only run a consolidated regional ferry system but also prepare the system to respond to a natural or man-made disaster, in particular a major earthquake that disrupts bridge traffic in and out of San Francisco.

"The public interest requires swift action and steadfast resolve to prepare for the coming earthquakes," the legislation stated. It added: "In order to protect the lives and livelihoods of the Bay Area, the Legislature in this act establishes a new governmental entity specifically charged and empowered with responsibility to plan, implement and manage these critical services and facilities, as a matter of utmost urgency."

A year later, responding to the respective concerns of Vallejo and Alameda over the loss of control over the Vallejo Baylink and the Alameda-Oakland and Alameda Harbor Bay Ferry services, the Legislature passed SB 1093. It required that the transfer of the boats, terminals and other equipment and facilities to the WETA be negotiated between the agency and those cities; that it be subject to public hearings and review; and that a transition plan laying out the WETA's plans for operating and financing current and expanded ferry service is developed and adopted by the Board of Directors.

It is with pride that the Board of Directors of the WETA issues this Transition Plan, which was prepared by WETA staff in a spirit of cooperation with city-owned ferry services to ensure continuity of service and respect for local development goal's for ferry terminal property and nearby lands.

Under a separate cover, the board also is submitting a mandated Emergency Water Transportation System Management Plan, prepared in cooperation with state emergency officials and the U.S. Coast Guard. It lays out how WETA will prepare for, respond to, and recover from disasters impacting public health, welfare and transportation across the Bay Area.

In accepting responsibility for the city-owned ferry systems, WETA is putting forth commitments to the cities, WETA's new customers and the community at large that it will work to maintain the services as they are today and strive to make improvements as opportunities arise.

Commitment to the cities--WETA will work in partnership to serve its constituents and coordinate ferry transit services with local development and emergency response plans and concerns.

Commitment to the customers--WETA will continue existing service routes through a five-year transition period, retain existing revenue streams to individual services, and seek to bring in additional operating and capital money needed to maintain, sustain and improve existing services at levels that match system demand.

Commitment to the community--WETA will work with surrounding communities to build system partnerships and coordinate service and funding needs. This includes working with connecting local transit providers to coordinate system schedules, transfers and marketing activities, and working with city, county, regional and state agencies to coordinate project funding and emergency response activities and needs.

The expansion of ferry service on San Francisco Bay as envisioned by our predecessor agency the WTA is already under way. Earlier this year, we received two new state-of-the-art ferry vessels that we have chartered to the City of Alameda for use to support its ferry service. Later this year, we will break ground on a new ferry terminal in South San Francisco, which will be the first terminal providing ferry transportation to the South Bay. This terminal will support Oakland-to-South San Francisco service beginning in 2011. New Berkeley-to-San Francisco service is scheduled to begin in 2012. Additionally, WETA will continue to partner with interested cities and communities, such as Hercules, Richmond, Redwood City, Antioch and Martinez to plan, develop and seek funds for other new ferry services over the next five years.

As we move forward to implement this transition over the next 12 months, and settle into our new role as service operator over the next five years, we look forward to working with our many stakeholders to build upon this plan and provide a regional ferry service that people can be proud of, can count on to meet their daily needs and that stands at the ready in the event of an emergency.

Sincerely,
Charlene Haught Johnson

Executive Summary

Established in January 2008, the San Francisco Bay Area Water Emergency Transportation Authority (WETA) was created to consolidate public ferry service on San Francisco Bay, plan new ferry service routes and coordinate ferry transit emergency response activities across the region. Consistent with state law, the regional system to be operated by WETA will include the Alameda-Oakland and Alameda Harbor Bay services currently managed by the City of Alameda, the Vallejo Baylink system currently managed by the City of Vallejo, and expanded services previously planned for implementation by WETA's predecessor agency, the San Francisco Bay Area Water Transit Authority. It excludes the Golden Gate Bridge, Highway and Transportation District's ferry system serving Larkspur and Sausalito.

Pursuant to state legislation passed in 2008, SB 1093, consolidation of city-owned ferry service under WETA management would occur through a negotiated process that would result in asset transfers and lease agreements that respect prior local commitments made by the cities and provide for continued local support by the cities for the services and its passengers into the future.

DESCRIPTION OF EXISTING SERVICES: The Alameda-Oakland and Alameda Harbor Bay ferry services to San Francisco and Vallejo Baylink service to San Francisco are owned and managed by the cities of Alameda and Vallejo, respectively. Collectively, they provided 1.36 million passenger trips in FY 2007/08.

Alameda-Oakland Initiated in 1989 in response to damage to the Bay Bridge caused by the Loma Prieta Earthquake, Alameda-Oakland Ferry Service (AOFS) is carried out by private contractor Blue & Gold Fleet under contract to the City of Alameda. Utilizing two 25-knot vessels, AOFS serves four terminals on a daily basis: Main Street in Alameda ("Gateway"), the foot of Clay Street in Oakland, the San Francisco Ferry Building; and Pier 41 at Fisherman's Wharf (during midday and weekends). In addition, limited seasonal service is provided to AT&T Park for selected Giants games and to Angel Island State Park. AOFS patronage has varied from year-to-year over the past ten years, dropping slightly overall, from 479,680 passengers in FY 1998/99 to 466,820 passengers in FY 2007/08. AOFS experienced a 15% decline in commuter-based ridership and an 8.5% decline in ridership overall during the first half of FY 2008/09, likely due to the economic recession. AOFS's FY 2008/09 operating budget is $4.17 million, funded with 75% fares and other local contributions and 25% regional toll subsidies.

Harbor Bay Begun in 1992, the Alameda Harbor Bay ferry service (AHBF) was launched and initially funded by Harbor Bay Isle Associates, the Master Developer of the Harbor Bay project in Alameda, as a traffic mitigation element for the Harbor Bay development. Today, it is managed by the City of Alameda and operated as a peak-period commute service under contract by Harbor Bay Maritime between terminals on Harbor Bay in the southeastern portion of Alameda and the San Francisco Ferry Building. Service is provided with one 25-knot vessel, and one back-up vessel. Annual patronage has increased over the past ten years from 104,040 passengers in FY 1998/99 to 148,600 passengers in FY 2007/08. Ridership levels increased a slight 2.6% during the first half of FY 2008/09, making AHBF the only route considered for transition that has not experienced ridership decreases in recent months. AHBF's FY 2008/09 operating budget is $1.68 million, funded with 73% fares and other local contributions and 27% regional toll subsidies.

Vallejo Baylink Started in 1986 by private Red & White Fleet to serve a then newly opened Marine World amusement park, the service was taken over a year later by the City of Vallejo to serve its growing population--and saw a sizeable jump in use following the Loma Prieta Earthquake in October 1989. In 1994, the City of Vallejo purchased its first high-speed ferryboat. Service is provided today with four 34-knot vessels providing 60 minute crossings between the Vallejo Ferry Terminal located at Mare Island Way and Georgia Street to the San Francisco Ferry Building, with select trips departing Pier 41 adjacent to Fisherman's Wharf. The service is currently operated under contract by Blue & Gold Fleet. Exceeded only by Golden Gate Ferry's Larkspur route, Vallejo Baylink has the second largest ferry transit ridership in the Bay Area. Baylink patronage has increased over the past ten years from 613,080 passengers in FY 1998/99 to 743,480 passengers in FY 2007/08. Baylink ridership dropped almost 20% in the first half of FY 2008/09, likely due to the large fare increase instituted in June 2008 and overall travel reductions associated with the recession. Baylink's FY 2008/09 operating budget is $14.66 million, funded with 47% fares and other local contributions, 31% regional toll subsidies, 7% federal subsidies and 15% one-time subsidies provided by the Solano County Transportation Authority and WETA. This high operating expense is reflective of the high-speed, long-haul nature of the Vallejo services and the robust operating schedule currently provided.

PUBLIC FERRY SERVICE EXPANSION: WETA's predecessor agency, the San Francisco Bay Area Water Transit Authority (WTA), was charged with preparing and adopting the Implementation and Operations Plan (IOP) for new and expanded water transit and related landside services in the Bay Area. The State approved the IOP in 2003. The document provided a blueprint of how regional ferry service could be expanded beyond the existing services.

Since the adoption of the IOP, WTA and successor WETA aggressively pursued new funding sources to build and operate the recommended new and expanded regional ferry system. Successful passage of Regional Measure 2 (RM2) in 2004 provided local toll bridge funds for regional ferry system expansion, including $84 million in capital funds and $18.3 million in annual operating subsidies. These funds, along with approximately $20 million federal dollars, $15 million Measure A sales tax funds made available from the San Mateo County Transportation Authority, and the promise of $250 million Proposition 1B bonds, have enabled the following public ferry expansion projects, included in the IOP, to move forward:

- Spare Vessel Construction: Two spare vessels have been constructed and funded with RM2 funds. These will be used to augment existing Alameda services and expand emergency response capabilities.
- South San Francisco Ferry Service: This project consists of two 199-passenger 20-knot vessels and a new ferry terminal in Oyster Point to provide access to biotech jobs in South San Francisco from the East Bay. It is anticipated that this service will cost $3.2 million annually (FY 2011/12), funded with 71% RM2 and 29% fare revenues.
- Berkeley/Albany Ferry Service: Environmental review of a proposed Berkeley/Albany Ferry terminal (four sites are considered) and service is under way. Service could feature 30-minute peak service and 60-minute mid-day service between Berkeley/Albany and San Francisco, provided with two vessels. It is anticipated that this service will cost approximately $5.3 million annually, funded with 71% RM 2 and 29% fare revenues.
- Treasure Island Ferry Service: The San Francisco Treasure Island Development Authority (TIDA), San Francisco Office of Economic and Workforce Development and the prospective developer are proceeding to develop plans for the Treasure Island redevelopment project, which includes new ferry service between Treasure Island and San Francisco. While WETA would operate the ferry service, the Treasure Island developer would fund the terminal and vessels and the service's operating cost.
- San Francisco Ferry Building Docking Facility Expansion: WETA is working closely with the Port of San Francisco to prepare environmental and design documents related to the development of three new ferry-docking facilities, expanding from two to a total or five, at the downtown San Francisco terminal. One of these new terminals is critical to the operation of the Treasure Island service, while the other two would be needed to support other future expansion projects and expanded capacity for emergency response services.

FUTURE SERVICE EXPANSION PLANNING To meet its mandate of expansion of water transit services, for both regular commuting and disaster recovery needs, WETA must also continue to consider and develop projects requiring planning for implementation beyond the five-year period. In

support of this effort, WETA will continue preliminary environmental and conceptual design work associated with development of ferry services between San Francisco and the cities of Antioch, Hercules, Martinez, Redwood City and Richmond over the next five years. These services all have varying degrees of financial commitments for construction and operation. However, none have sufficient funding to date to support full implementation and would require the support of new funding commitments to be fully implemented.

Additional notable future and ongoing waterfront developments that could support terminals and service are the Alameda Point redevelopment project at the Alameda Navy station, which would supplant the Alameda Main Street terminal once constructed; "Oak-to-9th", a residential project along the Embarcadero in Oakland; Mission Bay, the San Francisco home to the new UCSF campus; the Hunters Point Shipyard in San Francisco; and Port Sonoma developments in the North Bay. WETA will continue to monitor these developments and provide support as needed.

SERVICE TRANSITION TO WETA WETA's approach to system consolidation and transition emphasizes a commitment to ensure continuity in programs, services and activities of the existing ferry services. As WETA moves from a planning to an operating agency, it will assume responsibility for existing services and associated contracts, and management and maintenance functions. The changeover will be carried out so existing services continue as they've been operated and patrons see no discernable differences or disruptions. Key transition elements include:

- WETA to continue service provision through contract operators. Alameda contract transfer is scheduled for January 1, 2010, and Vallejo contract transfer is scheduled for July 1, 2010 with a new single operating contract to be awarded and in effect January 1, 2011;
- Existing fare structures to be adopted by WETA to ensure continuity for passengers and system;
- WETA to secure similar passenger transfer discount agreements with connecting transit systems;
- WETA support staff and contractors to be secured to manage system operation, maintenance and administration activities;
- Emergency response training and coordination activities to continue, and all staff to participate;
- Marketing plan and branding efforts to be initiated to ensure customer awareness;
- Capital asset transfer, use and compensation agreements to be finalized between Port Commissions, cities and WETA, with vessels, waterside terminals and related spare parts transferring to WETA and landside terminal and maintenance facilities being made available through lease agreements;
- Ongoing city participation as a system partner, providing landside planning and management support and advocating for local funds to support system needs.

FIVE-YEAR FINANCIAL PLAN The five-year financial plan is required in order to ensure that WETA can both maintain and sustain existing services and fund planned expansion within its existing system revenues. A key component of the five year financial plan is the establishment of an operating reserve to support core WETA business functions. This reserve would serve to ensure that sufficient funds are available to WETA to float cash flow needs associated with operating and construction projects, support emergency response needs as they arise, and weather sharp, unexpected increases in operating costs, such as was experienced in 2008 when fuel prices spiked.

The budget is expected to support five services--Alameda-Oakland, Alameda Harbor Bay, Vallejo Baylink and Berkeley to Port of San Francisco ferry terminal routes, and South San Francisco to East Bay service--with a fleet of 14 vessels providing 94 ferry trips per weekday and carrying 1.7 million passengers per year by Year 5. Although WETA projects balanced budgets through the five-year transition, culminating in a Year Five operating budget of $34.6 million, and total spending over the period of $147 million, this projection is based upon several factors that may change as the transition is implemented, as discussed in the body of the plan. These include:

- Current local funding subsidies provided by the City of Alameda and Port of Oakland, which are under discussion and may be phased out over time. Potential increases in the landing fee rates and lease costs to support facilities located at the Port of San Francisco;
- Potential fare revenue reductions associated with ridership losses seen over the past year;
- Potential future costs for the Vallejo services as the result of new expenses associated with the long-standing Vallejo Station Project, which will replace existing surface parking spaces with an underground garage that will require new levels of operating and maintenance subsidies by the city;
- Development of final asset transfer and lease agreements with the cities and Port Commissions.

It should also be noted that by Year 5, annual operating expenses are almost on par with annual revenues, indicating a need to consider options for reducing expenses or raising revenues. WETA should plan to pro-actively review service levels, local subsidies and system performance and take actions to address this shortfall in advance of its arrival.

CAPITAL IMPROVEMENT PLAN A five-year program of capital improvements running from FY 2009/10 through FY 2013/14, the CIP supports WETA's regional public transit and emergency response service through one-time expansion and cyclical rehabilitation and replacement programs prepared in consultation with cities of Alameda and Vallejo.

Over five years, total WETA CIP spending on vessel maintenance and acquisition; ferry facility rehabilitation, replacement and dredging; and new construction of terminals and maintenance and operations facilities is $214.6 million.

Highlights include acquisition of four vessels--two a piece for Berkeley and South San Francisco service--and corresponding new terminals. And two new operations and maintenance facilities are proposed for the North and Central Bay.

A variety of federal, state and local funding sources are programmed and available to support the CIP, including the Regional Measure 2 levy on state-owned bridges in the Bay Area approved by voters in 2004, Federal formula funds for rehabilitation projects and Ferry Boat Discretionary funds for expansion projects, Proposition 1B, the state Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act, approved by voters in 2006, and the San Mateo sales tax approved by county voters in 2004.

NEXT STEPS Following the adoption of the Transition Plan, WETA will have six months to complete a number of work activities associated with service transition in the following areas:

- Developing service delivery contracts
- Developing asset transfer and use agreements with Port Commissions, cities, funding agencies and regulators;
- Preparing fare policies and securing passenger transfer agreements with connecting operators;
- Developing ticketing and fare collection agreements;
- Developing and implementing marketing and communications plan;
- Instituting management oversight plans and programs; and
- Securing additional staff to support system management.

With the support of the cities, this work will be completed in December. Service transition for AOFS will take place as planned on January 1, 2010, and the Vallejo Ferry system will transition to WETA on July 1, 2010.

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I INTRODUCTION

Ferries have a long history in the Bay Area of helping to increase regional mobility and providing vital transportation support in the event of a natural or manmade disaster. Effective, January 1, 2008, a new state law, SB 976, dissolved the San Francisco Bay Area Water Transit Authority (WTA), and replaced it with the San Francisco Bay Area Water Emergency Transportation Authority (WETA). This new regional agency is responsible for consolidating and operating public ferry services in the Bay Area, planning new service routes, and coordinating ferry transportation response to emergencies or disasters affecting the Bay Area transportation system. The creation of WETA responds to a need for more comprehensive water transportation and emergency services, a regionalized approach that will significantly increase the Bay Area's emergency response capabilities and contribute significantly to a more robust and environmentally friendly public transit system.

Under SB 976, WETA is to assume control over publicly operated ferries in the Bay Area, except those owned and operated by the Golden Gate Bridge, Highway and Transportation District. Additionally, SB 976 requires WETA to produce a transition plan outlining the process of consolidating and transferring three existing ferry services to the WETA, the Alameda/Oakland, Alameda Harbor Bay and Vallejo Baylink Services. By July 1 2009, the WETA Board of Directors must adopt a transition plan that includes the following financially constrained elements:

- An operating element describing existing services and planned service expansions; and
- A capital element defining a five-year Capital Improvement Program identifying all assets required to maintain, sustain and expand the system as planned.

The WETA also must develop a Water Emergency System Management Plan on or before July 1, 2009 in coordination with MTC, the US Coast Guard and the State Office of Emergency Services, which has been developed as a separate planning document.

WETA's predecessor agency, the WTA, was charged with the planning of a comprehensive public water transit system, including water-transit, feeder buses and any other transport and facilities supportive of the system. After two years of study and hundreds of hours of outreach, WTA's Implementation and Operations Plan (IOP) was approved by the State in July of 2003. The IOP outlined the need for seven new ferry routes and environmentally friendly ferry service to improve public transit and significantly increase our region's emergency response capacity.

Between 2003 and 2008, WTA and successor WETA worked to secure funds to conduct planning, environmental and design work for these new expanded services. By January 2008, WETA was under contract for construction of four new ferry vessels--two spare vessels and two vessels for up-coming South San Francisco service. It also was preparing to issue bid documents for South San Francisco terminal construction. Additionally, WETA was in various planning stages related to new services in Berkeley/Albany, Hercules, Richmond, Redwood City, Antioch, Martinez and Treasure Island.

In developing this transition plan, under additional legislation, SB 1093, WETA is required to balance planned expansion services with the needs of existing Alameda and Vallejo ferry services planned for transition to WETA.

This plan is structured to fulfill the reporting mandates of SB 976 and SB 1093 by providing a description of the existing Bay Area ferry services, charting a course for transfer and consolidation of those services under WETA, plans for service expansion and a five-year financial outlook, including capital improvements.

The document concludes with a set of next steps to meet a service transfer target of January 1, 2010 for the Alameda/Oakland and Alameda Harbor Bay services and July 1, 2010 for the Vallejo Baylink service.

II DESCRIPTION OF EXISTING SERVICES

This chapter includes a description of the service history, current routes, terminals, facilities, schedules and fares for existing services and a discussion of the status of services in FY 2008/09. The service description information included in this chapter has been assembled from the City of Alameda and Vallejo Short Range Transit Plans, service Web sites and city documents, all of which has been augmented through meetings and discussions with city staff.

Alameda/Oakland Ferry Service

History

The Alameda/Oakland Ferry Service (AOFS) was started after the Loma Prieta Earthquake on October 17, 1989, in direct response to the collapse of a section of the San Francisco-Oakland Bay Bridge and the nearly month-long closure that followed. The evening of the earthquake, private excursion vessel operators moved people across the Bay. By the following Monday, emergency funding had been secured and ferries were being operated between the San Francisco Ferry Building, Oakland's Jack London Square, and a temporary terminal at the foot of Main Street in Alameda. After the Bay Bridge was reopened, ferry service operated by Red and White Fleet and sponsored and funded by the City of Alameda, Port of Oakland, MTC and Caltrans was continued. The AOFS ferry service is managed by the City of Alameda. The city provides ferry service to the Clay Street terminal in Oakland through a fee for service agreement with the Port of Oakland. AOFS is currently operated under contract by Blue & Gold Fleet.

Over the years, the City of Alameda has worked to improve the system assets. In 1994, the City of Alameda purchased a new 250-passenger vessel, the M.V. Bay Breeze, using state grants and bridge toll funds. As AOFS ridership grew, the city bought two additional ferry vessels, including the used and larger-capacity Encinal, purchased from Blue & Gold Fleet in 1997, and the newly constructed M.V. Peralta, which was placed into service in 2001. The ferry terminals in Alameda, Oakland, and at the San Francisco Ferry Building also have been improved gradually as funds have permitted.

FIGURE 2.1: AOFS Route Map

Routes, Terminals & Facilities

AOFS serves four terminals on a daily basis: Main Street in Alameda ("Gateway"), the foot of Clay Street in Oakland, the San Francisco Ferry Building; and Pier 41 at Fisherman's Wharf (during midday and weekends). In addition, limited seasonal service is provided to AT&T Park for selected Giants games and to Angel Island State Park (see Figure 2.1).

Main Street/Alameda Gateway, Alameda:

The Main Street/Alameda Gateway Ferry Terminal is located at 2990 Main Street. This facility is part of the State Tidelands Trust and is owned by the City of Alameda, with the service float provided under a lease agreement with the Alameda Reuse and Redevelopment Authority. The terminal location is adjacent to the north side of the former U.S. Naval Air Station (NAS) Alameda (now "Alameda Point") and the Oakland Inner Harbor channel. New homes have been built near the terminal, including 485 constructed adjacent to Ralph Appezatto Memorial Parkway. Terminal facilities include parking, a lighted waiting shelter, restrooms, newspaper stands, bicycle lockers, and a canopied walkway, all owned and maintained by the City of Alameda. A dedicated bus-only lane is provided inside the parking lot, providing direct access to the drop-off area at the front of the terminal facility.

Clay Street/Jack London Square, Oakland:

The Oakland Ferry Terminal is owned by the Port of Oakland and located at the foot of Clay Street, two blocks west of Jack London Square. The terminal consists of a covered fixed pier, serving as a passenger waiting area, and a float and gangway. The Port of Oakland provides regular passengers access to free ferry parking, with validation, at their 1,000-space Washington Street garage and reduced parking rates for ballpark customers.

San Francisco Ferry Building Terminal, San Francisco:

The AOFS uses a terminal at the San Francisco Ferry Building located at the foot of Market Street. The Port of San Francisco owns, maintains and operates this terminal. To support the management and maintenance costs, ferry landing fees are charged for each vessel landing.

Fisherman's Wharf/Pier 39 & 41 Terminal, San Francisco:

AOFS services the Fisherman's Wharf area with facilities provided by the city's contract operator, Blue & Gold Fleet, at Pier 39 and 41.

China Basin Ferry Terminal at Giants Ballpark, San Francisco:

AOFS provides services to select weekday night and weekend day games when the San Francisco Giants are in town. The ballpark terminal is owned by the Port of San Francisco, which charges a landing fee each time a ferry docks at the terminal.

Operations & Maintenance Facilities:

As a part of their service contract, Blue & Gold Fleet provides a vessel operations and maintenance facility for AOFS services.

Transit Access and Connections

Main Street/Alameda Gateway, Alameda:

Main Street provides the primary vehicular access to the ferry terminal, running north-south, just to the east of the Alameda Point area. AC Transit Route 63 provides feeder bus service to the Main Street ferry terminal, operating between Alameda Point, Central Alameda, and the Fruitvale BART station. Route 63 operates every 30 minutes between 5:30 a.m. and 12:50 a.m. Passengers on AOFS receive a free AC Transit bus transfer with every ticket purchased.

The majority of ferry passengers drive or are dropped off at the Alameda terminal. Free parking is provided at the 350-space ferry terminal parking lot owned by the City of Alameda. During the peak spring/summer service period, parking lot occupancy is about 80-85% of capacity. Eight bicycle lockers are provided at the Main Street terminal.

The Alameda Reuse and Redevelopment Authority (ARRA) recently completed the NAS Alameda Community Reuse Plan, which includes many proposed land-use and circulation changes to the Main Street area. Implementation would provide new linkages to an upgraded Main Street, and potential development of several thousand new housing units (over 5-10 years), which may significantly increase ferry patronage to/from San Francisco in the future.

Clay Street/Jack London Square, Oakland:

The Clay Street ferry terminal is located near downtown Oakland. Three AC Transit lines (72, 72M, 72R - San Pablo Avenue Rapid Bus) stop within two blocks of the Clay Street dock, connecting to and from downtown Oakland, while several other local routes stop within ½ mile of the terminal. These routes operate with 12 to 30 minute headways during peak periods, and less frequently during the mid-day and weekends. The Oakland Amtrak Station is located six blocks southeast of the Clay Street dock, at Jackson Street and Embarcadero. The nearest Bay Area Rapid Transit (BART) station, 12th Street – City Center, is located approximately 3/4 mile away in downtown Oakland at 11th Street and Broadway. Parking is available to AOFS passengers at the Washington Street garage across the street from the ferry terminal.

San Francisco Ferry Building

San Francisco Ferry Building Terminal, San Francisco:

Owned by the Port of San Francisco, the Ferry Building is accessible by most San Francisco Municipal Railway (Muni) routes, including the F-Line streetcar, California Street cable car, and "Muni Metro" via the joint BART/Muni Embarcadero subway station. A free Muni transfer is provided to AOFS passengers who purchase multi-ticket books. Many ferry riders walk to their destinations in San Francisco where approximately 300,000 jobs are located within a 10-to-15 minute walk.

Fisherman's Wharf/ Pier 39 & 41 Terminal, San Francisco:

Fisherman's wharf is primarily a destination for excursion riders during the midday and on weekends. It is accessible by several San Francisco MUNI cable car and bus lines.

China Basin Ferry Terminal at Giants Ballpark, San Francisco:

Service to this terminal is currently available during select weekday night and weekend day home games, due to limited number of vessels available when games start during regular commute hours. This terminal is designated by the Port of San Francisco as an emergency alternative landing site in the event that the Ferry Building Terminals are taken out of service. It is accessible by MUNI Metro T & N lines and four different MUNI bus lines.

Level of Service & Schedule

The AOFS has two passenger-only vessels in service, the Encinal and the Peralta. The present weekday schedule has 13 departures from Alameda Main Street and Oakland Clay Street, 12 departures from the San Francisco Ferry Terminal, and five departures from Pier 41 at Fisherman's Wharf. A third ("tripper") vessel is used for one round trip a day, starting at Pier 41 and departing the Ferry Building at 5:45 p.m., thus providing a total of two departures from San Francisco to Alameda and Oakland during the peak PM hour

(5:20 and 5:45 p.m.). "Short Hop" ferry service from Alameda to Oakland and from Pier 41 to the San Francisco Ferry Building is also available. When there are weeknight Giant's baseball games at AT&T Park, the tripper vessel stops at the AT&T Park ferry terminal before returning to Pier 41. This vessel also provides return ferry trips from AT&T Park to Oakland and Alameda after night games are concluded. Prior to 2003, the tripper made one or two additional morning peak commute trips, offering approximate 30-minute headways (30 and 35) instead of the current 65-minute headways.

The level of weekend service varies on a seasonal basis, with the exception that it is suspended during the months of January and February due to low ridership. The spring and fall schedules offer six round trips between 9:15 a.m. and 7:10 p.m., including a trip via AT&T Park during weekend day games. The summer schedule provides three additional round trips. Both the fall/spring and summer weekend schedules have select trips which bypass either the San Francisco Ferry Building or Pier 41. On summer weekends, an additional morning trip (via Pier 41) and afternoon return is provided to Angel Island State Park, from Alameda and Oakland. Table 2.1 displays route and service information for AOFS.

The current round trip (cycle) time is 65 minutes for one vessel operating between the Ferry Building, Alameda Gateway, and Clay Street. This scheduling pattern is reflected in morning peak period departures from Oakland, at 6:00 a.m., 7:05 a.m., 8:10 a.m. and 9:15 a.m.

Fares

The current fare structure for AOFS is shown in Table 2.2. All fares include transfers to AC Transit and the 10/20/40 ticket books also include San Francisco Municipal Railway transfers. Customers purchasing multi-ride ticket books save between $1.25 and $2.00 per one-way trip.

Over the past 10 years, the City of Alameda has raised ferry fares from $4.50 to $6.25. This equates to a 4% average annual fare increase over the period. The most recent fare increase included a fuel surcharge in 2008 to address the rising cost of diesel fuel. A 10-year history of fares for AOFS is in Figure 2.2.

AOFS Schedule and Route Description	
Route/ Terminals:	Alameda - Oakland – San Francisco Angel Island AT&T Park
Weekday Span of Service:	6:00am – 9:45pm
Weekend Span of Service:	10:00am – 7:50pm
Vessels:	One - 25 knot, 388 passenger catamaran One - 25 knot, 326 passenger catamaran
Transit Time:	25 minutes

Table 2.1: AOFS Schedule and Route Description

Alameda I Oakland Ferry Service Fares	
Adults	$6.25
Juniors (5-12 yrs)	$3.50
Children under 5 yrs	Free
Seniors/Disabled	$3.75
Active Military	$5.00
10-ticket book	$5.00
20-ticket book	$4.50
40-ticket book	$4.25
"Short Hop"	$1.50

Table 2.2: AOFS One-Way Fares

*Fares for the AT&T Park and Angel Island State Park differ from the standard fares.

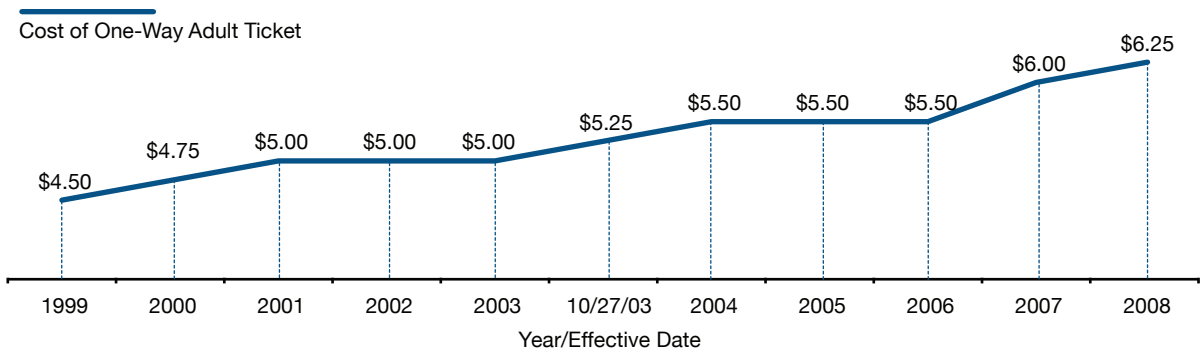


Figure 2.2: AOFS Ten Year Single-Ride Fare History

Ridership Trends

As illustrated in Table 2.3, AOFS patronage peaked in FY 1999/00 with annual patronage reaching 506,000 passenger trips. Thereafter, ferry patronage declined to 360,000 riders in FY 2004/05, reflecting the impact of the Bay Area's economic recession. In FY 2006/07, patronage peaked again with annual ridership reaching just above 470,000 trips. However, the service saw a significant ridership decrease during the last half of calendar year 2008, with commuter-based ridership declining 15% and overall ridership declining 8.5% from the same period in 2007 (from 273,636 to 230,453 passenger trips).

During commute periods, 65% of ridership originates in Alameda and 35% in Oakland. Overall weekday patronage is split about 50-50 between Oakland and Alameda, but weekend ridership is dominated by Oakland, which generates 60-70% of weekend totals. Like other ferry services, patronage patterns vary by season. January and February have the lowest ridership; weekend service has been canceled for those two months as a result. The heaviest patronage occurs June through October when excursion ridership (midday and weekend) is high. Weekend ridership varies from a low of 600 passengers per day in November to highs of 1,400-1,500 daily passengers in spring and summer.

Alameda | Oakland Ferry Service Ten Year Ridership

FISCAL YEAR	AOFS RIDERSHIP
FY 1998/99	479,680
FY 1999/00	506,073
FY 2000/01	502,985
FY 2001/02	501,466
FY 2002/03	427,752
FY 2003/04	481,379
FY 2004/05	360,388
FY 2005/06	430,518
FY 2006/07	470,414
FY 2007/08	466,818

Table 2.3: AOFS Annual Ridership FY 1998/99 to FY 2007/08

Alameda-Oakland Ferry

Alameda Harbor Bay Ferry Service

History

The Alameda Harbor Bay Ferry (AHBF) began service in March 1992. This new commuter ferry route was operated by Harbor Bay Maritime, under a permit issued by the California Public Utilities Commission and initially funded by Harbor Bay Isle Associates, the master developer of the Harbor Bay project in Alameda near Oakland International Airport. Peak-period ferry service between Harbor Bay and downtown San Francisco originally was provided as a traffic mitigation element (as well as marketing strategy for the project) in the development agreement between Harbor Bay Isle Associates and the City of Alameda.

The initial development agreement called for unsubsidized service for three years through 1995, which was later extended three additional years until 1998 in exchange for the city providing a publicly funded vessel. A public terminal with a 250-space parking lot was built on the northwestern shore of Harbor Bay Island. A private, leased vessel was replaced by the M.V. Express II and then the M.V. Bay Breeze once a suitable, larger vessel was available for the AOFS route.

The City of Alameda currently contracts with Harbor Bay Maritime for the operation of this service.

Figure 2.3: AHBFS Route Map

Routes, Terminals & Facilities

The eight-nautical-mile AHBF route operates from Harbor Bay in the southeastern portion of Alameda, immediately north of Oakland International Airport, to the San Francisco Ferry Building.

Harbor Bay Ferry Terminal, Alameda:

This service has a functional terminal on the west side of Harbor Bay; the City of Alameda does not have fee title to the ferry terminal property but has an easement to the property. The terminal consists of a 250-space parking lot, glass shelter, and accessible gangway and floating dock.

San Francisco Ferry Building, San Francisco:

The AHBF uses the San Francisco Ferry Building Terminal located

at the foot of Market Street. The Port of San Francisco owns this terminal and charges a landing fee each time a ferry docks at the terminal.

Operations & Maintenance Facilities:

As a part of the operating contract, Harbor Bay Maritime provides for vessel maintenance at a facility leased by the Port of San Francisco at Pier 48.

Transit Access and Connections

Harbor Bay Ferry Terminal, Alameda:

The majority of passengers drive or are dropped off at the Harbor Bay terminal. Roadway access to the Harbor Bay ferry terminal is provided in two directions, including Harbor Bay Parkway connecting to the main part of Alameda and Doolittle Drive connecting to southern Oakland and San Leandro. Mecartney Road connects the Harbor Bay ferry terminal to the primarily residential area on the northwest corner of Harbor Bay. Some residential neighborhoods are within walking distance of the terminal and a walking/bicycle path runs along Shoreline Park, parallel to Harbor Bay Parkway.

Parking is provided at the ferry terminal, with approximately 250 free spaces. The Harbor Bay terminal also includes a total of 10 freestanding bicycle racks.

AC Transit Line 50 stops at the ferry terminal every 15 minutes between 6:26 a.m. and 8:54 p.m. Ferry passengers are provided free transfers to AC Transit bus service.

San Francisco Ferry Building Terminal, San Francisco:

Owned by the Port of San Francisco, the Ferry Building is accessible by most San Francisco Municipal Railway (Muni) routes, including the F-Line streetcar, California Street cable car, and "Muni Metro" via the joint BART/Muni Embarcadero subway station.

Level of Service & Schedules

AHBF routes are served by two vessels, the Bay Breeze and the Harbor Bay Express. Service levels have remained largely unchanged from FY 2000/01 until the present. This service operates during weekday peak periods only, with three morning trips to San Francisco and four afternoon peak trips from San Francisco. While most commute to work in San Francisco, there is a small group of San Francisco residents that reverse-commute from San Francisco to Harbor Bay Island.

AHBF Schedule and Route Description	
Route/ Terminals:	Harbor Bay (Alameda) – San Francisco
Weekday Span of Service:	6:30am – 10am & 4:30pm - 8pm
Weekend Span of Service:	None
Vessel:	One - 25 knot, 250 passenger catamaran One – 28 knot, 149 passenger catamaran
Transit Time:	25 minutes

Table 2.4: AHBF Schedule and Route Description

Fares

The current fare structure for AHBF is shown in Table 2.5. Monthly passes include transfers to AC Transit and Muni.

Customers purchasing multi-ride ticket books save between $1.00 and $1.88 per one-way trip.

Over the past 10 years, AHBF fares have increased $4.50 to $6.50. This equates to a 4.5% average annual fare increase over the ten year period. The most recent fare increase was implemented in 2008, and increased fares $0.50, from $6.00 to $6.50, to address the rising cost of diesel fuel.

Figure 2.4 displays AHBF's fare history for the last ten years.

AHBF One-Way Fares	
Adults	$6.50
Juniors (5-12 yrs)	$3.25
Children under 5 yrs	Free
Seniors/Disabled	$3.75
Active Military	$5.25
10-ticket book	$5.50
20-ticket book	$5.00
Monthly Pass/40-ticket book	$4.62

Table 2.5: AHBF One-Way Fares

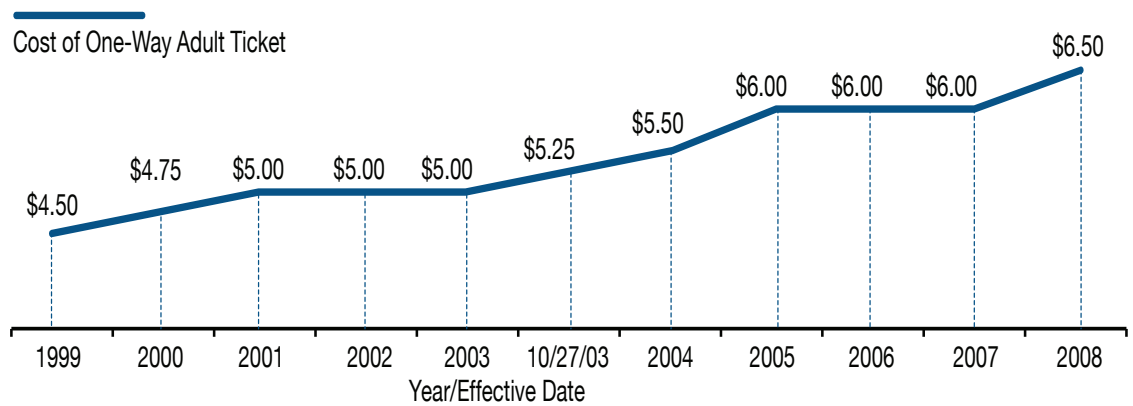


Figure 2.4: AHBFS Ten Year One-Way Single-Ride Fare History

Ridership Trends

Annual patronage in FY 2001/02 was approximately 129,500 passengers, declining to 104,000 in FY 2002/03. Ridership increased slightly to 112,000 in FY 2003/04 and then declined again in FY 2004/05 to 82,500 passengers due to the two month period Harbor Bay Ferry Terminal was closed to repair damages from a storm. From FY 2006/07 to FY 2007/08, AHBF ridership increased 4.8% to 148,600 annual trips, the highest ridership levels achieved by AHBF over the past ten years. AHBF is the only public ferry route considered for transition that achieved a ridership increase (2.6%) in the last half of calendar year 2008.

Table 2.6 displays annual ridership from FY 1998/99 to FY 2007/08.

AHBF Ten Year Ridership	
FISCAL YEAR	HBFS RIDERSHIP
FY 1998/99	104,042
FY 1999/00	123,335
FY 2000/01	127,329
FY 2001/02	129,596
FY 2002/03	104,167
FY 2003/04	112,272
FY 2004/05*	82,532
FY 2005/06	131,995
FY 2006/07	141,718
FY 2007/08	148,598

* FY 2004/05 ridership decline attributed to 3.5 month period when was service suspended due to storm damage

Table 2.6: AHBF Annual Ridership FY 1998/99 to FY 2007/08

Vallejo Baylink Ferry Service

History

Vallejo Baylink Ferry is a public water transportation service operated by Blue & Gold Fleet, under contract to the City of Vallejo. Service is provided from the Vallejo Ferry Terminal located at Mare Island Way and Georgia Street to the San Francisco Ferry Building located at Embarcadero and Market Street, with select trips also serving Pier 41 adjacent to Fisherman's Wharf (see Figure 2.5).

Vallejo's current-day ferry service started in 1986 when Red & White Fleet started limited commuter ferry service to and from San Francisco and midday service to Marine World, which had just opened. A year after initiating these privately-subsidized services, Red & White Fleet began discussions to suspend the commute component of the service due to insufficient financial returns. At approximately the same time, Regional Measure 1 funds became available to the City of Vallejo to support ferry services. As a result, Vallejo stepped in to take a leadership role in the funding and development of the Vallejo ferry service for its growing population.

After the Loma Prieta earthquake in 1989, ferry ridership increased dramatically and remained high for several years. In 1994, the City of Vallejo purchased their first high-speed ferry boat and awarded the ferry operating contract to Blue & Gold Fleet, where it currently resides.

Figure 2.5: Vallejo Route map

Routes, Terminals and Facilities

Vallejo Baylink has four city-owned ferries serving the North Bay region utilizing three terminals with departures to and from Pier 1 and Pier 41 in San Francisco and the Valljo Ferry terminal. The San Francisco - Vallejo route is 24 nautical miles, requires 34-knot, high-speed vessels and takes approximately 60 minutes one way. Baylink provides limited summer ferry service with connections to the Blue & Gold fleet to and from Angel Island State Park, packaged transportation to and from Discovery Kingdom Six Flags located in Vallejo. Baylink also provides seasonal ferry service to Giant's baseball games at AT&T Park.

Vallejo Ferry Terminal, Vallejo:

Owned by the City of Vallejo, this facility includes a terminal building, covered gangway and float, which provide access to the vessels. There is a ticket sales booth, additional waiting area, the Vallejo Convention & Visitors Bureau and a coffee shop within the ferry terminal building. Ferry passengers are provided parking at a 796-space lot located directly across the street from the Vallejo ferry terminal. Approximately 227 additional on-street parking spaces are available in the terminal area. In addition, the city provides 176 overflow parking spaces at their adjacent City Hall parking lot facility. In total, there are 1,199 city-owned parking spaces currently available for ferry patrons. The cost to operate and maintain these city owned parking lots and to provide security has historically been included in the Baylink operation budget. It should be noted that the City of Vallejo has had plans to develop the land on which these parking facilities are currently located since the 1970's, prior to ferry service. Accordingly, the city considers these surface parking lots as "temporary" until the ferry parking can be consolidated into a parking structure which in turn, would allow this development to occur.

In accordance with Vallejo's long term plan to develop its waterfront area, there is a development agreement currently in effect for the Vallejo Station and Waterfront mixed-use development project. The objective of this project is to revitalize the waterfront areas and the downtown historical area, capturing existing amenities, such as the ferry terminal, to create a pedestrian and transit friendly environment. The project calls for higher density housing along the waterfront, and a new hotel and conference center. The ferry terminal is a central piece of this development, as both a functional and visual amentiy to this waterfront development. A key element of this project is the consolidation of surface parking into a parking structure.

The project master plan calls for 92 acres of new development, with 1,092 to 1,230 new residential housing units, 562,000 square feet of commercial/retail/office/light-industrial space, two garages and a 200-room hotel and conference center. The master plan designates a future parking garage for ferry passengers to replace the current on-street parking that would be lost due to this development. The project has been identified as a high priority by the city and has the potential to have a significant impact on the ferry service operation.

San Francisco Ferry Building, San Francisco:

Baylink uses one of the terminals at the San Francisco Ferry Building. The Port of San Francisco owns this terminal and charges a landing fee each time a ferry docks at the terminal. The Port also charges a monthly license fee for bus curb side space.

Fisherman's Wharf/Pier 41 Terminal, San Francisco:

Baylink services the Fisherman's Wharf area with facilities provided by its contract operator, Blue & Gold Fleet, at Pier 41.

China Basin Ferry Terminal at Giants Ballpark, San Francisco:

When the Giants are playing weekend/holiday home games and select weekday night games, Baylink also services the China Basin Ferry Terminal. This terminal is owned by the Port of San Francisco, which charges a landing fee each time a ferry docks at the terminal.

Operations & Maintenance Facility:

Vallejo's contractor, Blue & Gold Fleet operates out of a temporary facility provided by the City of Vallejo on Mare Island that will need to be relocated in the near future as that site is subject to redevelopment and is insufficient for ferry operations and maintenance. A new site at Building 165, also on the former Mare Island navy base, has been identified as the preferred location for a new permanent operations & maintenance facility.

Transit Access and Connections

The Vallejo Ferry Terminal, Vallejo:

The terminal, located on Mare Island Way on the west end side of Central Vallejo, can be reached from Interstate 80 via Curtola Parkway and Georgia or Tennessee Streets. The terminal is within close proximity to Highway 37 & 29.

Local and intercity bus services such as Vallejo Transit, Benicia Transit and Napa "Vine" Transit all serve the Vallejo Ferry Terminal. Ferry riders have historically been allowed free transfers to Vallejo buses connecting to the terminal site.

The City of Vallejo provides parking and bicycle lockers directly across the street from the ferry docking area. Each vessel typically has capacity for secure storage of up to 15 bicycles each way. Regional bus routes and half of Vallejo's local routes serve the ferry terminal directly. All bus riders can access the terminal from a downtown bus transfer area currently 3 to 4 blocks away. The Vallejo Station project includes a new downtown bus transfer center relocated only one block from the ferry terminal with a new pedestrian friendly paseo directly connecting the two transit facilities. This project will greatly enhance the accessibility and connection between bus service and the Baylink Ferry service.

Fisherman's Wharf/ Pier 41 Terminal, San Francisco:

Fisherman's Wharf is primarily a tourist area and is accessible by several San Francisco MUNI cable car and bus lines.

China Basin Ferry Terminal at AT&T Ballpark, San Francisco:

Baylink provides ferry service to this terminal for select games, making it primarily a destination terminal for ferry riders. It is accessible by MUNI Metro T & N lines and four MUNI bus lines.

Vallejo Ferry Terminal

Level of Service and Schedules

Vallejo Baylink operates two primary schedules per year (summer and winter) and provides service 7 days a week. Service operates from the terminal at the Vallejo waterfront west of downtown directly to downtown San Francisco and to Fisherman's Wharf for selected trips. Ferry service is provided every day of the year except Thanksgiving Day, Christmas Day, and New Year's Day. Table 2.7 displays route and service information for the Vallejo Baylink Ferry.

Vallejo Baylink ferry service has four ferries, the M/V Mare Island, the M/V Intintoli, the M/V Solano, and the M/V Vallejo. There are 12 roundtrips to the San Francisco Ferry Building and three trips to Pier 41 each weekday, and five roundtrips to the San Francisco Ferry Building and three trips to Pier 41 on winter weekends (November to April). Weekend service is augmented during the summer season (May to October) to nine round trips per day with five stops at Pier 41. This schedule is provided through a combination of ferry trips and complementary bus trips provided by Vallejo Transit Route 200.

Route 200 picks up passengers in front of the Vallejo Ferry Terminal in Vallejo and on the Embarcadero at Washington Street in San Francisco. There are 13 scheduled Route 200 bus trips on weekdays and five scheduled trips on weekends. Though the bus offers flexibility to the ferry patrons, many of the ferry patrons strictly utilize the ferry service, while many of the bus riders are strictly bus riders and do not utilize the ferry service.

Vallejo Baylink Ferry Service Schedule and Route Description	
Route/ Terminals:	Vallejo – San Francisco – Fisherman's Wharf (off peak)
Weekday Span of Service:	5:30 a.m. - 7:05 p.m.
Weekend Span of Service:	10:00 a.m. - 7:30 p.m. winter (Nov-Apr) 8:10 a.m. - 11:00 p.m. summer (May-Oct)
Vessel:	Four - 34 knot, 300 passenger high speed catamarans
Transit Time:	60 minutes

Table 2.7: Vallejo Baylink Ferry Service Route Description

Fares

Current fares for various passenger groups are shown in Table 2.8.

Customers purchasing a ten-book ride ticket save $2.70 per one-way trip from the full cash fare, and monthly pass holders, based upon a 20 work day month, pay $7.25 per one-way trip, thereby saving $5.75 per one way trip.

Over the past 10 years, Baylink's one-way cash fares increased from $7.50 in 1999 to $15.00 in 2008. This equates to a $7.50, or approximately 100% fare increase over the 10-year period. Given that Solano County has not been able to pass a local sales tax for transit funding and the inability of Vallejo to subsidize the ferry operation with city funds, options for balancing revenues with increasing operating expenses have been limited to reducing services or raising fares. While this has resulted in a consistently high farebox recovery ratio for the system (approximately 60% in prior years, which far exceeds MTC's 30% standard for the service), the $15.00 one way fare in 2008 may have exceeded the maximum fare threshold of the Baylink passengers.

Vallejo Baylink Ferry Service One-Way Single-Ride Fares	
Adults	$13.00
Juniors (6-12 yrs)	$6.50
Children under 6 yrs	Free
Seniors/Disabled	$6.50
10-ticket book	$10.30
Monthly Pass (bus/ferry)	$290.00

Table 2.8: Vallejo Baylink Ferry Service One-way Single-Ride Fares

The most recent fare increase was implemented in 2008, increasing cash fares $2.50, from $12.50 to $15.00, to fill an operating shortfall attributable to sharply increased fuel prices. Immediately following this increase, Baylink saw a 13% reduction in ridership, causing concern that fares had exceeded the passengers' ability to pay. This fare increase was rolled back in November 2008 when the city worked with WETA, the Solano County Transportation Authority and MTC to secure a one-time commitment of additional operating funds to support the ferry service in FY 2008/09.

A 10-year history of fares for Vallejo Baylink is provided in Figure 2.6.

Ridership Trends

Exceeded only by Golden Gate Ferry's Larkspur route, Vallejo Baylink has the second largest ferry transit ridership in the Bay Area. In FY 2006/07, ridership hit an all-time high of 779,000 passengers. However, in FY 2007/08 ridership dropped 4.5%, to 743,500 passengers after a fare increase and service reductions, and, in the first half of FY 2008/09, Baylink ridership dropped over 19.5% (from 396,146 to 318,634 for this six month period). City of Vallejo

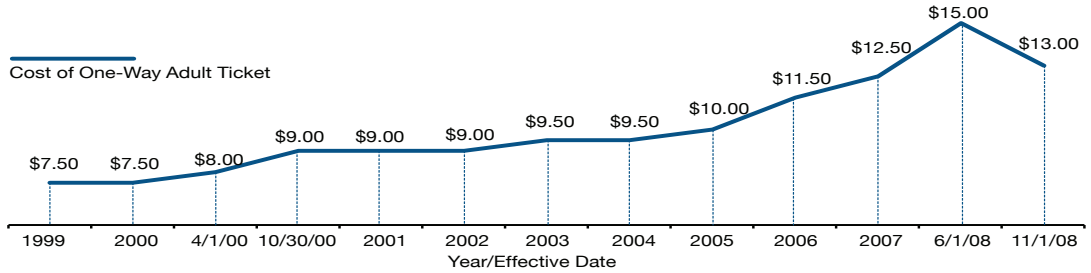


Figure 2.6: Vallejo Baylink 10-Year One-Way Fare History

Vallejo Baylink Ferry Service Ten Year Ridership	
FISCAL YEAR	BAYLINK RIDERSHIP
FY 1998/99	613,080
FY 1999/00	721,850
FY 2000/01	757,619
FY 2001/02	676,308
FY 2002/03	648,942
FY 2003/04	633,137
FY 2004/05	670,174
FY 2005/06	750,441
FY 2006/07	779,162
FY 2007/08	743,479

Table 2.9: Vallejo Baylink Ferry Annual Ridership FY 1998/99 to FY 2007/08 (Route 200 ridership not included)

staff believes that this ridership drop was caused by a combination of the large fare increase instituted in June 2008 and overall travel demand reductions associated with the recession. City staff has taken measures to try to reverse this sharp decline, such as working to secure alternative service funds to support a fare reduction in November 2008, and is currently working to develop service marketing plans. Additionally, City of Vallejo staff continues to evaluate potential service modifications to ensure optimal alignment of service levels with passenger demand to minimize the gap between system revenues and expenses. It will be important for WETA to work with the City of Vallejo to continue this evaluation during the transition period in order to ensure that services assigned to WETA are optimal, cost effective and sustainable into the future. Table 2.9 displays Baylink's annual ridership for the last ten years.

FY 2008/09 Service Status

The Alameda/Oakland, Alameda Harbor Bay and Vallejo ferry services all face the increasing challenge of operating in an environment of limited revenues, which largely do not keep pace with inflation, and growing operating costs. This has forced the cities to limit and/or reduce services in recent years, and implement regular fare increases to balance growing costs with available revenues. In FY 2008/09, both the City of Alameda and the City of Vallejo have relied upon the use of system reserves and/or one-time operating subsidies to augment existing operating revenue streams in order to maintain services at existing levels. The City of Vallejo has neither system reserves nor local funding to support transit. This situation has been further exacerbated by the economic recession that has resulted in significant ridership losses to the system. The Port of San Francisco has not increased landing fees for 15 years while facing increased operating expenses.

Figure 2.7 provides a graph of ridership levels for the three systems over the past three years. Commuter-based ridership figures for the last half of calendar year 2008 indicate a decline in passengers for the AOFS and Vallejo systems, of 15% and 19.5%, respectively, and a slight increase in Alameda Harbor Bay passengers of 2.6%. If sustained, these decreases in ridership will add to the operating deficit for these services in FY 2009/10, and trigger the need for expense reductions and/or increased new revenues to support continuation of existing services in future years.

System assets include a number of terminal facilities, floats, gangways and vessels, all in various states of repair. In addition to regular vessel rehabilitation and repairs, Alameda, Oakland and Harbor Bay are faced with an aging system of floats and gangways that require stabilization, repair and replacement. These projects have the potential to drain off limited revenues available for system support. The Vallejo Baylink system is faced with an expensive mid-life re-power of two of its vessels in the next two years. This project alone will require a $19 million investment necessitating new and expanded revenue sources to implement in a timely manner. The San Francisco ferry terminals will require $5.5 million for dry docking and refurbishment costs as identified in the Port of San Francisco's 10 year capital plan. These projects, as well as the entire capital program, included in Chapter 4, will require a significant new financial commitment to the existing city-based ferry services over the next several years.

Transitioning these ferry systems to WETA will provide the opportunity for WETA to manage and operate these systems as a regional unit with existing and expanded financial and staff resources to meet the task.

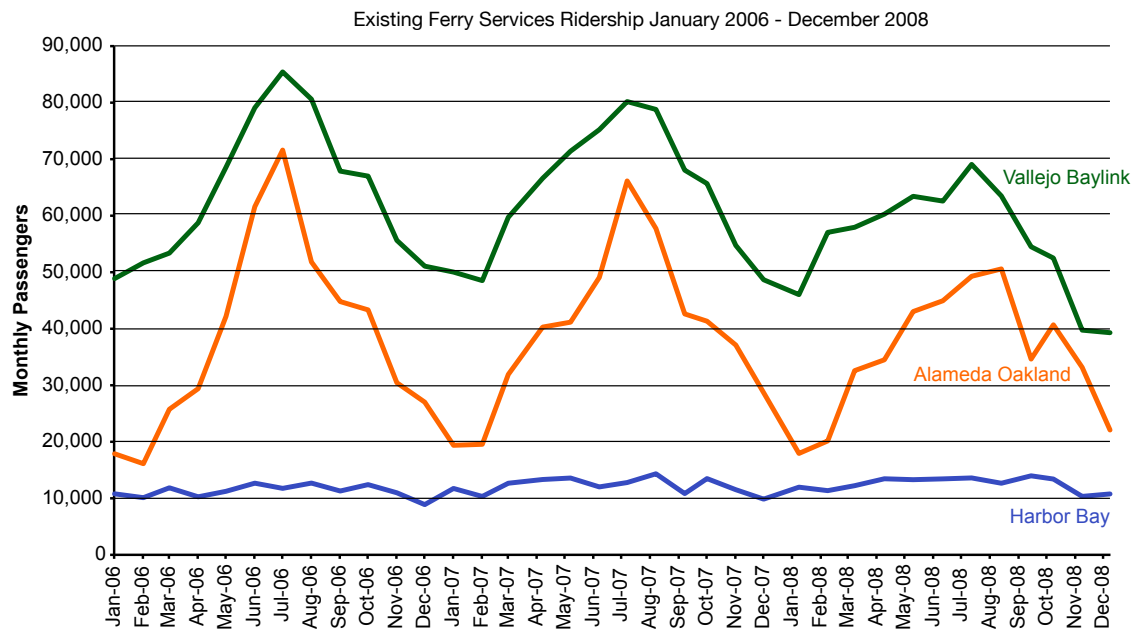


Figure 2.7: Existing Ferry Services Ridership January 2006-December 2008

III PUBLIC FERRY SERVICE EXPANSION

WETA's predecessor agency, the San Francisco Bay Area Water Transit Authority (WTA) was charged with preparing and adopting the Implementation and Operations Plan (IOP) for new and expanded water transit and related landside access services in the Bay Area. The State approved the IOP in 2003.

This chapter provides an overview of the process used to select and develop the ferry service expansion priorities resulting from the IOP, discusses expansion projects to be implemented within the five-year Transition Plan time frame, and identifies additional ferry services under development that fall outside of the current funding constraints and five-year implementation time frame of this plan.

WTA's IOP Route Selection

The IOP provided a blueprint of how regional ferry service could be expanded beyond the existing routes in the Bay Area. It defined a process to determine how new transit routes would be selected and implemented, as well as how to integrate the new routes with the existing services. Factors considered in developing the proposed new routes included cost effectiveness, environmental impacts, safety, connectivity with other transit systems, ridership potential, ability to increase the region's emergency response capability, and local support.

In order to efficiently implement and integrate water transit service into the regional transportation network and to create the conditions that lead to high ridership and public value, the IOP identified three objectives to guide the successful development of new routes and terminals including:

- **Access:** Services should provide good connections to terminals through walking, bicycling, and transit use.
- **Parking:** Services should provide appropriate parking supply that balances the demand from vehicles while providing attractive non-automobile options.
- **Land-use Integration:** Service sites should maximize the potential for water transit oriented development (WaTOD) by emphasizing opportunities for mixed use neighborhoods along waterfront developments.

The IOP identified guidelines for developing infrastructure to implement new service routes, including terminals and passenger ferries.

- **Terminals:** Facilities should be viewed as historic gateways to the community and the backbone of the ferry system. They provide adequate accommodation for the passenger experience including safety, comfort, information, an attractive setting and community connections, either through design or access.
- **Passenger Ferries:** New ferries should provide cleaner emissions than existing vessels, be able to handle peak loads and bicycles, comply with all American with Disability Act requirements and minimize impacts to the bay.

Utilizing these guidelines, the IOP identified 7 new ferry routes for implementation as noted in Table 3.1.

New Routes Identified	
CORRIDOR	FERRY ROUTE
Southern Transbay	Oakland - South San Francisco
Central Transbay	Berkeley - San Francisco
Northern Transbay	Richmond - San Francisco
Northern Transbay/Carquinez	Hercules - San Francisco
Northern Transbay/Carquinez	Antioch - San Francisco
Southern Transbay	Redwood City - San Francisco
Central Bay	Treasure Island - San Francisco

Table 3.1: New Routes Identified in the WTA's IOP

In addition to these routes, Port Sonoma service was identified as a new route for further study in the WTA's IOP.

Recognizing that new transportation dollars would be required to implement the IOP services, the plan presented a phased approach that would expand water transit over a 10-year horizon as funds became available. While significant funds have been secured to date to continue system planning, environmental and design work, WETA is only able to move a portion of the IOP plan forward to service implementation at this time given fund source priorities and availability.

WETA System Expansion over the Five Year Transition Period

Since the adoption of the IOP in 2003, WTA and WETA, collectively, have worked to aggressively pursue new funding sources to build and operate the new and expanded regional ferry system recommended in the IOP. However, competition for public dollars to finance transit improvements has been fierce, causing WETA to carefully plan and stage its expansion program.

The successful passage of Regional Measure 2 (RM2) in 2004, provided WETA with the green light to move ahead with planning, design and construction of a first phase of new services. This program provided local toll bridge funds for regional ferry system expansion, including $84 million capital funds to construct six new vessels, expand berthing at the Port of San Francisco Ferry Terminal and conduct further system environmental planning design work, and $18.3 million in annual operating subsidies. These funds, along with approximately $20 million federal program dollars, $15 million Measure A sales tax funds made available from the San Mateo County Transportation Authority, and the promise of $250 million Proposition 1B bond funds for emergency response ferry system expansion, have enabled the following public ferry expansion projects, included in the IOP, to move forward within the next five years (Figure 3.1).

- **South San Francisco Ferry Service:** WTA and WETA, collectively, have worked for the last four years to establish a ferry terminal in Oyster Point to provide access to biotech jobs in South San Francisco for East Bay residents. Service is proposed to operate about every 30 minutes during weekday peak periods only. Two South San Francisco vessels are currently under construction, and WETA is poised to begin construction of the Oyster Point Terminal in South San Francisco in 2009. These projects

Figure 3.1 – Route map of Oakland-South San Francisco, Berkeley-San Francisco and Treasure Island-San Francisco five year system expansion.

will be funded with RM2, Proposition 1B, San Mateo County Measure A, and federal funds.

- **Berkeley/Albany Ferry Service:** WETA is conducting an environmental review of a proposed Berkeley Ferry terminal (four sites are considered) and service. Assuming that the project moves forward, a Berkeley to San Francisco service will provide an important link between Berkeley and downtown San Francisco. Service could feature 45 trips daily, with 30 minute peak service and 60 minute mid-day service. $22 million RM2, Proposition 1B and federal funds have been secured to date to fund the capital cost of this project.
- **Treasure Island Ferry Service:** The Treasure Island Development Authority (TIDA), the San Francisco Office of Economic and Workforce Development and the prospective developer are proceeding to develop plans for the Treasure Island redevelopment project. Ferry service connecting Treasure Island to downtown San Francisco was identified as a potential ferry route in the WTA's IOP and is a key component of the development plans for Treasure Island. While WETA would operate the ferry service the Treasure Island developer and the City of San Francisco would secure funds to build the terminal and vessels and fund the service's operating cost.
- **Alameda Point:** Located on the former Alameda Navy base, the project will include a new ferry terminal inside Seaplane Lagoon immediately adjacent to the planned redevelopment area, which is expected to entail 4,500 new homes and three million square feet of non-residential commercial space. The project is intended to break ground in 2011 or 2012 and be fully completed by 2032. At build out, an estimated 9,000 new jobs and the majority of the homes will be within one half of a mile of the ferry terminal. The ferry terminal would replace the existing site at Main Street that is used by the Alameda/Oakland ferry service. This project is to be financed by the developer, including the new ferry terminal, and is subject to a number of land-use changes that would have to take place and be approved by Alameda voters. These changes will potentially be placed on the ballot as early as November 2009. WETA will work with the developer to ensure that the new terminal is compatible with its other facilities when this project is ready to move forward.
- **Spare Vessel Construction:** Two spare vessels have been constructed and funded with RM2 funds. These will be used to augment existing services and expand emergency response capabilities. These vessels have been fully funded with $17 million RM2 funds.
- **San Francisco Ferry Building Docking Facility Expansion:** WETA is working closely with the Port of San Francisco to prepare an environmental and design documents related to the development of three new ferry docking facilities at the downtown San Francisco terminal, expanding the existing two ferry landings to a total of five. One of these new terminals is critical to the operation of the Treasure Island-to-San Francisco service, while the other two would be needed to support the future expansion projects described in the following section. The project also would include new passenger waiting amenities, an intermodal terminal for connecting bus services and an emergency staging area for patrons to congregate, if a disaster occurs and ferry services assume their roles as emergency responders.

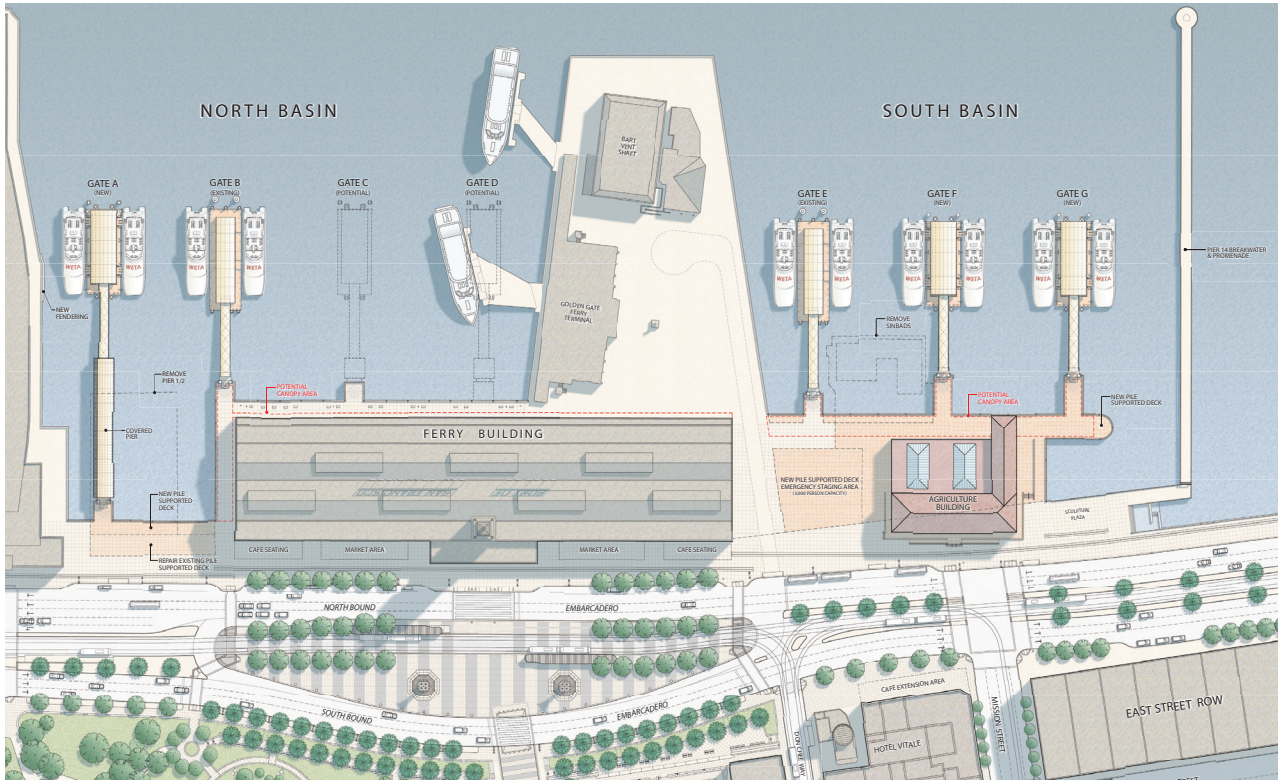


Figure 3.2 – Port of San Francisco Ferry Building Terminal Expansion Conceptual Rendering.

Figure 3.2 is a conceptual rendering of Port of San Francisco Ferry Terminal Expansion project. This project is in the beginning stages and would require substantial funding to complete. It also will include a number of land-use changes in and near the new terminals, including the renovation of the Agricultural Building that is under the Port's purview. This project would be built in phases, given the construction complexities and potential cost. To date, $4 million Proposition 1B and approximately $20 million RM2 funds are available to support this project.

These projects are the furthest along in the planning process and have significant committed capital and operating subsidies (RM 2, Federal and, in the case of South San Francisco local San Mateo sales taxes). As such they are considered priority expansion projects for implementation within the five-year transition period horizon. Implementation of these projects will move WETA towards developing a regional ferry transportation network that also is capable of functioning as an emergency response system.

Planning For Future Expansion Projects

To meet its mandate of expansion of water transit services, for both regular commuting and disaster recovery needs, WETA must work not just on implementing those routes and services that are financially feasible in this five year Transition Plan time frame, but also on projects that require planning now in order to be fully developed for implementation beyond the five-year period.

Developing and ultimately implementing new services and their associated facilities requires an extensive process starting with project specific environmental reviews, continuing through with design and engineering of new terminals and vessels, and concluding with their construction. Altogether these activities can easily take five or more years while funding is secured for the construction and operating costs.

Using available Regional Measure 2 and Proposition 1B resources, WETA has proceeded with pre-construction planning activities on five of the IOP routes shown in Figure 3.3 and described below. Assuming these projects clear the environmental review process, WETA will continue to look for funding sources for the design, engineering and construction activities associated with each of these projects.

- **Hercules-San Francisco:** WETA has worked cooperatively with the City of Hercules to prepare the necessary environmental documents for this new ferry service. A unique feature of this project is the plan to integrate the ferry terminal with a Capitol Corridor commuter train station (and local feeder bus service) in a new Water Transit Oriented Development (WaTOD) being built at the Hercules waterfront. This service will be partially funded by Contra Costa Measure J transportation sales tax funding, which will be shared with the proposed ferry service between Richmond and San Francisco.
- **Redwood City-San Francisco:** Initial environmental review work is underway to clear this new IOP route. This service has secured $15 million in San Mateo County sales tax funds. The ferry terminal would be built at the northern most point of the Port of Redwood City near the Pacific Shores office complex and the former Cargill salt flats, which may be developed into a new urban village enclave.
- **Richmond-San Francisco:** This IOP route would operate between the vicinity of the Richmond Marina and downtown San Francisco. The terminal site has been identified by WETA and the City of Richmond as a potential new WaTOD that could include upwards of 1,900 dwelling units. This service is partially funded by Contra Costa Measure J transportation sales tax dollars which will be shared with the proposed ferry service between Hercules and San Francisco. This project is in the initial EIR/EIS preparation phase of development.

Figure 3.3 Future expansion projects - Hercules, Redwood City, Richmond, Martinez and Antioch and potential waterfront developments that could support future terminals.

- **Martinez-San Francisco:** This service is currently being studied in compliance with the state and federal environmental law for implementation at a future date. It has no financial support beyond the environmental review phase. The ferry terminal would be located north of downtown in the City Park adjacent to the Marina.
- **Antioch-San Francisco:** This service is currently being studied in compliance with the state and federal environmental law for implementation at a future date. It has no financial support beyond the environmental review phase of development. Three alternative sites for the terminal are being considered in this phase of the project.

Beyond these specific service routes, WETA will continue to discuss and evaluate other new proposals for ferry terminals and services in the region as they are developed. Notable potential future waterfront developments that could support future terminals and service development are the Alameda Point, "Oak-to-9th", Mission Bay, Hunters Point Shipyard in San Francisco, and Port Sonoma developments.

- **Oak-to-9th:** A residential project along the Embarcadero in Oakland, the project is slated to begin construction in 2013. It includes about 3,000 housing units on the Oakland Estuary about a mile east of Jack London Square. With no BART service to this area, potential ferry service at Oak-to-9th could fill a gap in transit coverage and provide better access to the eastern and more recreational portion of the Oakland Estuary.
- **Mission Bay:** An expanding mixed-use neighborhood in San Francisco, the redevelopment area hosts several projects generating significant traffic, such as the new UCSF campus and hospitals and the Port of San Francisco's development plans for Seawall Lot 337 and Pier 48. Already, 3,500 housing units and more than one million square feet of office development have been built in Mission Bay.
- **Hunters Point Shipyard:** Service to this former naval base redevelopment area will provide transit options for the 10,500 new homes, entertainment venues, retail, parks, and over 2.5 million square feet of commercial space planned for this site in southeast San Francisco. The new ferry terminal will be adjacent to a transit center serviced by rapid and local bus, new high-density residential neighborhoods, art center and a research and development campus.
- **Port Sonoma:** Situated on Highway 37 in Sonoma County at the mouth of the Petaluma River, a future ferry terminal here should be the subject of further study to determine viability, as recommended in the IOP. Subsequent to the adoption of the IOP, a $20 million federal earmark was secured for Port Sonoma service. Further study of this site would take into consideration future development plans for the area required to support a sustainable level of ferry service from this site.

The Cities of Alviso and Benicia have also expressed interest in ferry service.

IV SERVICE TRANSITION PLAN

Service Transition to WETA

This section provides the primary steps associated with the proposed transfer of services to WETA. WETA's approach to system consolidation and transition emphasizes a commitment to ensure continuity in the programs, services and activities of the existing ferry services. As WETA moves from a planning into an operating agency it must assume responsibility for existing services and associated contracts and management and maintenance functions. While much needs to be accomplished, the changeover will be done so that existing services continue as they have been operated and patrons see no discernable differences or disruptions.

Service Delivery Through Contract Operation

Ferry Service Contracts

WETA plans to assume system management through transfer of existing service contracts. This will initially involve transfer of the service contracts managed by the City of Alameda (one with Blue & Gold for the AOFS and one with Harbor Bay Maritime for the AHBF service), effective January 1, 2010. The Vallejo Baylink service contract will be transferred to WETA on July 1, 2010. Once under the WETA umbrella, these services would be packaged and bid out as a single contract to take effect no later than January 2011. It is anticipated that the consolidation of these three services under one contract will reduce the overhead and administrative expenses by the successful operations contractor.

Under this service delivery model, service contractor responsibilities would include the following:

- Management, operation and maintenance of the vessels and associated facilities;
- Oversight of service personnel and liaison with WETA management;
- Ticketing and fare collection activities.
- Customer service, in conjunction with WETA staff; and
- Emergency response service activities and shift relief for WETA during an event of extended duration.

WETA intends to uphold ferries' excellent safety record through rigorous oversight of contractors, a clear division of responsibility between the operator as the first level of safety and the WETA staff as the monitor of safety practices, ensuring that all USCG regulations are exceeded.

Route 200 Bus Service

Service transfer will require development of a service agreement between WETA and Vallejo for the continued provision of Route 200 bus services originally designed to complement and augment ferry service schedules at various times during both weekday and weekend operations. WETA would look to structure an agreement that utilizes the cost model currently used by Vallejo Transit for assigning billable costs to Vallejo Transit routes.

Service Management Contract

Vallejo ferry service management and oversight is currently managed in large part by Fast Ferry Management. WETA will work with the City of Vallejo to receive assignment of this contract and continue to utilize the services of this contractor to oversee the Vallejo system in order to ensure system stability and continuity.

Fare and Inter-System Transfer Coordination

Fare Structure

As a part of taking over the existing services, WETA would adopt the existing fare structures in place for the existing services. This will serve to avoid any adverse changes or confusion for patrons and will allow WETA to continue these operations with a high level of certainty regarding annual anticipated fare revenues and cash flow.

Transfer Agreements

WETA will work with connecting transit systems to ensure that riders will continue to receive the same transfer discounts received today when transferring to connecting bus services. These include:

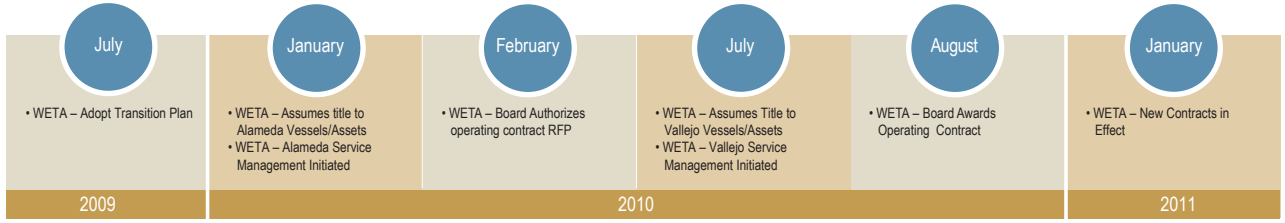
- AOFS and AHBF bus-to-ferry transfers with AC Transit; and
- AOFS ferry-to-bus transfers with San Francisco Municipal Transportation Authority.

Additionally, WETA is working to secure an agreement with Vallejo Transit for the two systems to honor existing bus-to-ferry and ferry-to-bus transfers between Vallejo Transit buses and Baylink ferry services in order to ensure that no new costs are incurred by Vallejo transit passengers.

Similar agreements and coordinated transfer arrangements will be developed with SamTrans as the South San Francisco ferry service becomes operational and with AC Transit when Berkeley/Albany services become operational.

TransLink Regional Fare Instrument

The TransLink system allows patrons to use one fare instrument to seamlessly transfer from one mode to another and automatically deduct the proper fare, including any agreed-upon transfer discounts. This smart card technology makes it easier for passengers to transfer between systems and does away with the hassle of finding exact change for fares. The Metropolitan Transportation Commission, in conjunction with the Translink Consortium (a sub-set of the region's transit operators), has developed a phased approach to implementing the regional TransLink smart card fare instrument in



the region. Vallejo Transit, Baylink, Alameda/Oakland, Alameda/Harbor Bay and WETA services are all currently scheduled to implement Translink in the final phase of the system roll-out. Translink has proven to be very successful on the Golden Gate Ferry system, which has achieved a 45% customer utilization rate; the highest in the region. WETA supports utilization of this system and will work to see it implemented on the regional ferry network as early on in the TransLink schedule as possible.

WETA Programs and Administration

WETA has a vital oversight role in managing the new regional ferry system and related emergency response coordination activities. In anticipation of moving toward this new role, WETA has developed a management and staffing structure to cover the many responsibilities associated with this job such as:

- Implementing the Transition Plan and its actions;
- Planning for future services and implementing the Implementation and Operations Plan (IOP);
- Contract administration and management;
- Providing the necessary administrative, financial, grant, legal and oversight work;
- Customer service support and marketing the ferry system; and
- Planning and implementation of emergency response and disaster recovery efforts.

Figure 3.4 provides an organizational chart for WETA.

These positions are filled by senior managers with significant experience in the transportation and marine transportation industry. As WETA expands into operations, support staff or contractors will be added to support the management functions identified in the organizational chart. Anticipated organizational work efforts or changes associated with the service transition are described below:

- **Service Contract Oversight:** Service contract and asset over sight and management will be required. As indicated earlier, WETA plans to utilize Fast Ferry Management to continue the management and oversight of Vallejo Baylink services. Similarly, WETA will extend the opportunity to Alameda's ferry system manager to continue on to provide system oversight for the Alameda ferry services.

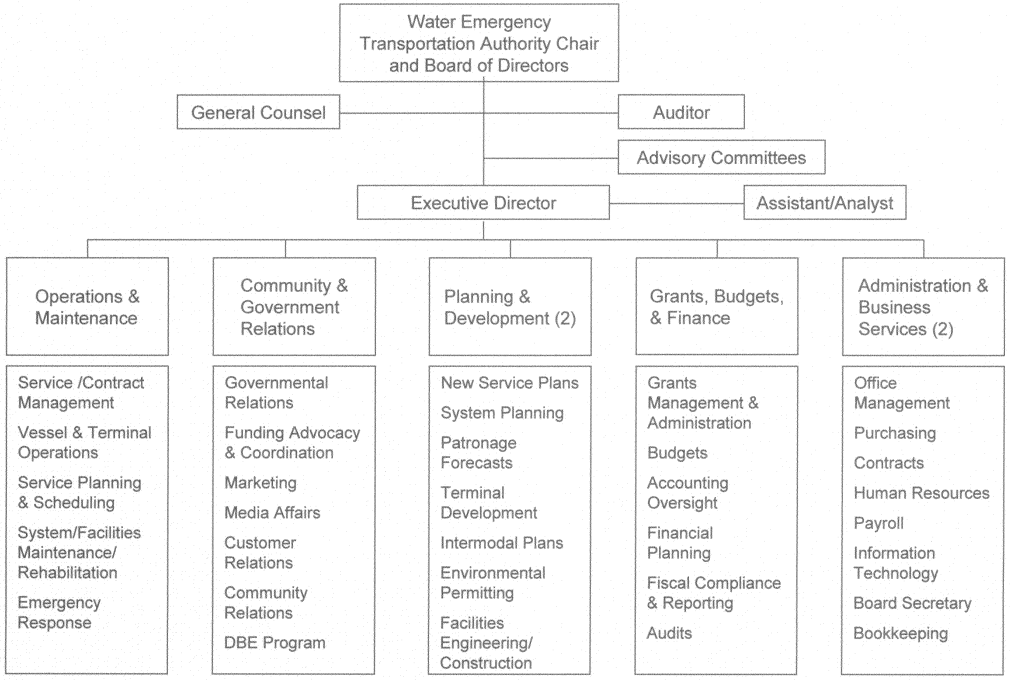


Figure 3.4 WETA Organization Chart

- **Contract Development:** Critical path issues include developing and circulating a Request For Proposals (RFP) for service delivery and developing RFP documents for on-call operational functions that are necessary as events occur (planning services, system audits, marine engineering, etc). These contracts will be utilized to provide expertise as needed, as opposed to creating full time staff positions.
- **Financial Support and Services:** WETA currently contracts with the Association of Bay Area Governments for the provision of Accounting and Auditing services. As a federal, state and regional grantee, WETA is subject to annual financial audit requirements, including completion of a Single Audit. WETA's Chart of Accounts has been structured after the Uniform System of Accounts, to facilitate compliance with National Transit Database and other reporting requirements. WETA will evaluate the work flow and volume associated with new system management activities prior to service transfer, and will consider whether the existing arrangement with ABAG will be sufficient to meet the agencies accounting needs into the future and identify options for meeting the agency's financial management needs.
- **Emergency Response:** Under California law, WETA is assigned responsibility for coordinating Bay Area maritime emergency response, covering water transportation of people. WETA will develop an emergency response plan and will participate in regional transportation training and coordination efforts. As a coordinating agency, this training and work responsibility will touch every aspect of the organization and staff.
- **Maintenance Oversight:** With the assignment of existing vessels to WETA, along with purchase of new vessels, WETA will have responsibility for fleet maintenance through its service contractors. While the contractor will be responsible for all the day-to-day preventive and corrective maintenance (with oversight provided by WETA service management staff or consultants)

WETA will need to provide adequate maintenance protocols and, ideally, maintenance facilities for use by the contractor. Existing preventative maintenance programs developed by existing operators will be utilized and new programs are under development for new WETA vessels.

- **Operations and Maintenance Centers:** Service support facilities are a critical need that WETA will make a capital priority (see Capital Improvement Program). These facilities provide a service support base (crew, vessel storage, dispatching, etc), which include extensive preventative maintenance functions and modest repair capabilities. Two facilities will be required including a Central Bay facility that will serve existing Alameda services and planned expansions to South San Francisco and Berkeley, and a North Bay facility that will provide a maintenance base for all activities necessary for the existing Vallejo service. The Vallejo Ferry Maintenance Facility project currently under design offers one such maintenance facility.

  A Central Bay facility will provide service support for Berkeley and South San Francisco, as well the existing Alameda/Oakland and Alameda Harbor Bay routes. The location of the maintenance facility is critical to cost control. Deadheading costs, including fuel and crew time, can ultimately be reduced if this facility is be placed in a central location close to service terminals. Docking, office, parts warehouses and machine shops are all required at these facilities. The facility will be able to provide running maintenance, including fueling, cleaning, minor daily repairs, concessions stocking, etc. In addition, the ability to service critical components is necessary. Dry-docking would not be performed at these facilities, and would continue to be performed by outside contractors.
- **Marketing and Branding Plan:** As WETA takes ownership and responsibility for the Alameda/Oakland, Harbor Bay and Vallejo ferry services, the agency will establish an image for its "brand" of ferry services. This would include logo dissemination, public information, customer liaison, and all other activities that create a brand image for WETA operations.

Vallejo has been successful in designing a "Baylink" brand, extending it to its web site, printed schedules and brochures, advertisements, highway signs, and public outreach activities. WETA will take the same approach to ensure that the WETA brand is established in the public's consciousness as a reliable and efficient transportation option, even if the Baylink and East Bay Ferries branding is retired.

This branding also represents an opportunity to reintroduce ferries to the Bay Area and remind the public that they exist and operate daily. The branding will extend from the boats to the terminals to the connecting transit services.

Capital Asset Transfer and Use Agreements

With the cities concurrence, WETA will assume control and responsibility of ferry system assets through either direct transfer of the assets or long-term lease agreements. Specific transfer details are in the process of being developed and will vary depending upon the type of asset, specific ownership details and city preferences. To the extent that local, non-transportation, funds were used to purchase any assets to be transferred, WETA is working with the cities to determine fair compensation for the transfer and use of these system assets. It is anticipated that any financial compensation for local commitments to these assets would be provided as a part of a comprehensive set of agreements related to system transfer and future operation. Potential assets for transfer, lease or use by WETA are summarized in Appendix A and are described as follows:

- **Ferry Vessels:** All ferry vessels would be transferred to WETA, and WETA would assume full responsibility for maintaining, rehabilitating and replacing these assets in the future, consistent with a regular rehabilitation and replacement schedule.
- **Waterside Terminal Facilities:** All waterside terminal facilities including such items as floats, gangways and pilings would be transferred to WETA, and WETA would assume full responsibility for maintaining, rehabilitating and replacing these assets as needed.
- **Landside Terminal and Parking Facilities:** WETA would expect that all landside terminal facilities associated with the ferry system would be made available to WETA for use as they are today under a long-term lease agreement with the Port and cities. For Vallejo, such agreements will be subject to existing Disposition and Development Agreements, or other commitments made by the city and/or the Vallejo Redevelopment Agency. Honoring the cities preferences, and, in some cases legal restrictions, these facilities would remain under the Port's and each city's jurisdiction and control. However, WETA would expect that any long-term lease and/or maintenance agreement would be structured to provide WETA, and, thus, ferry patrons, with the same system access as provided today, and that lease terms would be set to emulate reasonable rates consistent with charges currently assessed to the ferry system today. Additionally, WETA would expect that system revenues currently realized through existing lease or advertising agreements associated with ferry facilities, and applied to off-set system costs, would remain with the ferry system. WETA will request these terms in order to ensure that the ferry system and passengers are not assessed substantial "new" costs or revenue losses to the ferry system, as this would result in a direct impact on WETA's ability to maintain existing services and service levels at the outset. In the event that either the Port or the city requires new fees for the use of facilities required to serve ferry customers, and additional subsidies cannot be secured to cover these costs, WETA would reserve the right to consider options for raising revenues or reducing operating costs to off-set this new expense.
- **Maintenance Facilities:** Machinery and other assets purchased by Vallejo to provide maintenance on Vallejo's vessels and waterside terminal facilities would be transferred to WETA. Vallejo would work with WETA and the property owner, Lennar Mare Island, Inc, to include WETA as a third party beneficiary in any facility lease agreements for existing and planned facilities. Alameda currently relies on its service contractors to provide maintenance facilities and equipment. However, the City of Alameda would work with WETA to help secure a long-term lease for Port or city-owned property for WETA development of a maintenance/operations facility to support Alameda/Oakland, Alameda Harbor Bay and other expansion services in the Central Bay.

- **Spare Parts:** Spare parts purchased by Vallejo and Alameda to provide maintenance of the cities vessels and waterside terminal facilities would be transferred to WETA. WETA would reimburse the cities for the current value of such parts to the extent that they were originally purchased with local city funds and have not been reimbursed by transit funds.

Other Agreements

WETA will also work with the cities to consider any non-asset transfers, such as documented financial obligations generated from the operation of the water transportation services system. Any final agreements will be subject to Board action.

Continuing Partnerships and Port and City Participation

While the Legislature created a regional ferry system, it still intended for local communities to participate as a partner in the development and support of water transit services. As local jurisdictions control local development, it is important that the cities become a vital partner in future development around water transit service. Port and city responsibilities could include:

- Ownership, management, supervision and maintenance of the Port and city-owned ferry terminals, with support from the WETA ferry program;
- Active participation in joint marketing and promotional efforts related to the ferry services;
- Development of land-use plans that reinforce the importance of the ferry terminal and its “gateway” effect on the city; and
- Support for use and passage of local sales tax measure, or other local, funds to support ongoing operating expenses.

Five Year Financial Plan

This section provides a five-year financial plan for WETA's proposed program of existing and expansion ferry transportation services. It includes a description of the proposed services and a balanced five-year operating budget.

System Assumptions

As summarized in Table 4.1, WETA is committed to assuming operational responsibility for the existing ferry services currently provided by the cities of Alameda and Vallejo and to increase water transit services to expand emergency response capacity on San Francisco Bay.

Existing Services: The financial plan assumes WETA will continue to provide existing ferry services in Vallejo, Alameda/Oakland and Alameda Harbor Bay without any significant changes in service patterns or resources. Current service routes will continue to be provided with the same number of daily trips, so long as ridership levels warrant and revenue and expenses remain within projections described in the Financial Plan. Changes in ridership patterns will be carefully monitored and evaluated and attempts will be made to increase ferry use before service modifications are made.

- **Vallejo:** Service levels are assumed to be maintained at 24 trips each weekday and weekend service would remain the same. Bus transfers and supplemental bus service would continue to be provided to ensure regularly scheduled service during the midday period and at night.
- **Alameda/Oakland:** Service levels are assumed to be maintained at 26 trips each weekday and weekend service would remain the same. Bus transfers will continue to be provided.
- **Alameda/Harbor Bay:** Service is assumed to be maintained at 12 trips each weekday. Bus transfers will continue to be provided.

There are no plans to change the routing of these services or to decrease the daily number of trips. To the maximum extent feasible WETA is committed to making this transition without any reduction in services. The agency also expects the changeover will occur in such a way that patrons will not experience any days of lost service. In essence, the plan is to have the services under city domain one day and under WETA domain the next.

Regional Service Expansion: Two new WETA funded services are assumed to be implemented in the five-year period as follows:

- **South San Francisco:** This new service is proposed to start in late FY 2010/11 and will provide 10 peak period trips during the weekday and no weekend service.
- **Berkeley:** This new service is proposed to start in late FY 2011/12 and would provide 22 trips during the weekdays and weekend service.

The City of San Francisco, Treasure Island Development Authority, the San Francisco Redevelopment Agency, and their development partners are interested in working with WETA to identify regional, state, and/or federal funding for the new facilities at Treasure Island and Hunters Point Shipyard.

Financial Projection - Operating

The operating financial plan includes a projection of the costs and revenues associated with implementing WETA's regional ferry transportation services over a five-year period. This projection is based upon existing service budgets for Alameda/Oakland, Alameda Harbor Bay and Vallejo services, and projected service costs for new South San Francisco and Berkeley services. The five-year operating projection is summarized in Table 4.2 and provided in more detail in Appendix B. Key cost inflation assumptions included in the plan include a 5% annual inflation factor for fuel and 3% for most other expenses. Fare revenues are projected to increase annually at 2.5% over the five-year period. This projection will be updated periodically as WETA moves through the five-year period, taking into account WETA's actual experience once services are transitioned. It is anticipated that the consolidation of these operations, combined with the proposed system expansions to other parts of the Bay Area will eventually realize an economy of scale that may partially offset the projected deficits for the three existing systems

Operating Expenses

Over the next five years, with existing services held constant and new South San Francisco and Berkeley services coming online in FY 2010/11 and FY 2011/12, respectively, WETA is estimated to spend $147 million over the five-year period to support system operation and development and will establish an operating reserve of $19 million by Year 5. These expenditures will support operation of five service routes and a fleet of 14 vessels providing 94 ferry trips per weekday and carrying 1.7 million passengers per year.

Total operating expenses in the plan are made up of Service, Terminal, Other costs associated with each service route and WETA agency costs as described below.

Service Route Expenses

Services: Service costs make up 67% of the five-year operating expenses. These costs consist of a variety of items including vessel labor, maintenance, fuel, service and contractor oversight, administration and profit. Maintenance expenses are assumed to grow at 3%, and fuel is assumed to increase at 5% annually. Fuel and contract labor/management are the largest cost drivers for the system and make up 86% of the Service category expenses.

WETA Regional Routes

WETA REGIONAL ROUTES	START DATE	PEAK HOUR FREQUENCY	TRIP LENGTH (MILES)	DURATION (MINUTES)	WEEKDAY FERRY TRIPS	WEEKDAY RIDERS
Alameda Oakland Ferry Service	January 2010	60	5	28	26	1,700
Harbor Bay Ferry Service	January 2010	60	8	25	12	500
Vallejo Ferry Service	July 2010	60	24	55	24	2,300
South San Francisco Ferry Service	January 2011	45	12	28	10	600
Berkeley Ferry Service	September 2012	30	7	22	22	1,130
Total					94	6,230

Table 4.1 WETA Regional Ferry System Routes

WETA Five -Year Financial Plan - Systemwide							
OPERATING EXPENSES	BUDGETED FY 08/09	ESTIMATE FY 09/10	ESTIMATE FY 10/11	ESTIMATE FY 11/12	ESTIMATE FY 12/13	ESTIMATE FY 13/14	FIVE YEAR TOTAL
Alameda/Oakland	4,168,577	3,841,257	3,976,500	4,116,802	4,262,367	4,413,404	20,610,330
Alameda Harbor Bay	1,681,960	1,596,302	1,653,401	1,712,696	1,774,278	1,838,241	8,574,917
Vallejo	14,660,867	13,881,162	14,397,398	14,934,054	15,491,988	16,072,096	74,776,698
South San Francisco	-	-	748,071	3,212,206	3,332,558	3,457,726	10,750,560
Berkeley	-	-	-	1,629,322	5,272,944	5,475,185	12,377,451
WETA	4,350,000	6,500,000	3,750,000	3,300,000	3,300,000	3,300,000	20,150,000
Total Operating Costs	24,861,404	25,818,721	24,525,369	28,905,080	33,434,135	34,556,652	147,239,956
OPERATING REVENUES							
Fares	9,714,316	8,988,000	9,491,609	11,123,237	12,606,709	13,179,122	55,388,678
Subsidies	15,801,045	16,830,721	15,033,760	17,781,843	20,827,425	21,377,530	91,851,278
Total Revenues	25,515,361	25,818,721	24,525,369	28,905,080	33,434,135	34,556,652	147,239,956
OPERATING RESERVES							
Annual		280,013	8,382,724	5,670,542	2,662,296	2,151,022	
Cummulative Reserves	-	280,013	8,662,737	14,333,280	16,995,576	19,146,598	

Table 4.2 WETA Five Year Operating Projection

Terminals: The majority of terminal expenses included in this plan relate to landing fees for destination terminals, such as those at the San Francisco Ferry Building, which are owned by the Port of San Francisco, and maintenance and security service contracts at service origination sites. These expenses are assumed to increase at 3% annually, and represent just over 3% of the five-year operating cost.

The City of Vallejo staff has indicated that the Vallejo ferry system should anticipate seeing an increased cost associated with the operation and maintenance of Vallejo ferry parking as the result of the Vallejo Station project. This project wil replace current above-ground parking with an underground lot and surface level development. Phase I of this project is scheduled to begin in Fall 2009 and should be completed in Spring 2011. The City of Vallejo has not yet developed a fee or parking policy related to this facility, therefore a cost impact was not assigned to the service in this financial plan. However, WETA and Vallejo ferry patrons should anticipate an ongoing dialog on this issue over the next year, and a potential new cost to be added to the system operating budget.

Other: Other expenses included in the financial projection include historic expenses associated with transit transfer agreements, and city-based management and administrative expenses related to the ferry system. The finanical projection assumes WETA would incur similar costs, and projects these expenses to increase at around 3% annually. Other expenses make up 19% of the five-year operating cost.

WETA Expenses

WETA expenses include continuation of core planning, development and administration activities carried out by WETA management staff and consultants. These costs are not escalated over time, as it is anticipated that a portion of staff expenses will be assigned directly to support service operations in lieu of city-based administrative expenses. This line item also includes costs associated with transitioning services in FY 2009/10, as well as costs associated with spare vessel storage and operation. Once WETA is a service operator, these vessels will be integrated into the overall fleet and operating service budgets. WETA expenses make up 9% of the five-year operating cost.

Operating Revenues

Up to $24 million in operating subsidies are available annually to support WETA operating expenses, including $21.2 million in Regional Measure 1 and 2 bridge tolls and $2.8 million from a variety of federal, state and local fund sources. Most of these revenue sources are fixed, and do not escalate over time, requiring careful planning and accumulation of reserves in early years to help ensure service sustainability over the long-run. These subsidies are augmented by fare revenues paid by ferry passengers, which have historically represented a significant (40% or higher) local committment to the service operation.

Various operating revenues available to WETA are described below:

- **Fare Revenues:** Passenger fares are projected to provide $55 million in revenues to support system operation over the five-year period. To ensure that fares marginally keep up with system cost inflation, fares are projected to increase at 2.5% annually beginning in FY 2010/11. In FY 2008/09, budgeted fare revenues were $9.7 million for the combined services, which reflects an overall fare recovery ratio of 44%.
- **Regional Measure 1 – 5% Program:** These funds are derived from an increase in tolls on the Bay Area's state-owned bridges that was approved by voters in November 1988. Approximately $2.9 million in RM1-5% funds administered by MTC were used in FY 2008/09 to support Alameda and Vallejo services. The plan assumes that these funds do not escalate over time, consistent with MTC projections. WETA supports direct allocation of these funds by MTC to the cities until services are transferred to WETA in 2010.
- **Regional Measure 1 – 2% Program:** These toll bridge funds are available to support capital projects for Vallejo and Alameda

services. Alameda has historically used these for capital projects. However, Vallejo has regularly flexed these funds to operating for capitalized maintenance activities. The FY 2008/09 budget includes RM1–2% funds to support Vallejo service operations. However, the five year plan assumes that these funds are used for capital, and does not include these revenues in the operating program. WETA supports direct allocation of these funds by MTC to the cities until services are transferred to WETA in 2010.

- **Regional Measure 2:** $18.3 million Regional Measure 2 funds are available annually to support existing city-based services and fund WETA's service expansion plans. $3 million of this amount is specifically available to support WETA planning and administration, and $15.3 million is available to support service development and operation. Although approved by the voters in 2004, the full $18.3 million approved to support regional ferry expansion services has not yet been allocated to WETA by MTC. This plan assumes the full flow of RM2 funds to WETA beginning in FY 2010/11 to support WETA's regional ferry program. As indicated in this financial projection, it is anticipated that approximately $12 million of these funds will be required to support system expenses in FY 2009/10. This annual subvention is projected to grow to $16 million in Year 5. This projection assumes RM2 expansion funds are used to both support new South San Francisco and Berkeley services and to fund projected operating deficits for existing AOFS, AHBF, and Vallejo services. This amount will vary in reality based upon actual expansion ferry service costs and start dates as well as actual service levels and operating needs of the AOFS, AHBF, and Vallejo services.
- **Alameda Measure B:** Measure B funds are administered by the Alameda County Transportation Improvement Authority (ACTIA), and allocated annually to support the Alameda ferry services. $863,000 is available in FY 2008/09, including $718,000 to support the Alameda/Oakland service and $145,000 to support the Harbor Bay ferry service. This plan assumes a 4% annual escalation of this revenue source per year based upon ACTIA estimates. WETA will use Alameda Measure B revenue for the AOFS and AHBF only.
- **Local Alameda Funds:** The City of Alameda has historically utilized Transportation Improvement Funds (TIF) and Lighting and Landscape Assessment District (LLAD) monies to support annual operating expenses associated with Alameda Harbor Bay ferry service operation. This includes approximately $265,000 TIF funds and $65,000 LLAD funds. This financial projection assumes continued commitment of these funds to the service. However, the City of Alameda has indicated a desire to phase out this commitment over the five-year period.
- **Harbor Bay Business Park Association:** The Harbor Bay Business Park Association provides a private subsidy of approximately $120,000 annually to support Harbor Bay ferry operations. This plan assumes a continued commitment of these funds to support the services, however WETA will need to negotiate with the Harbor Bay Business Park Association for the continued commitment of these funds.
- **Port of San Francisco:** The Port of San Francisco manages, secures, and maintains the downtown ferry terminals Gates B and E at the Ferry Building as well as the China Basin Ferry Terminal at AT&T Park. The Port estimates annual maintenance and operating costs for these three facilities to be $250,000 with annual revenue earned through landing fees to be approximately $107,000. The Port's 10 year capital plan includes an additional $1 million for deffered maintenance on these ferry floats. The Port also is responsible for security as detailed in the Martime Transportation Security Act. In FY 2006/07 the Port's ferry facilities handled close to 1.5 million passengers (on/off) and 13,300 ferry boat landings at Gates B and E. At China Basin Ferry Terminal, 121,750 passengers were accommodated on 181 ferry landings during FY 2006/07.
- **Port of Oakland:** The Port of Oakland provides both in-kind and direct financial support for the Alameda/Oakland ferry. In-kind contributions include free or reduced parking for ferry passengers, with validation, in the Jack London Square lot and free access, maintenance and security services for the Clay Street float and landing. In addition, the Port of Oakland provides an annual contribution of $70,650 to support service operation. This financial projection assumes a continued commitment of these funds and in-kind services. However this is a point of discussion between WETA, the City of Alameda and the Port.
- **FTA Section 5307 Preventative Maintenance:** Vallejo regularly flexes FTA 5307 capital funds to support preventative maintenance activities funded in the operating budget for both ferry and bus. In FY 2008/09 Vallejo utilized $1 million 5307 funds to support ferry operations. The financial projection assumes continued use of this contribution from the Vallejo Urbanized Area formula program. However, these funds are not necessarily intended to be used as a long term operating subsidy, and MTC has suggested that an alternative local subsidy may be required over the five-year period.
- **State Transit Assistance:** State Transit Assistance (STA) funds are available on a formula basis, based upon local and passenger revenues made available to support transit operations. Currently, none of the city-based systems receive and utilize STA funds to support ferry operations. As a new operator, WETA will qualify as an STA recipient and services are estimated to generate ap-

2008 Fuel Price Experience

Fuel prices have been a major concern for ferry operators over the past year as they represent approximately 40% of the cost of delivering ferry services. The Alameda boats burn about 60 gallons of fuel hourly, while the Vallejo boats, due to their higher speed and greater payload, burn 175 to 200 gallons per hour. A $2 swing in fuel prices adds between $120 and $400 to the hourly cost of operations. As a result, when prices increased dramatically in early 2008, the cities were forced to consider a variety of fare increase and service reduction options. In Vallejo, these actions had a detrimental impact on system ridership, resulting in a revenue decrease which further exacerbated the system funding shortfall. WETA's new vessels are estimated to burn about 75 gallons per hour, and the Plan's financial estimates assume this consumption level. Establishment of an operating reserve will allow WETA's ferry services to absorb temporary swings in fuel prices that may be experienced in the future.

proximately $600,000 revenue based funds annually for WETA. However, it appears at this time as though STA funds will not be available to transit operators in the near future, as they have been used to help balance the state budget deficit. As a result, STA funds are not included as a revenue source in this financial projection.

- **Transportation Development Act:** As a transportation service provider in the State of California, WETA would be eligible to receive a share of state Transportation Development Act operating revenues from the counties in which services are provided. However, given that there is limited history in utilizing TDA funds to support existing ferry services, and this revenue source has been adversely impacted with the recession and state budgetary issues, this plan assumes that TDA funds would not be available to WETA to support provision of services in the five-year period. However, these funds could be a part of the overall service funding program in the future. In particular, in the event that there are regional or statewide efforts to increase the overall pot of TDA funds, WETA would seek to be included in this program as a recipient of new TDA funds.
- **Other Miscellaneous:** Other miscellaneous revenue sources historically used to support City of Vallejo services, such as concession and rent revenues are assumed to continue to be available to support system operations over the five-year period.

Operating Reserves

This financial plan supports creation of an operating reserve for WETA to support core business needs and functions. This reserve would be funded with additional Regional Measure 2 or other system funds, as deemed allowable by MTC, programmed to WETA but not spent in a given year. By the end of the five-year period, if untapped for emergency or unanticipated expenses, this reserve is estimated to total $19 million, which would cover operating expenses for approximately seven months.

WETA's ability to quickly mobilize waterborne resources to respond to a disaster situation, and to sustain emergency response services over a period of time, requires the agency to have direct access to cash reserves to fund such services. FEMA and State emergency response funds often are not available to reimburse cash outlays for emergency services for 90 days or more. Therefore, cash reserves are required by WETA to ensure that it can fund and sustain an adequate response when needed.

WETA also requires an operating reserve to support other basic, but critical, business needs that impact operating expenses. One such need is the inherent requirement for cash reserves when implementing grant-funded capital projects. It is estimated that implementation of the South San Francisco Ferry Terminal construction project alone could require cash reserves of $6 million to $8 million to support construction expenditures in advance of grant reimbursements, which can take from 5 to 90 days, depending upon the granting agency. Reserve funds also would be used and available to ensure continuity of services in the event of an unforeseen increase in operating expenses, such as was experienced in 2008 when fuel prices increased dramatically, or, conversely, unanticipated revenue losses.

This reserve would be created by accessing currently unused Regional Measure 2 funds authorized by the voters in 2004, and later amended in Senate Bills 976 and 1093, for use to support implementation and operation of WETA's regional ferry system.

System Sustainability

The five-year operating projection recognizes the need to maintain existing services while also embarking on WETA's role to grow the regional network of ferry services to support expanded emergency response capacity on the Bay. Due to escalating costs, and largely fixed operating resources, ferry service expenses are projected to grow to $34.5 million in Year 5 of the plan, funded with $13.2 million in fare revenues and $21.3 million in operating subsidies. By Year 5, operating expenses are estimated to near projected maximum revenue levels, requiring WETA to consider options for cutting expenses or increasing revenues in the following years in order to sustain services over the long run.

As a matter of practice, WETA will plan to conduct regular review and oversight of system operating revenues, expenses, ridership trends and operating statistics and make service and fare adjustments required to ensure the continued health and viability of the system. This overview will be conducted in conjunction with annual budget discussions or as a part of the regular development of an agency Short Range Transit Plan. As a part of this review, WETA will compare ridership demand with service levels and consider service modifications in the event that service levels are substantially out of line with passenger demand. This review will be necessary to ensure that system expenses are in line with available revenues, and to moderate the subvention of WETA RM2 expansion service funds to existing services over time. Any service or fare changes would be vetted through a public review process with relevant financial information and analyses made available to the public prior to any Board action.

In addition, WETA is committed to working with MTC and the Bay Area Partnership to participate in the newly initiated Regional Transit Sustainability Study.

Capital Improvement Plan

The CIP consists of a $214.6 million five-year program of capital improvements, covering FY 2009/10 through FY 2013/14, that WETA plans to implement to support its regional program of public transit and emergency response ferry services. This program includes both one-time expansion and cyclical rehabilitation and replacement needs for the combined WETA capital assets. This program provides a basis for the long term financial planning, development of grant programs and annual capital budgeting for 5 years.

Program Development

The program of projects included in the CIP has been developed through consultation and coordination with the cities to ensure existing system needs are captured. System expansion needs also have been included in the plan as identified in WETA's prior plans and programs. All projects contained in the plan support WETA's state-mandated mission to operate a comprehensive water transportation system and serve to coordinate and operate the water transportation response to regional emergencies.

Capital projects have been identified for inclusion in this plan through an evaluation of existing facilities and assets and consideration of expansion needs. The rehabilitation and replacement needs of existing facilities and assets are determined differently depending upon the type of asset. Some assets, such as vessels and terminal basins, require a program of periodic rehabilitation to support and extend their use over time. The capital rehabilitation cycles of these assets have been identified in this plan and the cost associated with this cyclical work has been included in the financial program. Other capital project needs included in this plan represent more specific one-time projects, such as the construction of new ferry terminals and vessels or the acquisition of new mooring floats, required to support existing services and build and support WETA's regional water emergency transportation capability. All cost estimates included in this plan are based upon the actual experience of Vallejo and Alameda services or cost estimates developed as a part of WETA's system design and development processes.

Program Of Projects

The CIP is organized to reflect the multi-year nature of capital projects and the recurring cycles of many capital improvements that will assist WETA in providing its regional program of ferry transportation and emergency response services.

Project categories included in the CIP program are summarized in Table 4.3.

Capital Program Description

PROGRAM	DESCRIPTION
Vessel Rehabilitation	Rehabilitation of ferry boats used to transport passengers.
Vessel Expansion	New ferry boats needed to provide ferry service on the San Francisco Bay.
Facilities Rehabilitation	Rehabilitation or replacement of passenger ferry facilities (terminals, floats, docks, etc.).
Facilities Expansion	Ferry terminals that assist to provide increased ferry service on the San Francisco Bay and operations and maintenance facilities to support existing and expanded services.
Miscellaneous	Includes general and emergency response system equipment.

Table 4.3 Capital Program Description

Projects

Ferry Vessels

WETA's combined ferry fleet will consist of 14 vessels, including eight existing vessels from the Vallejo and Alameda services and six new vessels as summarized in Table 4.4.

These revenue vehicles combined have the capacity ot carry 3,424 passengers and will be used to deliver 77 daily service trips and operate approximately 24,400 vessel hours annually. They also will provide an emergency response fleet of vessels that is prepared and ready to serve the Bay Area's transportation needs in the event of an emergency.

Approximately half of this fleet is made up of 25 knot vessels that can carry 150 to 250 passengers. This sub-fleet of similar vessels would allow for vessel interchangeability which would provide WETA with future opportunities to achieve service operating and capital efficiencies and minimize service interruptions.

WETA Vessels

VESSEL	CAPACITY	SERVICE SPEED	YEAR BUILT	SERVICE
Encinal	400	25	1985	AOFS
Peralta	318	25	2002	AOFS
Bay Breeze	250	25	1994	AHBF
Harbor Bay Express II	149	28	1995	AHBF
Intintoli	300	34	1997	Vallejo
Mare Island	300	34	1997	Vallejo
Solano	300	34	2004	Vallejo
Vallejo	300	34	1994	Vallejo
Gemini	149	25	2008	Spare
Pisces	149	25	2008	Spare
Scorpio	199	25	2009	SSF
Taurus	199	25	2009	SSF
Berkeley 1	199	25	2012	Berkeley
Berkeley 2	199	25	2012	Berkeley

Table 4.4 – WETA Vessel Fleet

Vessel Rehabilitation

Vessel rehabilitation needs include projects to provide periodic rehabilitation and replacement of ferryboat components such as haul-outs, engines, generators, propulsion systems, and other major components required to keep the vessels in service. These types of projects are implemented on a cyclical basis and are included in this plan as described below.

- **Major Component Rehabilitation/Replacement:** Ferry vessels are required to undergo periodic haul-out and rehabilitation work to remain in working order over their 25-year life. Major compo-

nent rehabilitation/replacement life-cycles can be planned, such as engine overhauls, which are generally required every 12,000 hours of operation, while other major component work is determined by the preventative maintenance program and inspection process. Major component rehabilitation and replacement work have been identified for existing Vallejo and Alameda vessels.

- **AOFS/AHBF:** Planned work includes haul-outs and hull and machinery overhauls for the ferry vessels Encinal, Peralta, Harbor Bay Express II and Bay Breeze.
- **Vallejo Baylink:** Planned work includes haul-outs and hull and machinery overhauls for the ferry vessels Intintoli, Mare Island, Solano and Vallejo.
- **New Vessels:** This plan assumes shaft and propeller replacements in FY 2012/13 and FY 2013/14 for new WETA vessels. However, actual rehabilitation needs will be better defined during future CIP updates, based upon actual vessel operating hours and experience.

This plan assumes that 80% federal formula funds and 20% local RM1/AB664 funds will be used to pay for this work.

- **Mid-Life Repower/Refurbishment:** A mid-life overhaul is scheduled when a ferry reaches approximately 12.5 years of service life. This work generally includes replacement of major vessel systems, such as engines, electronics, propulsion systems and refurbishment of the passenger cabins. Equipment service hours and specific vessel needs may affect the timing of the projects.

  During the five years of this plan, two Vallejo vessels will require mid-life refurbishment based upon engine hours and replacement cycles. This project will also advance California Air Resources Board (CARB) mandated ferry repower requirements. The estimated cost of the projects is $19 million, or $9.5 million per vessel. Vallejo has indicated a need to secure a contract to begin this work prior to service transition to allow for the long lead-time associated with new engine purchases. This timing will be further complicated by the fact that only $2 million has been secured to date to support this project. This plan assumes a coordinated approach to project delivery, whereby WETA and the city will work together to secure funds and sufficient contract obligations to move this project forward within the next year, ensuring there are no disruptions to the Vallejo ferry services. Work currently is under way to secure funds for this project. This plan assumes that the project will be funded with a combination of $2 million federal Economic Recovery funds, federal formula, AB 664 and Carl Moyer Repower program funds.

  The Alameda vessel, the Bay Breeze, is due for a mid-life refurbishment. This project is scheduled to be implemented in FY 2009/10 and may be completed before the transition date. The full vessel refurbishment cost is estimated to be up to $2 million. Work currently is under way to secure additional Carl Moyer Re-power Program funds for main engine replacement. Alameda may fund this project with a combination of TIF, RM1-2%, RM2 and already secured Carl Moyer Re-power program funds.

Vessel Expansion

WETA's expansion vessel program includes purchase of six new ferry vessels over the five-year period, costing a total of $60.6 million (including $33.3 million spent in prior years and $27.3 million in the five-year plan). These vessels will be funded with $41 million RM 2 funds and $19.6 federal and state Proposition 1B funds. The expansion program is as follows:

- **2 Spare Vessels:** This project includes construction of two 149-passenger spare vessels for use to support existing and planned expansion services and to be available to support emergency response needs and services. Vessel construction will be completed before the CIP timeframe, but final payment, due one-year from vessel delivery and acceptance, will fall into the first year of the CIP's financial program. These vessels are fully funded with $17 million Regional Measure 2 funds.
- **2 South San Francisco Vessels:** This project will construct two 199-passenger ferry vessels for use in South San Francisco expansion service. These vessels currently are under construction and will be utilized in other regional services until the South San Francisco terminal is constructed and service is operational. These vessels are to be funded with $12 million Regional Measure 2, $3 million Proposition 1B and $6.5 million federal grant funds.
- **2 Berkeley Vessels:** This project will construct two 199-passenger ferry vessels for use in Berkeley expansion service. These vessels would be funded with $12 million Regional Measure 2 funds and $11.1 million federal Ferry Boat Discretionary and Proposition 1B funds.

Ferry Facilities

- **Facilities Rehabilitation and Replacement:** These projects are to provide rehabilitation or replacement of existing facilities that are used to support passenger ferry service.

Dredging

- **Vallejo Terminal Basin:** The Vallejo ferry basin requires dredging every four years to remove silt build-up that would otherwise keep ferries from operating in this area. Dredge work will next need to take place in FY 2012/13, requiring funds to be secured in FY 2011/12. This plan assumes that the dredge will cost $1 million, to be funded with 80% federal formula funds and 20% local RM1/AB 664 funds.
- **Harbor Bay Channel:** A multibeam survey of the entrance to the Harbor Bay dock was completed in 2008 and a maintenance dredging project was identified to accommodate the use of Pisces in the AHBF service. The City of Alameda expects to dredge the Harbor Bay Channel during FY 2009/10. In order to ensure that the channel remains clear over time, a hydrographic survey of the channel is planned to take place in FY 2011/12. Dredging will occur as necessary in FY 2012/13; this dredging project will widen and deepen the existing channel. WETA estimates this project to cost $325,000 and funded with 80% federal formula and 20% local RM 1/AB664 funds.

Floats and Gangways

Floats and gangways provide passenger access and facilities to moor out of service WETA ferryboats. Projects provide for the rehabilitation and/or replacement of passenger and mooring ferry docks/floats and gangways. Periodic haul-out, inspection and repair of existing floats are scheduled to occur as a part of this plan.

- **Vallejo:** Consistent with current practice, the Vallejo float and gangway will be removed from service every four years, coinciding with the ferry basin dredge project. Haul-out, maintenance and repair of the float will occur every 8 years after every other dredging episode in the ferry basin.

- **Clay Street, Oakland:** The Clay Street float in Oakland was acquired and installed by the Port of Oakland after the Loma Prieta earthquake. The Clay Street float currently requires a short-term replacement while planning for a permanent replacement float is under way. This facility will specifically be built to enhance emergency response capabilities including increasing capacity. WETA estimates the temporary float will cost $750,000, and the design and construction of the permanent float will cost approximately $10 million and be completed in FY 2013/14. These projects will be funded with a combination of federal formula, RM1, AB 664 and Proposition 1B funds.
- **Harbor Bay, Alameda:** The Harbor Bay float requires approximately $500,000 in facility upgrades including emergency response and passenger enhancements. This project is expected to take place in FY 2011/12 and will be funded with a combination of federal formula, RM1, AB 664 and Proposition 1B funds.
- **Main Street, Alameda:** The Main Street float, currently in use, is leased by the City of Alameda and owned by the Alameda Re-use and Redevelopment Authority (ARRA). Based on comparable floats, WETA has budgeted approximately $750,000 to either purchase the existing float, or purchase and rehabilitate a used float for use at this facility.
- **Pier 9, San Francisco:** Vessel mooring is an immediate requirement. Two mooring berths are planned at WETA's leased facility at Pier 9, owned by the Port of San Francisco, to accommodate the addition of WETA's new boats. The scope of this project may be adjusted to be a temporary mooring facility in light of the transition and current WETA plans to construct a central bay operations and maintenance facility. Currently this project is estimated to cost $2.5 million dollars funded with Regional Measure 2 funds. Any formal change to the project scope would be subject to Board and MTC (as the project funding agency) approval.

Terminal Rehabilitation

Terminal facilities, including terminal buildings, parking lots and shelters, require periodic rehabilitation and replacement work to support ongoing ferry operations. Rehabilitation work reflected in this plan is based upon Port and city-identified projects required over the next five-years.

$510,000 in terminal facility repairs is identified in this plan, to be funded with 80% federal formula and 20% local RM1/AB 664 capital funds. This includes parking lot rehabilitation projects for the Harbor Bay and Main Street lots.

The City of Vallejo has indicated that there are no immediate rehabilitation needs associated with the existing street level parking lots. However, the City of Vallejo is in the process of seeking full funding for the Vallejo Station parking project, which is currently slated to be constructed in phases. WETA can work with the city to support efforts to secure funds for this project, although project implementation is tied to the larger downtown transit oriented redevelopment project, and will be administred by the City of Vallejo.

Expansion Facilities

These projects provide for passenger ferry terminals that allow WETA to fulfill its mandate and mission of providing ferry service on the San Francisco Bay.

Expansion Service Studies

Preliminary environmental studies for terminals in Redwood City, Hercules, Antioch, Martinez and Richmond are under way. These projects were identified in the WTA's Implementation and Operations Plan and WETA's Disaster Response and Proposition 1B programs as projects that would serve to expand ferry transportation assets and facilities on the Bay and boost disaster response capabilities in the area. Development of the environmental documents is the first step required in expanding the regional ferry system terminal sites. This work will examine all physical, environmental, social, transportation, air and energy impacts of locating ferry terminals/services at specific locations and will be completed by consultants, with WETA as the project manager, and WETA and local jurisdictional agency staff project input and involvement.

New Terminals and Berthing Facilities

Two new passenger ferry terminals are proposed at Berkeley and South San Francisco and a berthing facility is planned at the San Francisco Ferry Building that will support the provision of ferry service.

- **South San Francisco Terminal:** WETA has worked for the last four years to establish a ferry terminal in Oyster Point to provide access to biotech jobs in South San Francisco for East Bay residents. WETA is poised to begin construction of the Oyster Point Terminal in South San Francisco in 2009, utilizing $15 million San Mateo Measure A transportation sales tax funds, $4 million Proposition 1B funds and $7 million in federal funds.
- **Berkeley Terminal:** WETA is conducting an environmental review of a proposed Berkeley Ferry terminal (four sites are considered). Assuming there are no issues that cannot be resolved, the Berkeley-to-San Francisco service will provide an important link between Berkeley and downtown San Francisco. The terminal is estimated to cost $34.2 million and would be funded with future Proposition 1B and federal funds.
- **San Francisco Ferry Building Terminal:** WETA is working closely with the Port of San Francisco to prepare an environmental and design documents related to the development of three new ferry-docking facilities expanding the existing two ferry landings to a total of five at the downtown San Francisco terminal. The project also would include new passenger-waiting amenities, an intermodal terminal for connecting bus services and an emergency staging area for patrons to congregate if a disaster occurs and ferry services assume their roles as emergency responders. This project would be phased to meet available funding, and is included in this plan at a cost of $36 million, funded with $19 million RM2 and $17 million Proposition 1B funds.

Operation And Maintenance Facilities

Two new operations and maintenance facilities are proposed for the North and Central Bay that will support the provision of current and planned expansion ferry services and emergency response functions.

- **North Bay Operations and Maintenance:** Vallejo Baylink ferry services currently utilize an operations & maintenance facility on Mare Island leased by the City of Vallejo. The current Mare Island development plans require this facility to be relocated. WETA and City of Vallejo staff are currently working to jointly determine the new facility location and design, and to move forward with

construction. Facility components would include mooring floats, fuel storage, maintenance and operations building. The cost estimate to implement this project in its entirety is currently $25 million. To date, approximately $16 million has been secured to fund this project, including $5.2 million in federal funds, $4.2 million STIP $1.6 million state and local funds and $5 million Proposition 1B funds (through WETA). It is anticipated that this project will be implemented in phases to allow adequate time to secure project funding.

- **Central Bay Operations and Maintenance:** City of Alameda ferry services currently rely upon contract operators to provide operations and maintenance facilities for its services. For AOFS, Blue & Gold Fleet currently provides maintenance and operations support out of its Port of San Francisco leased facilities at Pier 39 and Pier 9. For AHBF, Harbor Bay Maritime currently provides operations & maintenance activities at their leased facility on Pier 48 at the Port of San Francisco. As a part of creating a regional ferry transportation and emergency response system, WETA is looking to consolidate and coordinate maintenance and operations of the Alameda services at one facility. As planned, this facility also would include capacity to support South San Francisco, Berkeley and Treasure Island expansion service needs and ultimately serve as an emergency response operations center. Facility components would include mooring floats, fuel storage and a maintenance and operations building. This project is in the early planning stages and WETA is in the process of investigating and evaluating potential East Bay sites. Depending upon the site selected, existing services could achieve operating cost savings due to reduced deadhead hours and contractor costs. Facility costs are assumed to be similar to those developed for the North Bay facility. Project implementation is assumed to be phased to meet system needs as they exist and grow over time. This project is budgeted to cost $25 million and anticipated to be funded largely with Proposition 1B dollars.

Miscellaneous

The overall WETA system of existing and new passenger water transportation services, along with the rehabilitation of critical infrastructure, will promote emergency response. These projects provide both general system equipment and facilities and those that enhance WETA's ability to provide emergency response service coordination and delivery.

- **Vessel Mooring Equipment:** Mooring floats and gangways will be required for interim use until the Central Bay Operations & Maintenance facility is completed. Two mooring floats and gangways will be acquired to meet vessel support needs. Floats and gangways also could be used to provide temporary terminal facilities to help meet surge demands for emergency response. Proposition 1B funds will be used to support these projects.
- **Communications Equipment:** During an incident, communication between WETA, transit agencies and emergency response coordinators will be critical. WETA will require mobile and base station radios and satellite phones to meet this communication need. RM2 and Proposition 1B funds will be used to support these projects.
- **General Equipment Replacement:** This project provides funds to replace maintenance and operating equipment required to support service operation. Specific needs will be identified annually. The plan assumes that equipment will be funded with local RM1 or other local funds.

CIP Summary

CIP CATEGORY	5 YEAR TOTAL	FY 2009/10	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14
Vessel Rehabilitation	$26,385,000	$13,060,000	$9,710,000	$300,000	$1,195,000	$2,120,000
Vessel Expansion	$27,300,000	$4,200,000	$0	$7,700,000	$15,400,000	$0
Facilities Rehabilitation	$14,035,000	$1,500,000	$8,050,000	$4,250,000	$35,000	$200,000
Facilities Expansion	$146,439,000	$34,439,000	$43,200,000	$37,350,000	$22,700,000	$8,750,000
Miscellaneous	$456,000	$176,000	$70,000	$70,000	$70,000	$70,000
TOTAL	**$214,615,000**	**$53,375,000**	**$61,030,000**	**$49,670,000**	**$39,400,000**	**$11,140,000**

Table 4.5 – CIP Summary

Additional Ferry-Related Projects

In addition to the WETA projects described above, the following two development-based projects, to be implemented by external organizations within the five-year CIP period, will be important to WETA ferry service operations. WETA will work with the City of Vallejo and the City of San Francisco to support efforts to develop these projects and secure funds to support project implementation.

Vallejo Station Project, City of Vallejo

The Vallejo Station Project consists of a multimodal transportation facility and privately funded transit-oriented residential and commercial improvements. This is an external project to be implemented by the City of Vallejo as a part of a larger city redevelopment project. This project is currently estimated to cost $99,476,000. Components of the project include a 1,200 space parking structure which has the potential to significantly impact parking available to ferry patrons, a pedestrian paseo and park, Vallejo Transit Center Bus Terminal, a two story 4,100 square foot administration building to house the Vallejo Transportation Division, a "Kiss & Ride" drop-off/pick up Area and modifications to Santa Clara Street. The proposed parking garage is intended to provide parking for Vallejo Ferry patrons and will replace the heavily used surface parking on various lots in downtown Vallejo. The garage will be designed to accommodate future retail and/or commercial space, additional parking as well as a potential hotel and conference center on a vertical subdivision to be created on the top deck of the garage. The Vallejo Station is proposed to be constructed in 2 phases. Phase A includes construction of the Bus Transit Center, one-half of the parking structure with the pedestrian paseo and park, interim parking, and various streetscape projects, and is scheduled to go out to bid in FY 2009/10. Phase B will include the second half of the parking structure as well as the remaining streetscape projects, and is not yet fully funded. WETA will work with the City of Vallejo and others to support efforts to secure funds to implement this phase of the project.

Treasure Island Ferry Terminal and Vessels, City of San Francisco

The Treasure Island Ferry Terminal project is an external project to be implemented by the City of San Francisco and its Treasure Island developer. The redevelopment of Treasure Island Navy Base consists of 6,000 residential units, 250,000 square feet of commercial and retail space, a ferry terminal and service, parks, open space and a variety of other amenities. The city/developer is expected to fund the construction of the ferry terminal and the purchase of system vessels. Costs will vary depending upon the type, size and number of vessels utilized for this new service. WETA will work with the City of San Francisco and others to support efforts to develop and secure funds to implement this project.

Program Costs

The CIP identifies WETA implemented projects requiring a total investment of $214.6 million over the five-year plan period. Table 4.5 provides a summary of project expenses, by project category, over the five-year CIP period by category. A detailed project listing can be found in Appendix C.

Program Revenues

A variety of federal, state and local funding sources are programmed and available to support the $214.6 million capital improvement program contained in this plan. These include the following:

- **Regional Measure 1 – 2% Program:** In November 1988, Bay Area voters approved Regional Measure 1 (RM 1), authorizing a $1 toll increase for all seven state-owned Bay Area toll bridges. Approximately $820,000 RM 1 – 2% funds are available annually from this program, through MTC, to support capital expenses associated with the Vallejo and Alameda ferry services. WETA supports direct allocation of these funds by MTC to the cities until services are transferred.
- **Regional Measure 2 Program:** In 2004, voters passed Regional Measure 2 (RM2), raising the toll on the seven State-owned toll bridges in the San Francisco Bay Area by $1. RM2 capital funds totaling $84 million are available to WETA to support specific capital projects, including system environmental and design studies, construction of new vessels for South San Francisco and Berkeley, construction of spare vessels, and development and construction of expanded berthing capacity in San Francisco.
- **Federal Grants:** WETA has secured approximately $20 million in federal ferryboat discretionary and high-priority project grants over the past several years and anticipates an additional $10 million to support construction of South San Francisco and Berkeley terminals and vessels. Additional federal funds assumed in this plan include $25.8 million from Federal 5307 and 5309 funds to support capital rehabilitation and replacement projects for existing Vallejo and Alameda system assets. These funds are programmed annually by MTC based upon regional criteria.
- **AB 664:** Assembly Bill 664 funds are programmed annually by MTC to provide partial local match to Federal Section 5307 and 5309 formula grant funds. This plan assumes WETA eligibility for these funds for ferry rehabilitation and replacement projects.
- **San Mateo Sales Tax:** In 2004, San Mateo County voters approved an extension of the existing Measure A transportation sales tax measure, providing funding for continued and new transportation projects in the county. This program included $30 million to support development of new ferry services to South San Francisco and Redwood City. The CIP assumes use of $15 million of these funds to support South San Francisco terminal construction.
- **Proposition 1 B:** The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act, approved by voters in 2006, allows the state to sell up to $1.475 billion in bonds for security and disaster preparedness projects throughout the state. If fully implemented, this program would provide WETA with $250 million in Proposition 1B funds to support implementation of its regional emergency response ferry system. This plan assumes use of just over $90 million of Proposition 1B funds to construct terminal, float and gangway access projects, construct system maintenance and emergency operations facilities and construct new vessels.
- **Other Miscellaneous:** Other grant funds assumed to be available to support WETA projects include Carl Moyer grant funds to support ferry vessel repower projects and a small mix of state and local funds secured by Vallejo to support the North Bay maintenance facility project.

V NEXT STEPS

Transition Plan Implementation Activities

Transitioning existing services provided by the cities to WETA will expedite WETA's move from a planning organization to an operating entity. Development of service transition details and agreements is an involved process requiring significant city and WETA staff time, and will ultimately require a series of city and WETA policy Board actions over the next six months. An overview of transition implementation activities identified as a part of this plan is provided below and are summarized in Table 5.1.

Appendix D lists the tasks and subtasks necessary to transition WETA to an operating agency.

Appendix E provides a schedule with critical paths as a companion to Appendix D.

Service Delivery

- Re-assignment and acceptance of Alameda Ferry Service and Vallejo Baylink's operating and support contracts to WETA in January 2010 and July 2010 respectively, and eventual WETA re-bid and award of these services under one contract operator in January 2011; and
- Development of a contract bus service agreement between WETA and the City of Vallejo for continued city operation of the Route 200 bus service designed to augment the Vallejo ferry service schedule. Service would be provided by the City of Vallejo but funded by WETA with ferry operating revenues. The Vallejo Ferry service was charged $1.7 million in FY 2008/09, to support these services.

Transfers and Use Agreements

- Development of asset transfer and/or lease and maintenance agreements for system assets, and any related grant and fund transfer agreements between the cities and WETA that result in the continued availability and use of city-owned assets in current services.
- Establish landing rights and operating agreements with the Port of San Francisco for the Downtown and China Basin Ferry Terminals and with the Port of Oakland for the Clay Street Terminal.
- Discussion and development of potential financial obligation transfer agreements associated with prior documented obligations generated from the ferry system operations.

Fare and Transfer Policies

- As an operator, WETA will need to establish fare policies for its services consistent with Federal Transit Administration and other regulatory requirements. The financial component of the transition plan utilizes the existing fare structure, and assumes an annual inflation factor of 2.5% beginning in FY 2010/11 for purposes of projecting system fare revenues; and
- WETA would need to develop transfer agreements with connecting and feeder bus systems including San Francisco MTA, AC Transit and Vallejo Transit. The transition plan assumes WETA would adopt existing transfer agreements already in place between the cities and connecting operators and would develop a new transfer agreement between WETA and the City of Vallejo that reflects existing passenger transfer practices between the city's bus and ferry systems.

Ticketing and Fare Arrangements

- Development of an agreement with the City of Vallejo for joint ticket sales of bus and ferry tickets at the Ferry Terminal building;
- Establishment of other fare medium distribution and collection agreements, as necessary; and
- Request to the TransLink consortium for early WETA inclusion in the TransLink regional fare collection program.

System Communications and Marketing

- Development of a marketing program to communicate system transfer information to the customers and to promote interconnectivity between the ferry services and surrounding services; and
- Development and implementation of a marketing program to create awareness about WETA and develop the "WETA Brand" to make ferry service uniform, understandable and comfortable to the public.

Institute Management Oversight Plans

- Develop maintenance and asset management plans and internal oversight procedures to ensure timely and orderly maintenance of WETA's assets utilized by outside contractors; and
- Identify cash handling procedures to be utilized by contractors and appropriate WETA oversight of this function to ensure compliance with FTA requirements.

Organizational Structure and Staffing

- Develop a staffing and consultant support program that provides sufficient system oversight to effectively administer the existing and expansion services in a means that complies with federal, state and regional requirements.

July 1		September 1	October 1	January 1	February 1	March 1	June 1	July 1	August 1	January 1
• WETA – Adopt Transition Plan • City of Vallejo – Extend B&G Operating Contract to July 1, 2010 with month-to-month extensions for six months. Contract provides for Assignment by City to WETA • City of Alameda – Extend B&G Operating Contract (for Alameda-Oakland service) to July 1, 2010 with month-to-month extensions for six months. Contract provides for Assignment by city to WETA. (1) • City of Alameda – Harbor Bay Ferry; No Action Required; contract expires July 1, 2010. (2.)	• WETA begins negotiations with SFMTA for Muni transfer agreement • WETA requests Translink to prioritize ferry routes for implementation	• WETA begins developing new regional ferry system Best Value Award operating contract RFP. Tentative Schedule: Draft RFP due Dec 1, 2010 for industry review, advertised Feb 2010, all addendums completed March 2010, Submit proposals June 2010, Award contract Aug 2010, Transfer to new operator Jan 1, 2011 • WETA and Alameda Agree to Transfer of Assets and Schedule of Transition • WETA and Alameda Agree to Terminal Lease & Use Principles and "Term Sheets"	• WETA Board approves Lease/Use Agreements with Alameda, Port. • WETA Board Approves Maintenance Agreement with Contractor for waterside facilities. • Release draft RFP for Industry Review • WETA begins paperwork for the transfer of vessel/asset ownership from Alameda to WETA, effective Jan 1, 2010	• WETA assumes (Assignment) Alameda and HBM contracts; Alameda formally assign service to WETA • WETA assumes title to Alameda vessels • WETA-Alameda Lease & Use Agreements Implemented • Review Industry Comments on RFP • WETA assits Vallejo in oversight of operating contracts (six month period) • WETA, Vallejo and Port agree to Terminal Lease & Use Principles and "Term Sheets" • Vallejo and WETA agree to Transfer of Assets and Schedule of Transition	• WETA Board Authorizes RFP • RFP Issued • WETA begin paperwork for the transfer of vessel/asset ownership from Vallejo to WETA effective July 1, 2010	• Responses to Official Bidder Comments • WETA Board/City of Vallejo agree to final service and transfer details	• WETA received Proposals • WETA to extend the Alameda B&G and HBM Operating Contracts month-to-month through December 2010	• WETA assumes (Assignment) Vallejo Baylink Contracts • WETA assumes Title to Vallejo vessels/assets • WETA - Vallejo Lease Use Agreements implemented	• WETA Board Awards Operating Contract (protest period commences)	• New Operating Contract in Effect
2009				2010						2011

Table 5.1 - Implementation Activities

Appendix A

SYSTEM ASSETS FOR TRANSFER, LEASE OR USE	Current Ownership	Potential Transfer to WETA	Potential Lease/Use Agreement
ALAMEDA SERVICE			
Vessels			
Bay Breeze	City of Alameda	X	
Harbor Bay Express II	City of Alameda	X	
Encinal	City of Alameda/Port of Oakland	X	
Peralta	City of Alameda/Port of Oakland	X	
Facilities			
Harbor Bay Ferry Terminal /Shelter	City of Alameda	X	X
Main Street Ferry Terminal/Building	City of Alameda	X	X
Harbor Bay Parking Lot	City of Alameda	X	X
Main Street Parking Lots	City of Alameda	X	X
Ferry Landing Facilities			
Harbor Bay Gangway and Float	City of Alameda	X	X
Alameda Main Street Gangway and Pier	City of Alameda	X	X
Alameda Main Street Float	City of Alameda - ARRA	X	X
Clay Street Pier, Float and Gangway	Port of Oakland	X	X
San Francisco Ferry Building/Giants Ballpark	Port of San Francisco		X
Miscellaneous			
Spare Parts	City of Alameda	X	
System Equipment	City of Alameda	X	

SYSTEM ASSETS FOR TRANSFER, LEASE OR USE (CONTINUED)			
	Current Ownership	Potential Transfer to WETA	Potential Lease/Use Agreement
VALLEJO SERVICE			
Vessels			
Vallejo	City of Vallejo	X	
Intintoli	City of Vallejo	X	
Mare Island	City of Vallejo	X	
Solano	City of Vallejo	X	
Facilities			
Vallejo Maintenance Facility (Gangways, Floats, Building)	City of Vallejo	X	X
Vallejo Ferry Terminal Building	City of Vallejo		X
Ferry Parking Lots	City of Vallejo		X
Ferry Landing Facilities			
Vallejo Ferry Terminal Gangways & Floats	City of Vallejo	X	X
San Francisco Ferry Building/Giants Ballpark	Port of San Francisco		X
Miscellaneous			
Ferry Spare Parts	City of Vallejo	X	
Ferry System Equipment	City of Vallejo	X	

Appendix B

WETA Five Year Operating Plan - Systemwide							
Operating Costs	**Budgeted FY 2008/09**	**Estimate FY 2009/10**	**Estimate FY 2010/11**	**Estimate FY 2011/12**	**Estimate FY 2012/13**	**Estimate FY 2013/14**	**Five Year Total**
Alameda/Oakland							
Services	3,516,758	3,171,493	3,286,738	3,406,445	3,530,799	3,659,991	17,055,465
Terminals	225,710	267,947	275,985	284,265	292,793	301,577	1,422,567
Other	426,109	401,817	413,777	426,092	438,775	451,836	2,132,298
Subtotal	4,168,577	3,841,257	3,976,500	4,116,802	4,262,367	4,413,404	20,610,330
Alameda Harbor Bay							
Services	1,356,000	1,234,000	1,280,620	1,329,119	1,379,576	1,432,077	6,655,391
Terminals	96,000	96,870	99,776	102,769	105,852	109,028	514,296
Other	229,960	265,432	273,005	280,808	288,849	297,136	1,405,229
Subtotal	1,681,960	1,596,302	1,653,401	1,712,696	1,774,278	1,838,241	8,574,917
Vallejo							
Services	13,297,499	12,764,000	13,242,960	13,741,091	14,259,208	14,798,162	68,805,421
Terminals	352,546	365,000	375,950	387,229	398,845	410,811	1,937,835
Other	1,010,822	752,162	778,488	805,735	833,935	836,123	4,033,443
Subtotal	14,660,867	13,881,162	14,397,398	14,934,054	15,491,988	16,072,096	74,776,698
South San Francisco							
Services	-	-	623,724	2,690,171	2,795,091	2,904,369	9,013,354
Terminals	-	-	56,250	241,590	248,837	256,303	802,980
Other	-	-	68,097	280,446	288,630	297,054	934,226
Subtotal	-	-	748,071	3,212,206	3,332,558	3,457,726	10,750,560
Berkeley							
Services	-	-	-	1,448,554	4,698,300	4,883,744	11,030,598
Terminals	-	-	-	80,530	265,125	273,079	618,733
Other	-	-	-	100,238	309,520	318,362	728,120
Subtotal	-	-	-	1,629,322	5,272,944	5,475,185	12,377,451
WETA							
Planning & Development	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000	15,000,000
Transition	600,000	2,500,000	-	-	-	-	2,500,000
Spare Vessels	750,000	1,000,000	750,000	300,000	300,000	300,000	2,650,000
Subtotal	4,350,000	6,500,000	3,750,000	3,300,000	3,300,000	3,300,000	20,150,000
Total Operating Costs	**24,861,404**	**25,818,721**	**24,525,369**	**28,905,080**	**33,434,135**	**34,556,652**	**147,239,956**

WETA Five Year Operating Plan - Systemwide (Continued)

Operating Revenues	Budgeted FY 2008/09	Estimate FY 2009/10	Estimate FY 2010/11	Estimate FY 2011/12	Estimate FY 2012/13	Estimate FY 2013/14	Five Year Total
Fares	9,714,316	8,988,00	9,491,609	11,123,237	12,606,709	13,179,122	55,388,678
Regional Measure 1	3,298,784	2,798,900	2,798,900	2,798,900	2,798,900	2,798,900	13,994,500
Regional Measure 2	8,948,165	11,683,762	9,917,276	12,629,458	15,637,704	16,148,978	66,017,177
Federal 5307 Preventative Maint	1,068,032	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	5,000,000
Measure B (AOFS/HB only)	1,104,000	927,995	897,520	933,421	970,758	1,009,588	4,739,281
Miscellaneous Other	1,382,064	420,064	420,064	420,064	420,064	420,064	2,100,320
Total Revenues	**25,515,361**	**25,818,721**	**24,525,639**	**28,905,080**	**33,434,135**	**34,556,652**	**147,239,956**

Operating Reserves	Budgeted FY 2008/09	Estimate FY 2009/10	Estimate FY 2010/11	Estimate FY 2011/12	Estimate FY 2012/13	Estimate FY 2013/14
Annual Operating Reserves		280,013	8,382,724	5,670,542	2,662,296	2,151,022
Cummulative Reserves		280,013	8,662,737	14,333,280	16,995,576	19,146,598

Operating Statistics	Budgeted FY 2008/09	Estimate FY 2009/10	Estimate FY 2010/11	Estimate FY 2011/12	Estimate FY 2012/13	Estimate FY 2013/14
Passengers	1,265,725	1,213,600	1,264,880	1,511,142	1,734,323	1,771,038
Annual Vessel Hours	15,570	15,570	15,570	16,415	20,770	24,410
Farebox Recovery Ratio	44%	47%	46%	43%	42%	42%

Harbor Bay Ferry Service							
Operating Costs	**Budgeted FY 2008/09**	**Estimate FY 2009/10**	**Estimate FY 2010/11**	**Estimate FY 2011/12**	**Estimate FY 2012/13**	**Estimate FY 2013/14**	**Five Year Total**
Vessels							
Service Contract	554,000	610,000	628,300	647,149	666,563	686,560	3,238,573
Maintenance	132,000	144,000	148,320	152,770	157,353	162,073	764,516
Fuel & Lubes	570,000	390,000	409,500	429,975	451,474	474,047	2,154,996
Vessel Insurance	100,000	90,000	94,500	99,225	104,186	109,396	497,307
Subtotal	1,356,000	1,234,000	1,280,620	1,329,119	1,379,576	1,432,077	6,655,391
Terminals							
Landing Fees/Rent	90,000	92,700	93,596	96,404	99,296	102,275	482,441
Insurance	6,000	6,000	6,180	6,365	6,556	6,753	31,855
Subtotal	96,000	96,870	99,776	102,769	105,852	109,028	514,296
Other							
Local Transit Transfers	23,912	31,000	31,620	32,252	32,897	33,555	161,325
Administration	206,048	234,432	241,385	248,555	255,852	263,581	1,243,904
Subtotal	229,960	265,432	273,005	280,808	288,849	297,136	1,405,229
Total Operating Costs	1,681,960	1,596,302	1,653,401	1,712,696	1,774,278	1,838,241	8,574,917

Harbor Bay Ferry Service (Continued)

Operating Revenues	Budgeted FY 2008/09	Estimate FY 2009/10	Estimate FY 2010/11	Estimate FY 2011/12	Estimate FY 2012/13	Estimate FY 2013/14	Five Year Total
Fares	710,000	675,000	698,794	723,426	748,927	775,327	3,621,474
Regional Measure 1	450,000	393,500	393,500	393,500	393,500	393,500	1,967,500
Alameda County Sales Tax (Measure B)	144,400	144,400	150,176	156,183	162,430	168,928	782,117
Measure B Reserves	41,000	125,000	-	-	-	-	125,000
Transportation Improvement Funds	265,560	257,415	257,415	257,415	257,415	257,415	1,287,075
Miscellaneous Other	185,000	71,000	71,000	71,000	71,000	71,000	355,000
Total Revenues	1,795,960	1,666,315	1,570,885	1,601,524	1,633,272	1,666,169	8,138,166
Revenues to Maintenance/ Reserve	114,000	70,013	-	-	-	-	70,013
Operating Surplus/(Defecit)*	-	-	(82,516)	(111,171)	(141,005)	(172,071)	(506,764)

Operating Statistics	Budgeted FY 2008/09	Estimate FY 2009/10	Estimate FY 2010/11	Estimate FY 2011/12	Estimate FY 2012/13	Estimate FY 2013/14
Cost per Vessel Hour	$797	$757	$784	$812	$841	$871
Farebox Recovery Ratio	42%	42%	42%	42%	42%	42%
Annual Vessel Hours	2,110	2,110	2,110	2,110	2,110	2,110

* Deficit potentially funded with additional WETA RM2 or other system funds

Alameda/Oakland Ferry Service

Operating Costs	Budgeted FY 2008/09	Estimate FY 2009/10	Estimate FY 2010/11	Estimate FY 2011/12	Estimate FY 2012/13	Estimate FY 2013/14	Five Year Total
Vessels							
Service Contract	1,709,758	1,856,493	1,912,188	1,969,553	2,028,640	2,089,499	9,856,373
Maintenance	307,000	310,000	319,300	328,879	338,745	348,908	1,645,832
Fuel & Lubes	1,350,000	900,000	945,000	992,250	1,041,863	1,093,956	4,973,068
Vessel Insurance	150,000	105,000	110,250	115,763	121,551	127,628	580,191
Subtotal	3,516,758	3,171,493	3,286,738	3,406,445	3,530,799	3,659,991	17,055,465
Terminals							
Landing Fees/Rent	133,710	121,947	125,605	129,374	133,255	137,252	647,433
Maintenance and Utilities	29,000	83,000	85,490	88,055	90,696	93,417	440,658
Security	63,000	63,000	64,890	66,837	68,842	70,907	334,476
Subtotal	225,710	267,947	278,985	284,265	292,793	301,577	1,422,567
Other							
Local Transit Transfers	17,267	19,000	19,475	19,962	20,461	20,972	99,870
Administration	408,842	382,817	394,302	406,131	418,314	430,864	2,032,427
Subtotal	426,109	401,817	413,777	426,092	438,775	451,836	2,132,298
Total Operating Costs	4,168,577	3,841,257	3,976,500	4,116,802	4,262,367	4,413,404	20,610,330

Operating Revenues	Budgeted FY 2008/09	Estimate FY 2009/10	Estimate FY 2010/11	Estimate FY 2011/12	Estimate FY 2012/13	Estimate FY 2013/14	Five Year Total
Fares	2,387,000	1,993,000	2,093,896	2,199,899	2,311,269	2,428,277	11,026,341
Regional Measure 1	1,056,045	1,049,000	1,049,000	1,049,000	1,049,000	1,049,000	5,245,000
Alameda County Sales Tax (Measure B)	718,600	718,600	747,344	777,238	808,327	840,660	3,892,169
Measure B Reserves	200,000	220,008	-	-	-	-	220,008
Port of Oakland	83,117	70,649	70,649	70,649	70,649	70,649	353,245
Miscellaneous Other	63,772	-	-	-	-	-	-
Total Revenues	4,508,534	4,051,257	3,960,889	4,096,786	4,239,245	4,388,586	20,736,763
Revenues to Maintenance/ Reserve	339,957	210,000	-	-	-	-	210,000
Operating Surplus/(Deficit)*	-	-	(15,611)	(20,016)	(23,122)	(24,817)	(83,567)

* Deficit potentially funded with WETA RM2 or other system funds

Alameda/Oakland Ferry Service (Continued)						
Operating Statistics	**Budgeted FY 2008/09**	**Estimate FY 2009/10**	**Estimate FY 2010/11**	**Estimate FY 2011/12**	**Estimate FY 2012/13**	**Estimate FY 2013/14**
Cost per Vessel Hour	$829	$764	$791	$818	$847	$877
Farebox Recovery Ratio	57%	52%	53%	53%	54%	55%
Annual Vessel Hours	5,030	5,030	5,030	5,030	5,030	5,030

Vallejo Ferry Service							
Operating Costs	**Budgeted FY 2008/09**	**Estimate FY 2009/10**	**Estimate FY 2010/11**	**Estimate FY 2011/12**	**Estimate FY 2012/13**	**Estimate FY 2013/14**	**Five Year Total**
Vessels							
Service Contract	4,608,548	4,747,000	4,889,410	5,036,092	5,187,175	5,342,790	25,202,468
Route 200	1,712,456	1,712,000	1,763,360	1,816,261	1,870,749	1,926,871	9,089,241
Maintenance	1,459,000	1,503,000	1,548,090	1,594,533	1,642,369	1,691,640	7,979,631
Fuel & Lubes	5,183,495	4,458,000	4,680,900	4,914,945	5,160,692	5,418,727	24,633,264
Vessel Insurance	334,000	344,000	361,200	379,260	398,223	418,134	1,900,817
Subtotal	13,297,499	12,764,000	13,242,960	13,741,091	14,259,208	14,798,162	68,805,421
Terminals							
Landing Fees/Rent	38,000	40,000	41,200	42,436	43,709	45,020	212,365
Maintenance and Utilities	250,737	259,000	266,770	274,773	283,016	291,507	1,375,066
Security	63,809	66,000	67,980	70,019	72,120	74,284	350,403
Subtotal	352,546	365,000	375,950	387,229	398,845	410,811	1,937,835
Other							
Local Transit Transfers	-	-	-	-	-	-	-
Administration	1,010,822	752,162	778,488	805,735	833,935	863,123	4,033,443
Subtotal	1,010,822	752,162	778,488	805,735	833,935	863,123	4,033,443
Total Operating Costs	14,660,867	13,881,162	14,397,398	14,934,054	15,491,988	16,072,096	74,776,698

Vallejo Ferry Service (Continued)							
Operating Revenues	**Budgeted FY 2008/09**	**Estimate FY 2009/10**	**Estimate FY 2010/11**	**Estimate FY 2011/12**	**Estimate FY 2012/13**	**Estimate FY 2013/14**	**Five Year Total**
Fares	6,617,316	6,320,000	6,487,000	6,772,749	7,046,199	7,330,689	33,947,637
Regional Measure 1	1,792,739	1,356,400	1,356,400	1,356,400	1,356,400	1,356,400	6,782,000
Regional Measure 2 - Vallejo	2,735,501	2,740,500	2,740,500	2,740,500	2,740,500	2,740,500	13,702,500
Regional Measure 2 - WETA	1,862,664	-	-	-	-	-	-
Federal 5307 Preventative Maint	1,068,032	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	5,000,000
Solano County	300,000	-	-	-	-	-	-
Miscellaneous Other	284,615	21,000	21,000	21,000	21,000	21,000	105,000
Total Revenues	14,660,867	11,437,900	11,595,900	11,890,649	12,164,099	12,488,589	59,537,137
Operating Surplus/(Defecit)*	-	(2,443,262)	(2,801,498)	(3,043,405)	(3,327,890)	(3,623,507)	(15,239,561)

Operating Statistics	**Budgeted FY 2008/09**	**Estimate FY 2009/10**	**Estimate FY 2010/11**	**Estimate FY 2011/12**	**Estimate FY 2012/13**	**Estimate FY 2013/14**
Cost per Vessel Hour	$1,739	$1,647	$1,708	$1,772	$1,838	$1,907
Farebox Recovery Ratio	45%	46%	45%	45%	45%	46%
Annual Vessel Hours	8,430	8,430	8,430	8,430	8,430	8,430

* Defecit to be funded with WETA RM2

South San Francisco Ferry Service

Operating Costs	Budgeted FY 2008/09	Estimate FY 2009/10	Estimate FY 2010/11	Estimate FY 2011/12	Estimate FY 2012/13	Estimate FY 2013/14	Five Year Total
Vessels							
Operating Costs			303,219	1,255,327	1,292,987	1,331,776	4,183,308
Maintenance			54,134	224,113	230,837	237,762	746,845
Fuel & Lubes			234,678	1,079,517	1,133,493	1,190,168	3,637,855
Insurance			31,694	131,214	137,775	144,663	445,346
Subtotal	-	-	623,724	2,690,171	2,795,091	2,904,369	9,013,354
Terminals							
Operating Cost			31,250	138,590	142,747	147,030	459,617
Maintenance/Utilities/Security			25,000	103,000	106,090	109,273	343,363
Subtotal	-	-	56,250	241,590	248,837	256,303	802,980
Other							
Local Transit Transfers			5,597	22,946	23,405	23,873	75,819
Administration			62,500	257,500	265,225	273,182	858,407
Subtotal	-	-	68,097	280,446	288,630	297,054	934,226
Total Operating Costs	-	-	748,071	3,212,206	3,332,558	3,457,726	10,750,560

Operating Revenues	Budgeted FY 2008/09	Estimate FY 2009/10	Estimate FY 2010/11	Estimate FY 2011/12	Estimate FY 2012/13	Estimate FY 2013/14	Five Year Total
Fares			220,920	937,496	994,590	1,055,160	3,208,166
Regional Measure 2			527,151	2,274,710	2,337,968	2,402,565	7,542,394
Miscellaneous Other			-	-	-	-	-
Total Revenues	-	-	748,071	3,212,206	3,332,558	3,457,726	10,750,560
Cost per Vessel Hour	$-	$-	$885	$950	$986	$1,023	
Farebox Recovery Ratio	0%	0%	30%	29%	30%	31%	
Annual Vessel Hours	-	-	845	3,380	3,380	3,380	

Berkeley Ferry Service

Operating Costs	Budgeted FY 2008/09	Estimate FY 2009/10	Estimate FY 2010/11	Estimate FY 2011/12	Estimate FY 2012/13	Estimate FY 2013/14	Five Year Total
Vessels							
Operating Cost				675,945	2,098,810	2,161,774	4,936,529
Maintenance				120,676	374,700	385,941	881,317
Fuel & Lubes				581,278	2,005,411	2,105,681	4,692,370
Insurance				70,654	219,379	230,348	520,381
Subtotal	-	-	-	1,448,554	4,698,300	4,883,744	11,030,598
Terminals							
Operating Cost				46,197	159,035	163,806	369,037
Maintenance/Utilities/Security				34,333	106,090	109,273	249,696
Subtotal	-	-	-	80,530	265,125	273,079	618,733
Other							
Local Transit Transfers				14,405	44,295	45,181	103,880
Administration				85,833	265,225	273,182	624,240
Subtotal	-	-	-	100,238	309,520	318,362	728,120
Total Operating Costs	-	-	-	1,629,322	5,272,944	5,475,185	12,377,451

Operating Revenues	Budgeted FY 2008/09	Estimate FY 2009/10	Estimate FY 2010/11	Estimate FY 2011/12	Estimate FY 2012/13	Estimate FY 2013/14	Five Year Total
Fares				489,667	1,505,725	1,589,669	3,585,061
Regional Measure 2				1,139,655	3,767,219	3,885,516	8,792,390
Miscellaneous Other	-	-	-	-	-	-	-
Total Revenues	-	-	-	1,629,322	5,272,944	5,475,185	12,377,451
Cost per Vessel Hour	$-	$-	$-	$895	$966	$1,003	
Farebox Recovery Ratio	0%	0%	0%	30%	29%	29%	
Annual Vessel Hours	-	-	-	1,820	5,460	5,460	

Appendix C

Capital Improvement Plan - Expense						
Projects Category/ Description	**5 Year Total**	**FY 2009/10**	**FY 2010/11**	**FY 2011/12**	**FY 2012/13**	**FY 2013/14**
VESSEL REHABILITATION						
Major Component Rehab/Replacement						
Vallejo	$1,590,000	$730,000	$0	$0	$0	$860,000
Intintoli	$0	$0	$0	$0	$0	$0
Mare Island	$0	$0	$0	$0	$0	$0
Solano	$835,000	$0	$0	$0	$835,000	$0
Encinal	$200,000	$0	$100,000	$0	$100,000	$0
Peralta	$850,000	$280,000	$110,000	$170,000	$110,000	$180,000
Bay Breeze	$160,000	$0	$0	$80,000	$0	$80,000
Harbor Bay Express II	$950,000	$50,000	$0	$50,000	$0	$850,000
Pisces	$75,000	$0	$0	$0	$75,000	$0
Gemini	$75,000	$0	$0	$0	$75,000	$0
Taurus	$75,000	$0	$0	$0	$0	$75,000
Scorpio	$75,000	$0	$0	$0	$0	$75,000
Subtotal	$4,885,000	$1,060,000	$210,000	$300,000	$1,195,000	$2,120,000
Mid-Life Repower/Refurbishment						
Intintoli	$9,500,000	$9,500,000	$0	$0	$0	$0
Mare Island	$9.500.000	$0	$9,500,000	$0	$0	$0
Bay Breeze	$2,500,000	$2,500,000	$0	$0	$0	$0
Subtotal	**$21,500,000**	**$12,000,000**	**$9,500,000**	**$0**	**$0**	**$0**
VESSEL REHABILITATION TOTAL	**$26,385,000**	**$13,060,000**	**$9,710,000**	**$300,000**	**$1,195,000**	**$2,120,000**
VESSEL EXPANSION						
Spare Vessels	$200,000	$200,000	$0	$0	$0	$0
2 South San Francisco Vessels	$4,000,000	$4,000,000	$0	$0	$0	$0
2 Berkeley Vessels	$23,100,000	$0	$0	$7,700,000	$15,400,000	$0
VESSEL EXPANSION TOTAL	**$27,300,000**	**$4,200,000**	**$0**	**$7,700,000**	**$15,400,000**	**$0**

Capital Improvement Plan - Expense (Continued)						
Projects Category/ Description	**5 Year Total**	**FY 2009/10**	**FY 2010/11**	**FY 2011/12**	**FY 2012/13**	**FY 2013/14**
FACILITIES REHABILITATION						
Dredging						
Vallejo Terminal Basin	$1,000,000	$0	$0	$1,000,000	$0	$0
Harbor Bay	$325,000	$0	$75,000	$250,000	$0	$0
Subtotal	$1,325,000	$0	$75,000	$1,250,000	$0	$0
Floats and Gangway						
Main Street	$950,000	$750,000	$0	$0	$0	$200,000
Clay Street	$10,750,000	$750,000	$7,500,000	$2,500,000	$0	$0
Harbor Bay	$500,000	$0	$0	$500,000	$0	$0
Subtotal	$12,200,000	$1,500,000	$7,500,000	$3,000,000	$0	$200,000
Terminal Rehabilitation						
Main Street Parking Rehabilitation	$320,000	$0	$300,000	$0	$20,000	$0
Harbor Bay Parking Rehabilitation	$190,000	$0	$175,000	$0	$15,000	$0
Subtotal	$510,000	$0	$475,000	$0	$35,000	$0
FACILITIES REHABILITATION TOTAL	$14,035,000	$1,500,000	$8,050,000	$4,250,000	$35,000	$200,000
FACILITIES EXPANSION						
Future Expansion Service Studies						
Complete Berkeley/Hercules Environmental	$500,000	$500,000	$0	$0	$0	$0
Other Expansion Svc Studies/Design	$6,000,000	$2,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000
Subtotal	$6,500,000	$2,500,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000
Terminal/Berthing Expansion Construction						
Pier 9 Berthing	$2,500,000	$2,500,000	$0	$0	$0	$0
South San Francisco Terminal Construction	$26,000,000	$13,000,000	$13,000,000	$0	$0	$0
Berkeley Ferry Terminal Design & Constr	$34,200,000	$8,000,000	$10,000,000	$10,000,000	$6,200,000	$0
San Francisco Terminal	36,000,000	1,200,000	2,200,000	9,350,000	15,500,000	7,750,000
Subtotal	$98,700,000	$24,700,000	$25,200,000	$19,350,000	$21,700,000	$7,750,000
Maintenance and Operations Facilities						
North Bay Facility	$16,239,000	$2,239,000	$7,000,000	$7,000,000	$0	$0
Central Bay Facility	$25,000,000	$5,000,000	$10,000,000	$10,000,000	$0	$0
Subtotal	$41,239,000	$7,239,000	$17,000,000	$17,000,000	$0	$0
FACILITIES EXPANSION TOTAL	$146,439,000	$34,439,000	$43,200,000	$37,350,000	$22,700,000	$8,750,000

Capital Improvement Plan - Expense (Continued)						
Projects Category/ Description	**5 Year Total**	**FY 2009/10**	**FY 2010/11**	**FY 2011/12**	**FY 2012/13**	**FY 2013/14**
MISCELLANEOUS						
Communication Equipment	$26,000	$26,000	$0	$0	$0	$0
Vessel Mooring	$250,000	$50,000	$50,000	$50,000	$50,000	$50,000
General Equipment	$180,000	$100,000	$20,000	$20,000	$20,000	$20,000
MISCELLANEOUS TOTAL	$456,000	$176,000	$70,000	$70,000	$70,000	$70,000
GRAND TOTAL	**$214,615,00**	**$53,375,000**	**$61,030,000**	**$49,670,000**	**$39,400,000**	**$11,140,000**

Revenues						
Projects Category/ Description	**5 Year Total**	**FY 2009/10**	**FY 2010/11**	**FY 2011/12**	**FY 2012/13**	**FY 2013/14**
FEDERAL	**$56,400,005**	**$18,385,393**	**$17,577,716**	**$10,170,516**	**$8,370,380**	**$1,896,000**
Federal 5307/5309	$25,760,568	$10,327,620	$8,991,524	$3,549,424	$996,000	$$1,896,000
Federal Earmark/Ferry Boat Discretionary	$30,639,438	$8,057,773	$8,586,192	$6,621,092	$7,374,380	$0
STATE	**$95,361,383**	**$16,603,640**	**$31,079,413**	**$29,385,961**	**$14,076,620**	**$4,215,750**
Proposition 1B	$90,031,053	$15,868,705	$28,781,715	$27,088,263	$14,076,620	$4,215,750
Proposition 116/STIP	$5,330,330	$734,935	$2,297,698	$2,297,698	$0	$0
LOCAL	**$62,853,612**	**$18,385,966**	**$12,372,873**	**$10,113,523**	**$16,953,000**	**$5,028,250**
Regional Measure 1/AB664/Fares/Other	$4,014,273	$1,422,627	$1,197,823	$682,073	$267,750	$444,000
Regional Measure 2	$39,645,538	$7,293,938	$1,659,400	$9,431,450	$16,676,500	$4,584,250
Measure A San Mateo County Sales Tax	$15,002,000	$7,501,000	$7,501,000	$0	$0	$0
Carl Moyer	$4,009,301	$2,113,400	$1,895,900	$0	$0	$0
Measure B	$182,500	$55,000	$118,750	$0	$8,750	$0
TOTAL	**$214,615,00**	**$53,375,000**	**$61,030,000**	**$49,670,000**	**$39,400,000**	**$11,140,000**

Appendix D

List of Tasks and Subtasks - Existing Service Transition

1. WETA - Issue Draft Transition Plan
   - 1.1 Prepare Draft Criteria
   - 1.2 Identify IOP System and Available Resources
   - 1.3 Prepare Transition Plan Recommendations

2. WETA - Issue Draft Transition Plan Comment Period
   - 2.1 Develop Printed Materials and Website
   - 2.2 Conduct Public Hearing
   - 2.3 Summarize Results of Public Hearing

3. WETA - Adopt Transition Plan
   - 3.1 Board Hold Hearing
   - 3.2 Board Adopt Transition Plan

4. Vallejo, Alameda, WETA Begin Transfer Negotiations (Govt Code Section 66540.11(e)).
   - 4.1 Develop Principles of Negotiation
   - 4.2 Agree on List of Assets
   - 4.3 Agree on Value of Assets and any city share
   - 4.4 Agree on Structure and Principles of Transfer

5. WETA and Alameda Agree to Transfer of Assets and Schedule of Transition (Govt Code Section 66540.11(e)).
   - 5.1 WETA Legal to Draft Agreement
   - 5.2 City Attorneys to review Agreement
   - 5.3 City Councils/WETA Board Approve Agreement

6. WETA and Vallejo Agree to Transfer of Assets and Schedule of Transition (Govt Code Section 66540.11(e)).
   - 6.1 WETA Legal to Draft Agreement
   - 6.2 City Attorneys to review Agreement
   - 6.3 City Councils/WETA Board Approve Agreement

7. WETA assists Vallejo and Alameda in supervision and oversight of operating contracts (six month period)
   - 7.1 WETA seconds staff to city services.
   - 7.2 WETA staff develops list of RFP issues.

8. WETA begins negotiations with SFMTA/Vallejo/AC for local transit transfer agreements.
   - 8.1 Initiate staff contacts
   - 8.2 Share information
   - 8.3 Agree to overall transfer structure (towards Translink).

9. WETA requests Translink to prioritize ferry routes for implementation.
   - 9.1 Discuss with Translink members
   - 9.2 Propose water transit implementation schedule
   - 9.3 Initiate Translink; implement final bus transfer agreements.

10. WETA begins paperwork for the transfer of vessel ownership from cities to WETA, effective Jan 1, 2010
    - 10.1 WETA requests transfer per City-WETA Agreement
    - 10.2 Documents Created (USCG/FTA/CTC, etc).
    - 10.3 Documents Filed with USCG (title)
    - 10.4 Documents Filed with FTA/CTC, etc (ownership share)

11. WETA assumes title to vessels.
    - 11.1 Filing Completed with USCG
    - 11.2 FTA/CTC agree to transfer

12. WETA assumes (Assignment) Vallejo and Alameda contracts; cities formally assign service to WETA
    - 12.1 City sends notice of assignment to contractors
    - 12.2 WETA Board approves contract assignment
    - 12.3 Contracts booked in WETA accounting systems
    - 12.4 WETA hires and assigns staff to services/contract supervision

13. WETA Service Management Initiated
    - 13.1 WETA staff assumes management functions
    - 13.2 Public Information/Customer Service process begins

14. City of Vallejo - Extend B&G Contract to Dec 31, 2010. Contract provides for Assignment by City to WETA.
    - 14.1 Inform FTA of contract extension.
    - 14.2 Inform B&G of assignment.

15. WETA - Extend B&G Contract (for Alameda-Oakland service) to Dec 31, 2010. Contract Provides for Assignment by city to WETA.
    - 15.1 Inform FTA of contract extension.
    - 15.2 Inform B&G of assignment.

16. WETA - Harbor Bay Ferry ; contract expires July 1, 2010, extend to Dec 31, 2010."
    - 16.1 Inform FTA of contract extension.
    - 16.2 Inform HBM of assignment.

17. WETA, Alameda, Vallejo, & Port of SF & Port of Oakland Negotiate Terminal Lease and Use Agreements
    - 17.1 Agree on General Principles of Lease/Use Agreements.
    - 17.2 Develop model agreement
    - 17.3 Provide financial analysis of agreement.
    - 17.4 Finalize and Accept Agreement.

18. Marketing/Branding Campaign
    - 18.1 Develop WETA brand image
    - 18.2 Develop distribution program
    - 18.3 Reinforce WETA brand

19. WETA Develops, Issues and Awards Waterside Terminal Maintenance Contracts
    - 19.1 Conduct analysis of need for separate agreement
    - 19.2 Consider separate contract or within ferry operating agreement.
    - 19.3 Either issue separate RFP or include in ferry service RFP.

20. WETA-City (Port) Lease & Use Agreements Implemented
    - 20.1 Leases effective

21. WETA-Contractor Maintenance Agreement Implemented
    - 21.1 Contract effective.

22. WETA RFP prep begins developing new operating contract RFP
    - 22.1 Document experience seconded to city ferry staffs.
    - 22.2 Review previous RFPs; review RFPs from other jurisdictions.
    - 22.3 Identify any local or state requirements to include.
    - 22.3 Develop basic guidelines for scope of work.
    - 22.4 Develop contract boilerplate.
    - 22.5 Complete draft RFP.

23. Release draft operating contract RFP for Industry Review
    - 23.1 Release draft for Industry Review.
    - 23.2 Solicit written comments.
    - 23.3 Meet to discuss any concerns with all potential bidders.

24. Review Industry Comments on operating contract RFP
    - 24.1 Summarize comments and analyze.
    - 24.2 Revise RFP as appropriate.
    - 24.3 Develop Final Draft RFP

25. WETA Board Authorizes operating contract RFP.
    - 25.1 Board Authorizes.

26. RFP Issued
    - 26.1 Staff issues RFP.
    - 26.2 Deadlines and comment/RFI period identified.

27. Official Comment Period
    - 27.1 Conduct Field Trip of Vessels and Facilities for Bidders
    - 27.2 Solicit RFI and comments.
    - 27.3 Close comment period.

28. Comments Responded and Final Addendum Issued
    - 28.1 Review scope comments
    - 28.2 Review legal/contract provisions comments
    - 28.3 Issue Final Addendum

29. RFP Proposal Period

30. Proposals Received/Reviewed
    - 30.1 Close Solicitation Period
    - 30.2 Review Proposals
    - 30.3 Check References/Finances, etc.
    - 30.4 Establish Selection Committee
    - 30.5 Selection Committee Reviews Proposals and Makes Recommendation
    - 30.6 Staff Writes Recommendation Staff Report

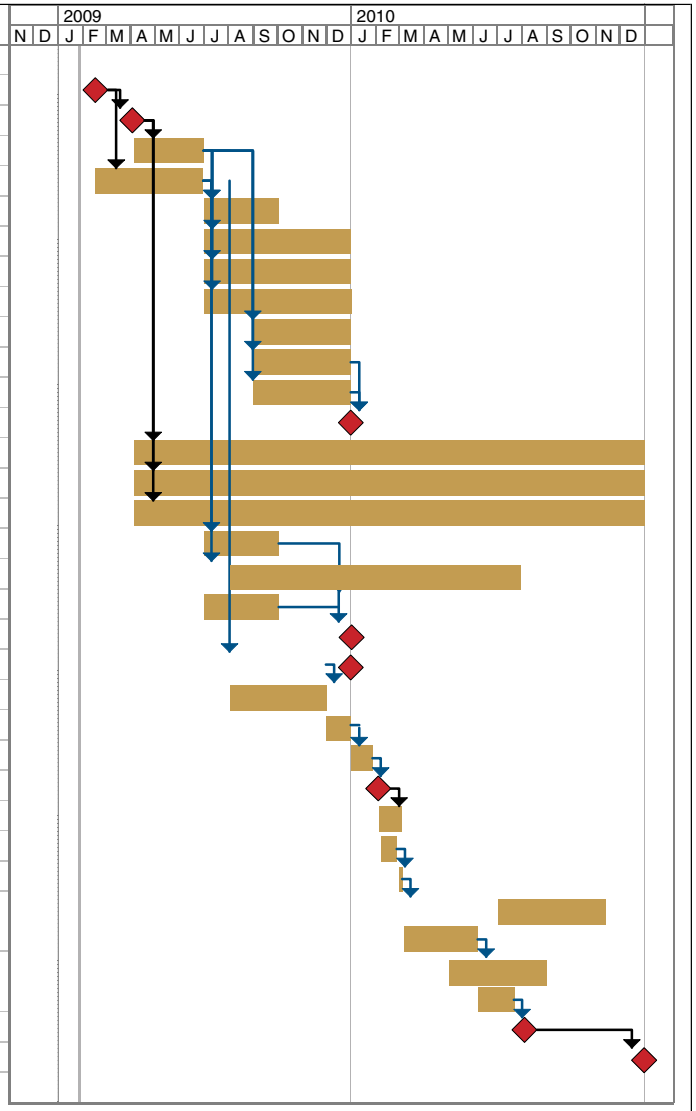
31 WETA Board Awards Operating Contract

32. New Operating Contract in Effect
    - 32.1 Transition Period
    - 32.2 Inspection of Vessels, facilities to be transferred.
    - 32.3 Implementation.

Appendix E

Transition Plan Project Schedule

ID		Task Name	Start
		Overall Transition Schedule - Existing Service	Mon 11/17/08
1		WETA - Issue Draft Transition Plan	Mon 2/16/09
2		WETA - Issue Draft Transition Plan Comment Period	Fri 4/3/09
3		WETA - Adopt Transition Plan	Mon 4/6/09
4		Alameda and WETA Begin Transfer Negotiations (Govt Code Section 66540.11(e)).	Tue 2/17/09
5		Alameda Agree to Transfer of Assets and Schedule of Transition (Govt Code Section 66540.1(e)).	Thu 7/2/09
6		WETA assists Vallejo, Alameda and Vallejo in supervision and oversight of operating contracts	Fri 7/3/09
7		WETA begins negotiations with SFMTA	Thu 7/2/09
8		WETA requests Translink to prioritize ferry routes for implementation	Thu 7/2/09
9		WETA begins paperwork for the transfer of vessel ownership from Alameda to WETA, effective Jan 1, 2010	Tue 9/1/09
10		WETA assumes title to vessels.	Tue 9/1/09
11		WETA assumes (Assignment) Vallejo, Alameda and HBM contracts; cities formally assign service to WETA	Tue 9/1/09
12		WETA Service Management Initiated	Fri 1/1/10
13		City of Vallejo - Extend B&G Contract to Dec 31, 2010. Contract provides for Assignment by City to WETA	Mon 4/6/09
14		City of Alameda - Extend B&G Contract (for Alameda-Oakland service) to Dec 31, 2010.	Mon 4/6/09
15		City of Alameda - Harbor Bay Ferry ; contract expires July 1, 2010, extend to Dec 31, 2010	Mon 4/6/09
16		WETA, Alameda, Vallejo Port Negotiate Terminal Lease and Use Agreements	Thu 7/2/09
17		Marketing Campaign	Thu 7/2/09
18		WETA Develops, Issues and Awards Waterside Terminal Maintenance Contracts	Fri 1/1/10
19		WETA-City (Port) Lease & Use Agreements Implemented	Fri 1/1/10
20		WETA-Contractor Maintenance Agreement Implemented	Mon 8/3/09
21		WETA RFP prep begins developing new operating contract RFP	Tue 12/1/09
22		Release draft RFQ/RFP for Industry Review	Fri 1/1/10
23		Review Industry Comments on RFP	Thu 2/4/10
24		WETA Board Authorizes RFP.	Fri 2/5/10
25		RFP Issued	Mon 2/8/10
26		Official Comment Period	Mon 3/1/10
27		Comments Responded and Final Addendum Issued	Mon 3/8/10
28		WETA and Vallejo Begin Transfer Negotiations (Govt Code Section 66540.11(e))	Thu 4/1/10
29		WETA begins paperwork for the transfer of vessel ownership from Vallejo to WETA, effective Jul 1, 2010	Tue 6/8/10
30		Vallejo agee to Transfer of Assets & Schedule of Transition (Govt Code Section 66540.1(e))	Wed 7/1/10
31		Proposals Received/Reviewed	Thu 8/5/10
32		WETA Board Awards Operating Contract	Sat 1/1/11
33		New Operating Contract in Effect	Sat 1/1/11



Project: Schedule of Activities WETA

Task | Progress | Summary | External Tasks | Deadline
Split | Milestone | Project Summary | External Milestone

STA's Principles of Support
for
Vallejo Baylink Ferry Transition to WETA
(October 2010)

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1. Funding to maintain existing core ferry service should be a priority over funding for new regional ferry service per SB 1093.

2. The funding distribution between the ferry operation and the bus operations in Vallejo shall be fair, equitable and in a manner that supports sustainable, quality service for Vallejo and Solano mobility.

3. Advocate for capital programs to support the Vallejo ferry operation and intercity bus service and ensure their inclusion in the appropriate operators' Capital Improvement Program and/or Short Range Transit Plan (SRTP) including Phase II of the Ferry Parking Structure.

4. Advocate for funding to maintain capital assets supporting Vallejo ferry service and local and intercity bus operations.

5. Establish process to meet and confer with City of Vallejo and STA prior to changes to service of the Vallejo Ferry service by WETA.

6. Address repayment of general funds for transit advances through SolTrans JPA transition in partnership with MTC and Vallejo.

7. Commit to partnering on marketing of WETA/Vallejo ferry with WETA, MTC, and Vallejo to Solano, Napa and Sacramento.

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DATE: October 7, 2010
TO: STA Board
FROM: Robert Macaulay, Director of Planning
RE: Solano Sustainable Communities Strategy Update

Background:
AB 32, the California Global Warming Solutions Act of 2006 is intended to substantially reduce the emission of Greenhouse Gases (GHG), primarily carbon dioxide. SB 375, approved in 2008, is designed to implement a portion of AB 32 by integrating regional decisions on land use planning and transportation investment. This is primarily accomplished by requiring regional Metropolitan Planning Organizations (MPOs) to develop a Sustainable Communities Strategy (SCS) that:

- Accommodates all of the region's growth, both in total numbers and by economic groups;
- Specifies the general location and density of housing development; and
- Ties transportation investments through the Regional Transportation Plan (RTP) to new development or redevelopment, in order to reduce Vehicle Miles Traveled (VMT), the proxy measure for GHG emissions.

SB 375 only addresses emission reductions from reductions in VMT for cars and light trucks. Other initiatives under AB 32 deal with improved vehicle fleet fuel economy, lower carbon fuels, and reduced emissions from heavy trucks, transit and non-transportation sources.

Discussion:
The California Air Resources Board (CARB) adopted final GHG reduction goals for the major MPOs, including the Metropolitan Transportation Commission (MTC), on September 23. The adopted targets are expressed as per cent reductions per capita. Below are the targets set for the largest California regions.

MPO	2020 Target	2035 Target
MTC:	7 percent	15 percent
San Diego Association of Governments	7 percent	13 percent
Sacramento Area Council of Governments	7 percent	16 percent
Southern California Association of Governments (Los Angeles area)	8 percent	13 percent

In addition, CARB set placeholder targets for the 8 San Joaquin Valley MPOs of 5 percent for 2020 and 10 percent for 2035. CARB will adopt official targets in 2012.

On September 9, 2010, the Executive Directors of MTC and the Association of Bay Area Governments (ABAG) met with the Solano County members to MTC, ABAG, the Bay Area Air Quality Management District, the Bay Conservation and Development Commission, and the chair and vice-chair of STA to discuss Solano County's

participation in the SCS process. Later that evening, the City County Coordinating Council (4Cs) meeting also included an agenda item on SB 375 and the SCS. The 4Cs conveyed support for the STA serving as the facilitating agency for SCS in Solano County in order to coordinate meetings and input to the regional agencies on SCS development.

In addition, the 4Cs set up a committee to coordinate the county's SCS activities. The committee consists of a representative from each jurisdiction, representing the city manager, public works director or planning director. The committee held its first meeting on September 29 to review current activities and identify key next steps. Amongst those next steps are:

- Having the monthly Planning Director's meeting in October discuss whether Solano County and the 7 cities should take on the allocation of housing growth under the Regional Housing Needs Allocation process, or leave that allocation to the Association of Bay Area Governments (ABAG).
- Coordinate applications for technical planning grants to ABAG for Priority Development Areas.
- Develop a one-page handout highlighting Solano County's success in implementing environmentally responsible land use and transportation policies, including developing additional jobs where residents already live and preservation of farm land and open space through the Orderly Growth Ordinance.

Fiscal Impact:
None.

Recommendation:
Informational.

DATE: October 4, 2010
TO: STA Board
FROM: Liz Niedziela, Transit Program Manager/Analyst
RE: SolanoExpress Fiscal Year (FY) 2009-10 Annual Ridership Report

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Background

Funding for Intercity Transit Routes 20, 30, 40, 78, 80, 85, and 90 is provided by the Intercity Transit Funding Agreement among six cities (Benicia, Dixon, Fairfield, Suisun City, Vacaville, and Vallejo), the County of Solano and STA (Attachment A). Collectively, these seven routes have been marketed as SolanoExpress. Fairfield and Suisun Transit's (FAST) Route 30 and 90 and Vallejo Transit's Route 78 comprise three of the seven SolanoExpress Routes funded through this agreement and policy oversight is provided for these three routes by the STA Board through operating agreements with FAST and Vallejo Transit.

In FY 2008-09, the overall ridership for SolanoExpress intercity routes exceeded one million riders with an increased ridership of 1.7% from the previous fiscal year. The first six months of the year had a significant increase in ridership. The mid-year ridership statistics (July –December 2008) had an overall increase of 14% in comparison to the same time period from the previous year. The intercity routes were able to retain the new passengers that began taking transit during the fuel spike earlier in the year and also attracted more passengers. In the following six months, the unstable economy with the unemployment rate rising, gas prices declining and stabilizing, and the increase of fares started to negatively impact the intercity ridership. The ridership for the intercity routes for January – June 2009 declined 5% compared to the same time period from the previous year.

Discussion:

The seven SolanoExpress routes deliver varying levels of service ranging from weekday peak period only to all day, seven days/week service. As a result, ridership on these routes range from approximately 40,000 annual passenger trips for Routes 20, 30, 40 to almost 400,000 for Route 80. The other three routes (Rt. 78, 85 and 90) carry between 76,000 to over 200,000 passengers trips annually (Attachment B).

In FY 2007-08 and FY 2008-09, SolanoExpress had an increase in ridership. In FY 2009-10, the SolanoExpress ridership decreased 8.1% compared to the previous year (FY 2008-09) dropping overall ridership below 1 million. All SolanoExpress routes lost ridership ranging from 1% to as high as 22% (Attachment C).

The transit operators have not finalized the year end numbers needed to determine farebox ratio. By using preliminary numbers, it appears all the intercity routes will exceed the 20% farebox recovery ratio (Attachment D). STA staff has not received farebox information from FAST for Route 20 and Route 30.

The strongest farebox performers are Vallejo Transit's Route 80 and FAST's Route 90 with 49% and 45% respectively. Route 90 decreased by 4% while Route 80 increased by 1%. While ridership for Route 80 decreased 6%, Vallejo Transit was successful in making this route more cost efficient in FY 2008-09 by reducing service frequency during non-peak time from every 15 minutes to 30 minutes and the cost savings are represented in the farebox ratio this year.

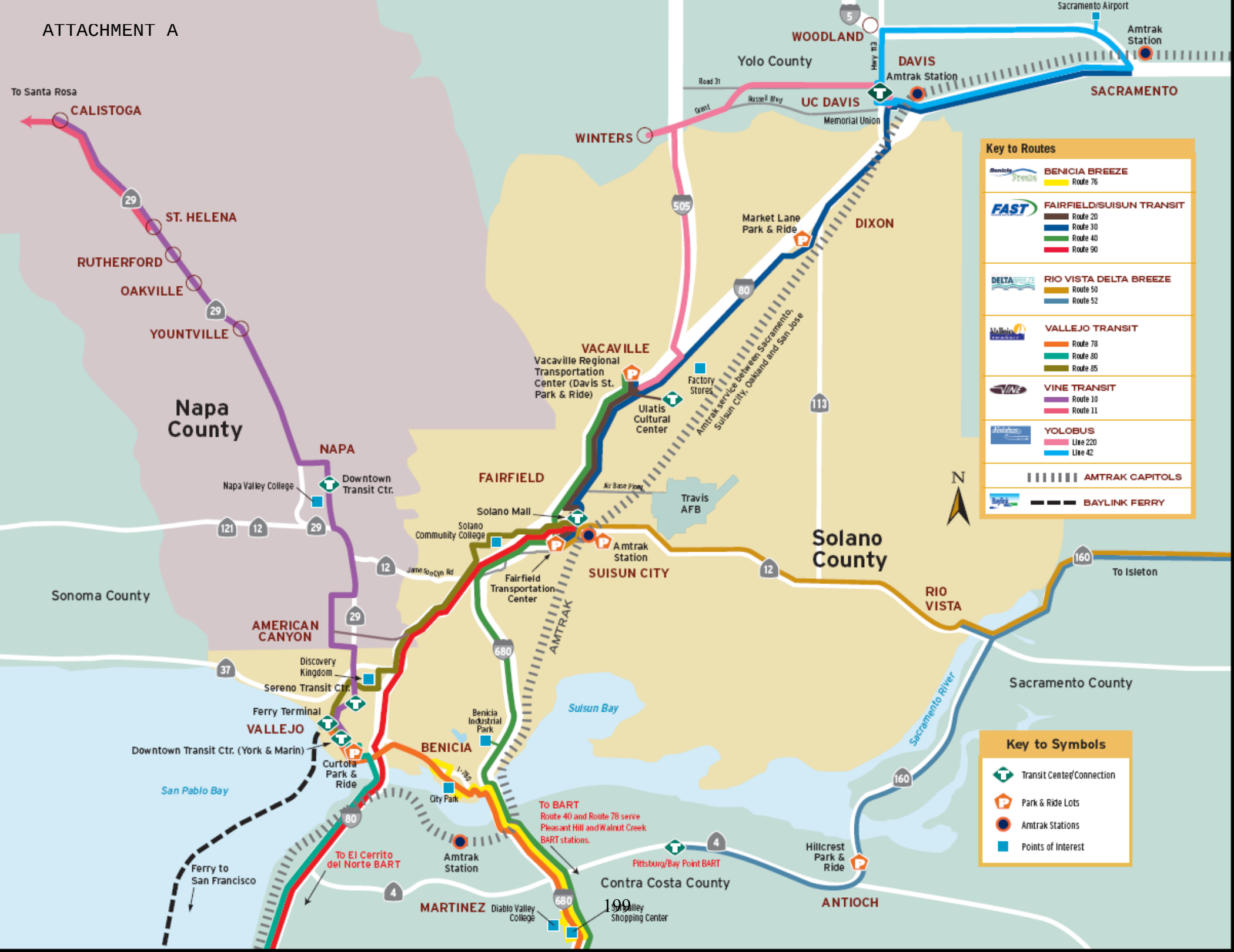
Vallejo Transit's relatively new SolanoExpress Route 78 that travels from Vallejo, Benicia, to Pleasant Hill BART and Walnut Creek BART stations had a good initial year making the Regional Measure (RM) 2 required farebox ratio of 20% for last FY 2008-09. This year, Route 78 farebox increased by 1%. RM 2 regulations require that a new RM 2 service makes the farebox ratio of 20% by the third year and Route 78 achieved this requirement in its first year. Based on its initial year of service, Route 78 ranked 4th of 7 SolanoExpress routes in total ridership.

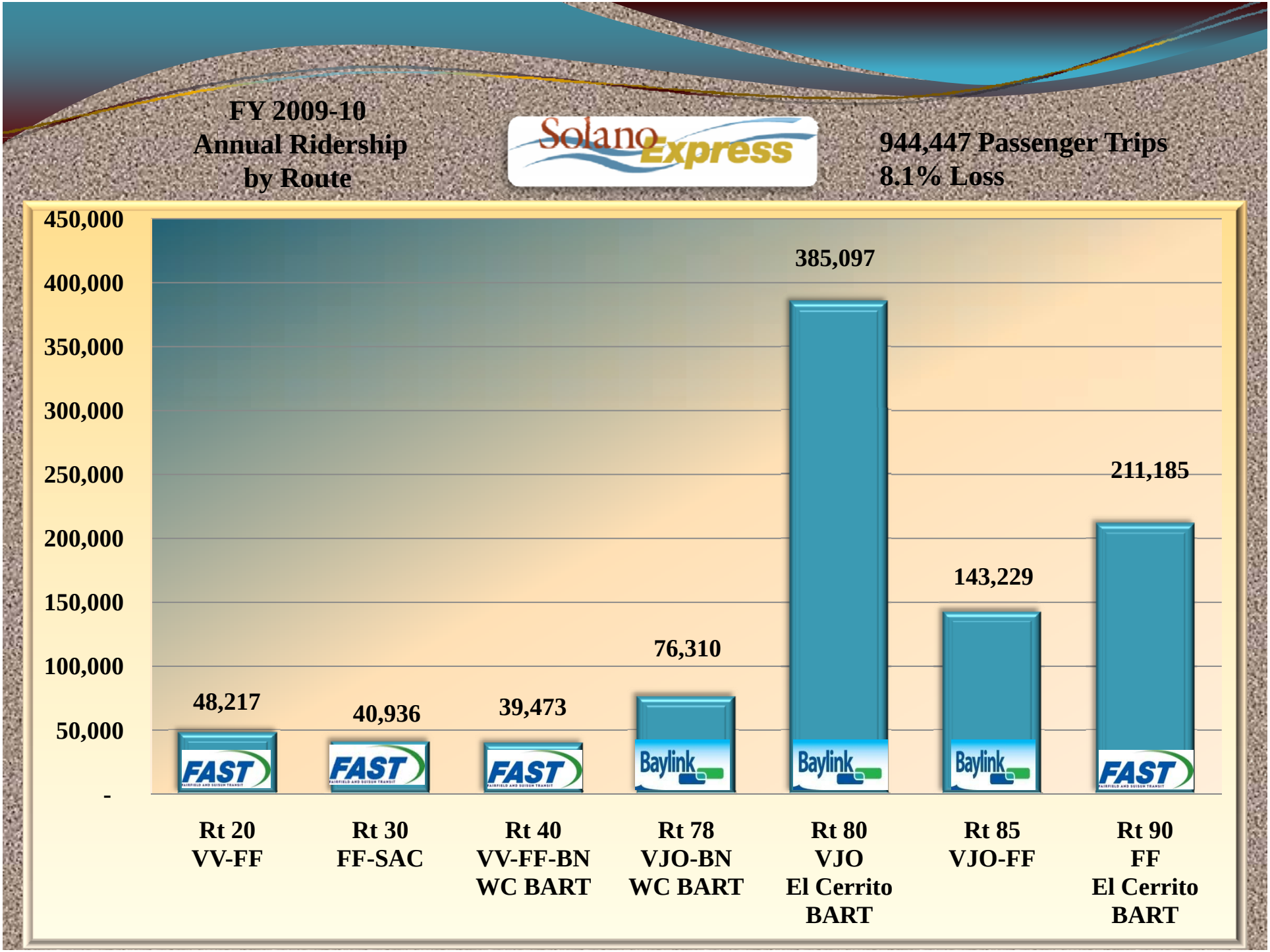
Recommendation:
Informational.

Attachments:

A. SolanoExpress Bus Routes
B. SolanoExpress Ridership FY 2009-10
C. SolanoExpress Ridership Gain/Loss for Three Years
D. SolanoExpress Farebox Ratio Three Year Comparison

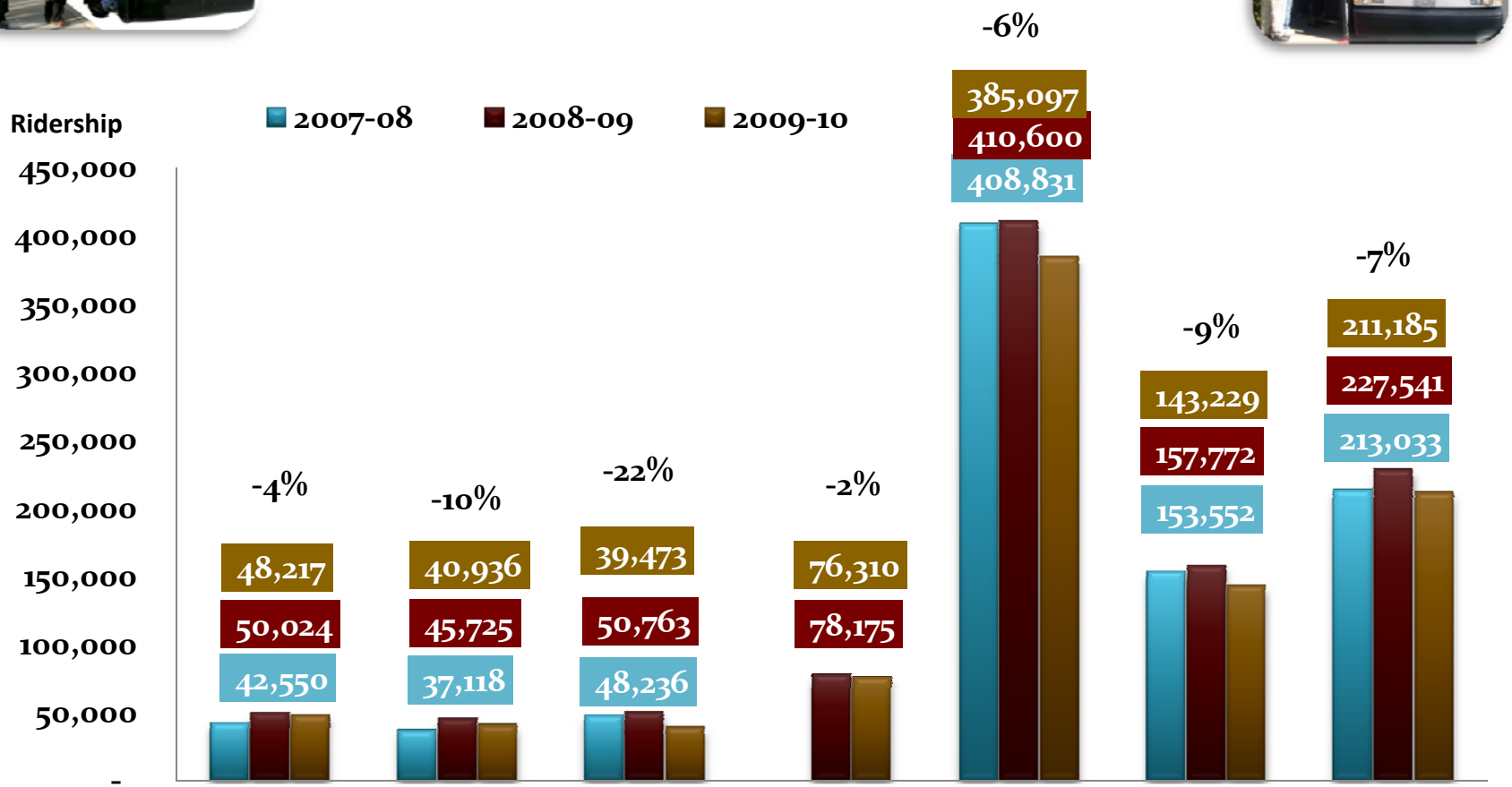
ATTACHMENT A



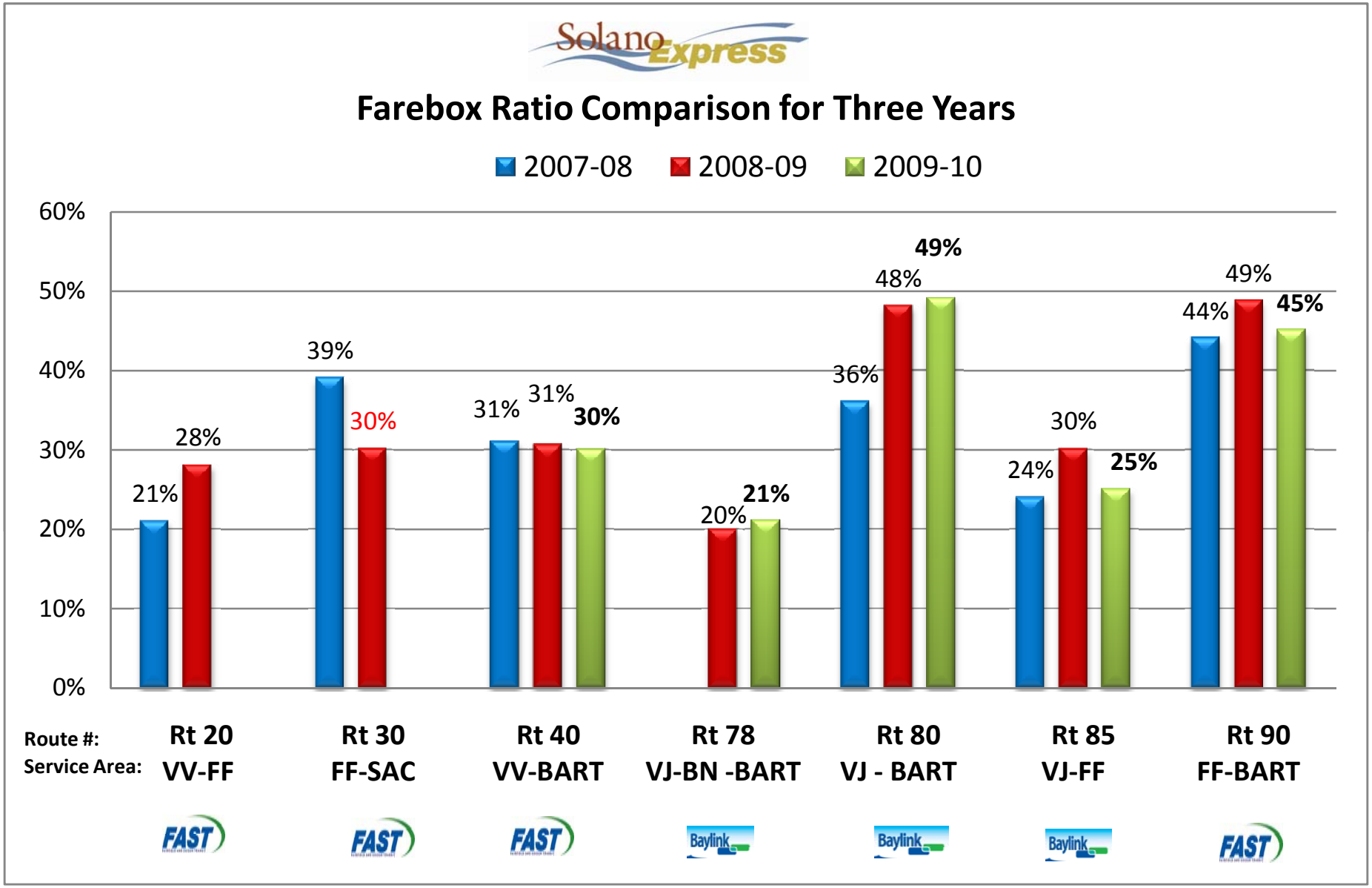

FY 2009-10
Annual Ridership
by Route
Solano Express
944,447 Passenger Trips
8.1% Loss
450,000
400,000
350,000
300,000
250,000
200,000
150,000
100,000
50,000
-
48,217
40,936
39,473
76,310
385,097
143,229
211,185
FAST
FAST
FAST
Baylink
Baylink
Baylink
FAST
Rt 20
VV-FF
Rt 30
FF-SAC
Rt 40
VV-FF-BN
WC BART
Rt 78
VJO-BN
WC BART
Rt 80
VJO
El Cerrito
BART
Rt 85
VJO-FF
Rt 90
FF
El Cerrito
BART

Solano Express

Ridership Loss in FY 2009-10



Route #:	Route 20	Route 30	Route 40	Route 78	Route 80	Route 85	Route 90
Service Area:	VV-FF	FF-SAC	VV-BART	VJ-BART	VJ-BART	VJ-FF	FF-BART
	FAST	FAST	FAST	Baylink	Baylink	Baylink	FAST


Solano Express
Farebox Ratio Comparison for Three Years
2007-08
2008-09
2009-10
60%
50%
40%
30%
20%
10%
0%
21%
28%
39%
30%
31%
31%
30%
20%
21%
36%
48%
49%
24%
30%
25%
44%
49%
45%
Route #:
Service Area:
Rt 20
VV-FF
Rt 30
FF-SAC
Rt 40
VV-BART
Rt 78
VJ-BN -BART
Rt 80
VJ - BART
Rt 85
VJ-FF
Rt 90
FF-BART
FAST
FAST
FAST
Baylink
Baylink
Baylink
FAST

Solano Transportation Authority

DATE: October 4, 2010
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: 3-Year Project Initiation Document (PID) Priorities for Caltrans

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Background:
A Project Initiation Document (PID) is commonly viewed as a Project Study Report (PSR) which is a preliminary engineering report that documents agreement on the scope, schedule, and estimated cost of a project so that the project can be included in a future State Transportation Improvement Program (STIP). Caltrans requires PID's for on-system projects over $3 million.

The California Transportation Commission (CTC) requires a completed PSR for projects before the project can be added into the STIP. The CTC intends that the process and requirements for PSRs be as simple, timely, and workable as practical, given that a PSR must be prepared at the front end of the project development process, before environmental evaluation and detailed design, and that it must provide a sound basis for commitment of future state funding. A PSR also provides a key opportunity to achieve consensus on project scope, schedule, and proposed cost among Caltrans and involved regional and local agencies.

State statutes provide that Caltrans shall have 30 days to determine whether it can complete the requested report in a timely fashion (in time for inclusion in the next STIP). If Caltrans determines it cannot prepare the report in a timely fashion, the requesting entity may prepare the report. Local, regional and state agencies are partners in planning regional transportation improvements. Input from all parties is required at the earliest possible stages and continues throughout the process. The project sponsor should take the lead in coordination activities. PSRs to be completed by a local agency for projects on the State Highway System still require Caltrans oversight and ultimate approval.

The State Highway Operations & Protection Program (SHOPP) projects, which Caltrans is the lead agency, take priority over local projects given Caltrans' mission for preservation of the State Highway System.

On February 17, 2010, Caltrans requested STA to develop a 3-year PID work plan for all Solano County Projects, covering Fiscal Years (FY) 2010-11 through FY 2012-13. A continued theme is that current State Budget proposals include provisions that the projects are to pay for Caltrans oversight. While there are clearly several questions and concerns that exist with regard to paying for the oversight, details remain to be worked out.

Discussion:
At the March 2010 STA Board meeting, the proposed 3-year PID workplan for Solano County was approved and subsequently submitted to Caltrans (Attachment A).

On September 3, 2010, STA was notified that the March 2010 Three-Year Strategic Plan for PIDs was approved (Attachment B and C). As stated by Caltrans, the March 2010 plan identifies 21 recommendations to improve the overall PID process to be implemented over the next couple of years, including 12 key recommendations that are anticipated to be executed over the next several months.

For Solano County, the following work is in the PID 3-Year Plan:

FY 2010-11	
SOL I-80	Lagoon Valley Blvd Interchange in City of Vacaville
SOL I-80	Interchange Modification/Roundabout @ Hiddenbrooke
SOL I-80	New EB Auxiliary Lanes Airbase Pkwy to Travis in City of Fairfield
SOL I-505	Widen the SB Off-ramp at Vaca Valley Pkwy in City of Vacaville
SOL I-505	Widen Overcrossing to 2 Lanes in each direction and modify existing spread diamond to provide partial cloverleaf design. Vaca Valley Pkwy in Vacaville
Nap/SOL/ SJ SR-12	N Corridor Study SR12 (SR29 to I-5) Study

FY 2011-12	
SOL I-780	Construct Transit Center at Curtola Pkwy and Lemon St. in City of Vallejo
SOL I-80	Reconstruct Interchange I-80 at Pedrick Rd in City of Dixon
SOL I-80	Express Lanes Red Top Rd. to I-505

FY 2012-13	
SOL I-80	Reconstruct Interchange I-80 at "A" Street in City of Dixon
SOL I-80	Reconstruct Interchange I-80 at Pedrick Rd. in City of Dixon

Fiscal Impact:
There are no fiscal impacts to the STA for this issue as this subject is related to the development of priorities for PSRs.

Recommendation:
Informational.

Attachments:
A. Solano County 3-Year PID Work Plan (FY 2010-11 through FY 2012-13)
B. E-Mail Correspondence From Caltrans September 3, 2010
March 2010 Three-Year Strategic Plan for PIDs: The plan is posted on the Office of Projects/Plan Coordination (OPPC) website located at:
<http://www.dot.ca.gov/hq/tpp/offices/oppc/index.html>.

Office of Projects/Plan Coordination

STA NonSHOPP PROJECT INITIATION DOCUMENT PROJECTED WORK PROGRAM
FY 2010/11, 2011/12 & 2012/13

No. of Project	LEAD/QA	County	Route	Begin Postmile	End Postmile	Improvement Description	Location	Anticipated PY for PID in the FY	Estimated Capital Cost ($M)	Estimated Support Cost (PAED, PS&E, & Construction, $M)	K-Phase EA	Estimated PID Completion Date (Month/Year)	% Complete	Type of PID	Environmental Document	Proposed FY of Construction Begin	Regional Transportation Plan	Capital Fund Source	CT Project Manager	PID Initiation Date (Month/Day/Year)	Work Program Status	Project Sponsor	District Commnet
Anticipated Carryover PIDs from FY 9/10 to FY 10/11 Wprk Plan																							
9/10 ID 25	QA	SOL	80	7.8	8.5	I/C modification (Roundabout)	American Canyon Way/Hiddenbrooke Parkway ramp junctions		2.6	TBD	1G150K	6/1/2010	5	PEER/ PSR-PR*	CE	2011/12	RTP No 22632	Local	TBD	1/14/2010	Carryover	City of Vallejo	
9/10 ID 28	QA	SOL	505	1.45	1.45	I/C modification	Vaca Valley I/C in City of Vacaville		3.0	TBD		TBD		PSR-PR* /PR*	TBD	TBD	N	TBD	TBD	TBD	Carryover	City of Vacaville	
9/10 ID 31	QA	SOL	80	23.1	23.1	Realign EB on and off-ramps and widen O/C structure from 2 lanes to 4 lanes	Lagoon Valley Rd I/C in Vacaville		9.6	TBD	3A790K	TBD	30	PSR /PR*	EIR	TBD	RTP No 230708	Local - Impact Fees	TBD	5/1/2008	Carryover	City of Vacaville	
Proposed FY 10/11 PID Work Plan																							
1	QA	SOL	80	TBD	TBD	Express Lanes	I-80 Red Top Rd I/C to I-505		TBD	TBD		12/1/2011		PSR /PR*	EIR	2013/14	RTP No 230658	Enterprise Funds	TBD	7/1/2010	Proposed new	STA	
2	QA	SOL	780	TBD	TBD	Construct Transit Center at Curtola Parkway and Lemon St.	City of Vallejo		66.0	TBD		10/1/2011		PSR /PR*	TBD	2012/13	RTP No 22243	RM2 and TBD	TBD	11/1/2010	Proposed new	City of Vallejo	
3	QA	SOL	12	TBD	TBD	Study	I-5 to I-80		NA	TBD		6/1/2011		STUDY (MIS-FS-SS)	TBD	2016/17	N	Local, SHOPP, STIP	TBD	7/1/2010	Proposed new	STA	
4	QA	SOL	80	TBD	TBD	Study	I-80 Corridor through Vallejo		NA	TBD		12/1/2011		STUDY (MIS-FS-SS)	TBD	2014/15	N	Local	TBD		Proposed new	City of Vallejo	
Proposed FY 11/12 PID Work Plan																							
1	QA	SOL	80	TBD	TBD	Reconstruct Interchange	I-80 at Pederick Rd in Dixon		TBD	TBD		6/1/2013		PSR	TBD	TBD	RTP No 230708	Impact Fees	TBD	TBD	Proposed new	City of Dixon	STA requested to postpone from 9/10 to 11/12
2	QA	SOL	80	TBD	TBD	Express Lanes	I-80 Red Top to I-505		TBD	TBD		12/1/2011		PSR /PR*	EIR	2013/14	RTP No 230658	Enterprise Funds	TBD	7/1/2010	Carryover	STA	
3	QA	SOL	80	TBD	TBD	New EB and WB auxiliary lanes	From Airbase Pkwy to Travis in City of Fairfield		TBD	TBD		12/1/2011		PSR	TBD	2016/17	RTP No 230468	STIP	TBD	TBD	Proposed new	Caltrans?	Obtained CT SHOPP advisor's support?
4	QA	SOL	780	TBD	TBD	Construct Transit Center at Curtola Parkway and Lemon St.	City of Vallejo		66.0	TBD		10/1/2011		PSR /PR*	TBD	2012/13	RTP No 22243	RM2 and TBD	TBD	11/1/2010	Carryover	City of Vallejo	

Note: Using PSR/PR* requires CT District Director's approval.

Office of Projects/Plan Coordination

STA NonSHOPP PROJECT INITIATION DOCUMENT PROJECTED WORK PROGRAM
FY 2010/11, 2011/12 & 2012/13

No. of Project	LEAD/QA	County	Route	Begin Postmile	End Postmile	Improvement Description	Location	Anticipated PY for PID in the FY	Estimated Capital Cost ($M)	Estimated Support Cost (PAED, PS&E, & Construction, $M)	K-Phase EA	Estimated PID Completion Date (Month/Year)	% Complete	Type of PID	Environmental Document	Proposed FY of Construction Begin	Regional Transportation Plan	Capital Fund Source	CT Project Manager	PID Initiation Date (Month/Day/Year)	Work Program Status	Project Sponsor	District Commnet
Proposed FY 12/13 PID Work Plan																							
1	QA	SOL	80	TBD	TBD	Reconstruct Interchange	I-80 at "A" Street in Dixon		TBD	TBD		6/1/2014		PSR	TBD	TBD	RTP No 230708	Impact Fees	TBD	TBD	Proposed new	City of Dixon	
2	QA	SOL	80	TBD	TBD	Reconstruct Interchange	I-80 at Pederick Rd in Dixon		TBD	TBD		6/1/2013		PSR	TBD	TBD	RTP No 230708	Impact Fees	TBD	TBD	Carryover	City of Dixon	
3	QA	SOL	80	19.2	17.9	New EB and WB auxiliary lanes	From Airbase Pkwy to Travis in City of Fairfield		TBD	TBD		12/1/2011		PSR	TBD	2016/17	RTP No 230468	STIP	TBD	TBD	Carryover	CT	
4	QA	SOL	505	1.05	1.85	Widen the existing overcrossing to 2 lanes in each direction and modify existing spread diamond to provide partial cloverleaf design.	Vaca Valley Pkwy I/C in Vacaville		20.7	TBD		1/1/2014		PSR /PR*	TBD	2014/15	RTP No 230708	Local - Impact Fees	TBD	7/1/2012	Proposed new	City of Vacaville	

Note: Using PSR/PR* requires CT District Director's approval.

Janet Adams

From: Marlon Flournoy [marlon_flournoy@dot.ca.gov]
Sent: Friday, September 03, 2010 5:00 PM
To: aarmy@octa.net; achesley@sjcog.org; ACardoso@octa.net; Aileen Loe; Al Arana; Ann.Calnan@vta.org; bodermann@sbcag.org; Beverly Boucher; Bijan Sartipi; Bill Figge; Bob Pieplow; Brad Mettam; Brian Everson; Brian Tsukamoto; Bruce.Abanathie@co.kings.ca.us; BWhitney@tam.ca.gov; charles@actc-amador.org; cowell@sjcog.org; Carmen Shantz; Chad Baker; Charlie Fielder; ChenPL@metro.net; Cheryl Willis; Chi Vargas; Cindy Quon; Claudia Espino; Cowell@sjcog.org; Curt Davis; debbie@tamcmonterey.org; Darrell.Vice@vta.org; Dennis T Agar; DSteinhauser@tam.ca.gov; Eugene.Maeda@vta.org; EWright@co.tulare.ca.us; ferdinand.agbayani@dot.ca.gov; gary.slater@dot.ca.gov; greg.ramirez@dot.ca.gov; hank@tamcmonterey.org; hurleyj@samtrans.com; ilene.poindexter@dot.ca.gov; Irene Tu; Isam Tabshouri; jadams@sta-snci.com; jim.deluca@dot.ca.gov; jnu@sandag.org; john.pagano@dot.ca.gov; john.ristow@vta.org; joyce.brenner@dot.ca.gov; James Mccarthy; James Perrault; Jay Norvell; Jeff Pulverman; Jeremy Milos; JJeffe@calcog.org; Joanna Pang-Cannon; Jody Jones; John Bulinski; JStramaglia@kerncog.org; Juven Alvarez; kmathews@edctc.org; Karla Sutliff; Kathy DiGrazia; Kelly Dunlap; Ken Baxter; KKao@mtc.ca.gov; Kurt Scherzinger; Lee Taubeneck; mark.miller@dot.ca.gov; mark.robinson@dot.ca.gov; marlon.flournoy@dot.ca.gov; mcarpenter@sacog.org; mfeenstra@rctc.org; Malcolm Dougherty; Marco Sanchez; Margaret.Simmons-Cross@vta.org; Mark Miller; Marlo Tinney; Marlon Flournoy; Martin Tuttle; Mary Beth Herritt; Norma Ortega; petcar@pacbell.net; Pat Robledo; Patrick Pang; Paul Gennaro; ray.tritt@dot.ca.gov; rmckeown@mtc.ca.gov; rmoriconi@sccrtc.org; ryan.chamberlain@dot.ca.gov; Rachel Falsetti; Ray Tritt; Ray W Wolfe; Rich Krumholz; Richard Land; Rick Guevel; Robert Polyack; Ross Chittenden; Ryan Chamberlain; smedina@rctc.org; stramagl@kerncog.org; suzsmith@sctainfo.org; Scott McGowen; Scott Sauer; Sergio Aceves; Sharon Scherzinger; Sharri Bender Ehlert; Stephen Tracey; Steven J McDonald; Steven Milton; tharris@planningcompany.com; tim.craggs@dot.ca.gov; Terry Abbott; THarris@planningcompany.com; Tim Huckabay; Timothy Sobelman; Tom Hallenbeck; Tom.Fitzwater@vta.org; wli@sanbag.ca.gov; wvilla@octa.net; William A Mosby; yaled@metro.net
Subject: Approved March 2010 Strategic Plan for PIDs

All,

Recently, the March 2010 Three-Year Strategic Plan for PIDs was approved. The plan is posted on the Office of Projects/Plan Coordination (OPPC) website located at: <http://www.dot.ca.gov/hq/tpp/offices/oppc/index.html>.

I want to take this opportunity to thank everyone for your participation in the development of the March 2010 PID Strategic Plan. Without your support, developing this plan would not be possible. I am looking forward to working with many of you on implementing the recommendations identified in the plan in addition to developing future PID strategic plans. The March 2010 plan identifies 21 recommendations to improve the overall PID process to be implemented over the next couple of years, including 12 key recommendations that are anticipated to be executed over the next several months. Much of this work will be done through a newly established PID Committee, which will be formed in the coming months. I will have more to share soon.

In the meantime, should you have questions, please do not hesitate to contact me at 916-651-6889 or via email at marlon_flournoy@dot.ca.gov or Annette Clark, PID Strategic Plan Project Manager, at 916-653-9072 or via email at annette_clark@dot.ca.gov. Thanks for your time and continued support.

Marlon Flournoy

Marlon Flournoy, PMP, Chief
Office of Project/Plan Coordination
Division of Transportation Planning
Department of Transportation

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DATE: October 4, 2010
TO: STA Board
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: California Transit Association (CTA) Unfunded Transit Needs Study –

Background/Discussion:
The California Transit Association (CTA) is a Sacramento, non-profit organization advocating for California transit interests. CTA has initiated a study that will serve as a part of an assessment of the State's overall unfunded transportation infrastructure needs (including state highways, local streets and roads, local and regional bus and rail transit, ports, etc.) on a 10-year planning horizon. That information, in turn, is expected to be useful for the California Transportation Commission, in its role as an advisory body to the legislature and governor, in addressing the state's future transportation funding needs.

The study is funded with Federal Transit Assistance (FTA) funds which have been allocated to the Sacramento Council of Governments (SACOG). SACOG is issuing the Request for Proposals (RFP) for the study on behalf of CTA. The proposals were due September 17th, and the consultant will start work October 1st. Draft deliverables are due early December with final deliverables due at the end of December. This is obviously an accelerated schedule.

The selected consultant will need information to flow quickly and accurately from transit operators to complete this study on time. This is an opportunity for transit to make its collective needs known at the State level. Although further details on the nature of the data to be requested is unknown, it is important that Solano transit operators be aware of this impending request and be prepared to provide the data once requested and forward it in a timely manner. The TAC and Consortium were made aware of this effort which dovetails in part with the STA's request for minor and fleet transit capital needs updated which was a separate committee report and will be presented to the STA Board in December.

Fiscal Impact:
None.

Recommendation:
Informational.

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DATE: October 4, 2010
TO: STA Board
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Notice of Proposed Urban Area Criteria for 2010 Census Status – Transit Urbanized Boundaries

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Background/Discussion:
Distribution of federal transit funds known as "5307 funds" for several Solano transit operators are based on formulas related to Urbanized Areas. Currently Vallejo Transit, Benicia Breeze, Fairfield and Suisun Transit (FAST), and Vacaville City Coach receive 5307 funds. The other two operators (Dixon Readi-Ride and Rio Vista Delta Breeze) located in rural areas receive similar federal funds through the rural 5311 formula program. The current urbanized areas were defined by the 2000 census data. With 2010 census data, new criteria for the proposed Urbanized Areas are being developed by the federal government and can be found in the August 24th Federal Register, Notice of Proposed Urban Area Criteria for 2010 Census Status (Attachment A).

The proposed changes to the Urbanized Area (UA) appear to include some significant changes to UA boundaries in Solano and could ultimately change how the federal transit funds are distributed to and within Solano County. Currently, the Fairfield/Suisun area and Vacaville are two distinct small UAs and each receives a formula distribution of 5307 funds. With their 2010 combined population totaling over 200,000 for the first time, the two areas are proposed to be combined into one. There are two potential key implications of being 'upgraded' to a Large UA vs. a Small UA. First, if the current policy remains that 5307 can only be used for capital in Large UAs, this removes the flexibility that Vacaville City Coach and FAST have had by being able to also use these funds for operating without restrictions. Secondly, there would be one allocation to the UA which FAST and VV City Coach would need to coordinate with one another, and MTC, on how to share the funds between their two systems.

Benicia Breeze and Vallejo Transit are currently both in the Small Vallejo UA. They have *not* had the flexibility to use the 5307 funds for operating without incurring some restrictions on their capital funding priorities and have had to coordinate with one another on how to share the funds between their two systems. With ferry and bus service into the urban core of the Bay Area, Vallejo has also been able to take advantage of regional funding from the San Francisco (UA). Given the near-term potential consolidation of the Benicia Breeze and Vallejo Transit, clarity on how this area of the county will be affected by the proposed UA policy is of great interest.

The proposed policy has been issued for comments by the Federal Department of Commerce. Comments are due November 22, 2010. The STA held a meeting with MTC to better clarify the potential implications to Solano transit operators with the proposed criteria.

Based on this meeting, MTC staff indicated that any UZA modifications would be implemented by FY 2012-13. This item was discussed at the Consortium and further research steps were determined. Although a Consortium meeting is not typically held in October, Consortium members requested to meet on this topic in October to further discuss this policy once additional information is gathered prior to the due date for comments in November.

Fiscal Impact:
None to STA. Impact to local transit operators to be determined

Recommendation:
Informational.

Attachment:
A. Federal Register – Notice of Proposed Urban Area Criteria for the 2010 Census

Federal Register

Tuesday,
August 24, 2010

Part IV

Department of Commerce

Bureau of the Census

Proposed Urban Area Criteria for the 2010 Census; Notice

DEPARTMENT OF COMMERCE

Bureau of the Census

[Docket Number 100701026–0260–02]

Proposed Urban Area Criteria for the 2010 Census

AGENCY: Bureau of the Census, Department of Commerce.

ACTION: Notice of proposed criteria and request for public comment.

SUMMARY: This notice provides the Bureau of the Census' (hereafter, Census Bureau's) proposed criteria for defining urban areas based on the results of the 2010 Decennial Census (the term "urban area" as used throughout this notice refers generically to urbanized areas of 50,000 or more population and urban clusters of at least 2,500 and less than 50,000 population). It also provides a description of the changes from the final criteria used for Census 2000. The Census Bureau is requesting public comment on these proposed criteria.

The Census Bureau's urban-rural classification is fundamentally a delineation of geographical areas, identifying both individual urban areas and the rural areas of the nation. The Census Bureau's urban areas represent densely developed territory, and encompass residential, commercial, and other non-residential urban land uses. The Census Bureau delineates urban areas after each decennial census by applying specified criteria to decennial census and other data. Since the 1950 Census, the Census Bureau has reviewed and revised these criteria, as necessary, for each decennial census. The revisions over the years reflect the Census Bureau's desire to improve the classification of urban and rural territory to take advantage of newly available data, as well as advancements in geographic information processing technology.

DATES: Any comments, suggestions, or recommendations concerning the criteria proposed herein should be submitted in writing no later than November 22, 2010.

ADDRESSES: Please submit written comments on the proposed criteria to Timothy Trainor, Chief, Geography Division, U.S. Census Bureau, Washington, DC 20233–7400.

FOR FURTHER INFORMATION CONTACT: Vincent Osier, Chief, Geographic Standards and Criteria Branch, Geography Division, U.S. Census Bureau, via e-mail at *vincent.osier@census.gov* or telephone at 301–763–9039.

SUPPLEMENTARY INFORMATION: The Census Bureau's urban-rural classification is fundamentally a delineation of geographical areas, identifying both individual urban areas and the rural areas of the nation. The Census Bureau's urban areas represent densely developed territory, and encompass residential, commercial, and other non-residential urban land uses. The boundaries of this "urban footprint" have been defined using measures based primarily on population counts and residential population density, but also through criteria that account for non-residential urban land uses, such as commercial, industrial, transportation, and open space that are part of the urban landscape. Since the 1950 Census, when densely settled urbanized areas (UAs) of 50,000 or more people were first defined, the urban area delineation process has addressed non-residential urban land uses through criteria designed to account for commercial enclaves, special land uses such as airports, and densely developed noncontiguous territory.

In delineating urban and rural areas, the Census Bureau does not take into account or attempt to meet the requirements of any nonstatistical uses of these areas or their associated data. Nonetheless, the Census Bureau recognizes that some federal and state agencies use the Census Bureau's urban-rural classification for allocating program funds, setting program standards, and implementing aspects of their programs. The agencies that use the classification and data for such nonstatistical uses should be aware that the changes to the urban area criteria also might affect the implementation of their programs.

The Census Bureau is not responsible for the use of its urban-rural classification in nonstatistical programs. If a federal, tribal, state, or local agency voluntarily uses the urban-rural classification in a nonstatistical program, it is that agency's responsibility to ensure that the classification is appropriate for such use. In considering the appropriateness of the classification for use in a nonstatistical program, the Census Bureau urges each agency to consider permitting appropriate modifications of the results of implementing the urban-rural classification specifically for the purposes of its program. When a program permits such modifications, the Census Bureau urges each agency to describe and clearly identify the different criteria being applied to avoid confusion with the Census Bureau's official urban-rural classifications.

I. History

Over the course of a century in defining urban areas, the Census Bureau has introduced conceptual and methodological changes to ensure that the urban-rural classification keeps pace with changes in settlement patterns and with changes in theoretical and practical approaches to interpreting and understanding the definition of urban areas. Prior to the 1950 Census, the Census Bureau primarily defined "urban" as any population, housing, and territory located within incorporated places with a population of 2,500 or more. That definition was easy and straightforward to implement, requiring no need to calculate population density; to understand and account for actual settlement patterns on the ground in relation to boundaries of administrative units; or to consider densely settled populations existing outside incorporated municipalities. For much of the first half of the twentieth century, that definition was adequate for defining "urban" and "rural" in the United States, but by 1950 it became clear that it was incomplete.

Increasing suburbanization, particularly outside the boundaries of large incorporated places led the Census Bureau to adopt the UA concept for the 1950 Census. At that time, the Census Bureau formally recognized that densely settled communities outside the boundaries of large incorporated municipalities were just as "urban" as the densely settled population inside those boundaries. Due to the limitations in technology for calculating and mapping population density, delineation of UAs was limited to cities of at least 50,000 people and their surrounding territory. The geographic units used to analyze settlement patterns were enumeration districts, but to facilitate and ease the delineation process, each incorporated place was analyzed as a single unit—that is, the overall density of the place was calculated and if it met the minimum threshold, it was included in its entirety in the UA. Outside UAs, "urban" was still defined as any place with a population of at least 2,500. The Census Bureau recognized the need to identify distinct unincorporated communities existing outside the UAs, and thus created the "census designated place" (CDP) [1] and designated those with populations of at least 2,500 as urban.

[1] A CDP is a statistical geographic entity encompassing a concentration of population, housing, and commercial structures that is clearly identifiable by a single name, but is not within an incorporated place. CDPs are the statistical counterparts of incorporated places.

Starting with the 1960 Census and continuing through the 1990 Census, the Census Bureau made a number of changes to the methodology and criteria for defining UAs, but retained the 1950 Census basic definition of "urban," which was defined as UAs with a population of 50,000 or more and defined primarily on the basis of population density; and places with a population of 2,500 or more located outside UAs. The enhancements made by the Census Bureau to the methodology and criteria used during this period included:

(1) Lowering, and eventual elimination, of minimum population criteria for places that formed the "starting point" for delineating a UA. This made recognition of population concentrations independent of the size of any single place within the concentration.

(2) Identification of "extended cities"—incorporated places containing substantial amounts of territory with very low population density, which were divided into urban and rural components using 100 persons per square mile (ppsm) as the criterion. This kept the extent of urban territory from being artificially exaggerated by thinly settled corporate annexations.

(3) Implementation for the 1990 Census of nationwide coverage by census blocks, and use of interactive analysis of population density patterns at the census block level, or by groups of blocks known as "analysis units," using Census Bureau-developed delineation software. This enhancement allowed greater flexibility when analyzing and defining potential UAs, as opposed to using enumeration districts and other measurement units defined prior to data tabulation.

(4) Implementation of qualification criteria for incorporated places and CDPs for inclusion in a UA based on the existence of a densely populated "core" containing at least fifty percent of the place's population. This eliminated certain places from the urban area classification because much of their population was scattered rather than concentrated.

For Census 2000, the Census Bureau took advantage of technological advances associated with geographic information systems (GIS) and spatial data processing to classify urban and rural territory on a more consistent and nationally uniform basis than had been possible previously. Rather than delineating urban areas in an interactive and manual fashion, the Census Bureau developed and utilized software that automated the examination of population densities and other aspects of the criteria to delineate urban areas. This new automated urban area delineation methodology provided for a more objective application of criteria compared to previous censuses in which individual geographers applied the urban area criteria to delineate urban areas interactively. This new automated approach also established a baseline for future delineations to enable the Census Bureau to provide comparable data for subsequent decades.

Changes for Census 2000

The Census Bureau adopted six substantial changes to its urban area criteria for Census 2000:

(1) Defining urban clusters (UCs). Beginning with Census 2000, the Census Bureau created and implemented the concept of an urban cluster. Urban clusters are defined as areas of at least 2,500 and less than 50,000 people using the same residential population density-based criteria as applied to UAs. This change provided for a conceptually consistent, seamless classification of urban territory. For previous censuses, the lack of a density-based approach for defining urban areas of less than 50,000 people resulted in underbounding of urban areas where densely settled populations existed outside place boundaries or overbounding when cities annexed territory with low population density. Areas where annexation had lagged behind expansion of densely settled territory, or where communities of 2,500 up to 50,000 people were not incorporated and were not defined as CDPs, were most affected by the adoption of density-based UCs. As a result of this change, the Census Bureau no longer needed to identify urban places located outside UAs for the purpose of its urban-rural classification.

(2) Disregarding incorporated place and CDP boundaries when defining UAs and UCs. Taking place boundaries into account in previous decades resulted in the inclusion of territory with low population density within UAs when the place as a whole met minimum population density requirements, and excluded densely settled population when the place as a whole fell below minimum density requirements. Implementation of this change meant that territory with low population density located inside place boundaries (perhaps due to annexation, or the way in which a CDP was defined) no longer necessarily qualified for inclusion in an urban area. However, it also meant that non-residential urban land uses located inside a place's boundary and located on the edge of an urban area might not necessarily qualify to be included in a UA or UC.

(3) Adoption of 500 persons per square mile (ppsm) as the density criterion for recognizing some types of urban territory. The Census Bureau adopted a 500 ppsm population density threshold at the same time that it adopted its automated urban area delineation methodology. This ensured that census blocks that might contain a mix of residential and non-residential urban uses, but might not have a population density of at least 1,000 ppsm, could qualify for inclusion in an urban area. For the 1990 Census, geographers could interactively modify analysis units to include census blocks with low population density that might contain non-residential urban uses, while still achieving an overall population density of at least 1,000 ppsm. Adoption of the lower density threshold facilitated use of the automated urban area delineation methodology, and provided for comparability with the 1990 methodology. This change did not result in substantial increases to the extent of urban areas.

(4) Increase in the jump distance from 1.5 to 2.5 miles. The Census Bureau increased the jump distance from 1.5 to 2.5 miles. A "jump" is the distance across territory with low population density separating noncontiguous qualifying territory from the main body of an urban area. The increase in the jump distance was a result of changing planning practices that led to the creation of larger clusters of single-use development. In addition, research conducted prior to Census 2000 showed that some jumps incorporated in UA definitions in 1990 were actually longer than 1.5 miles as a result of the subjective identification of undevelopable territory. As used in previous censuses, only one jump was permitted along any given road connection.

(5) Introduction of the hop concept to provide an objective basis for recognizing small gaps within qualifying urban territory. For Census 2000, the Census Bureau officially recognized the term "hops," which is defined as gaps of 0.5 miles or less within a qualifying urban territory. Hops are used primarily to account for territory in which planning and zoning processes result in alternating patterns of residential and non-residential development over relatively short distances. This provided for a more consistent treatment of short gaps with low population density, some of which had been treated as jumps in the 1990 urban area delineation process (and not

permitted if identified as a second jump), while others were interpreted as part of the pattern of urban development and grouped with adjacent, higher density blocks to form qualifying analysis units.

(6) Adoption of a zero-based approach to defining urban areas. The urban area delineation process in previous censuses had generally been an additive process, where the boundary of a UA from the previous census providing the starting point for review for the next census. The changes made for Census 2000 were substantial enough to warrant the Census Bureau to re-evaluate the delineation of all urban areas as if for the first time, rather than simply making adjustments to the existing boundary. The Census Bureau adopted this zero-based approach to ensure that all urban areas were defined in a consistent manner.

The six changes described above represent the major modifications implemented for the 2000 Census. They illustrate the substantial shift in approach adopted by the Census Bureau in its procedure for delineating urban areas. However, the availability of new datasets and continued research since the 2000 Census show the potential for further improvements for the 2010 Census.

II. Differences Between the Proposed 2010 Census Urban Area Criteria and the Census 2000 Urban Area Criteria

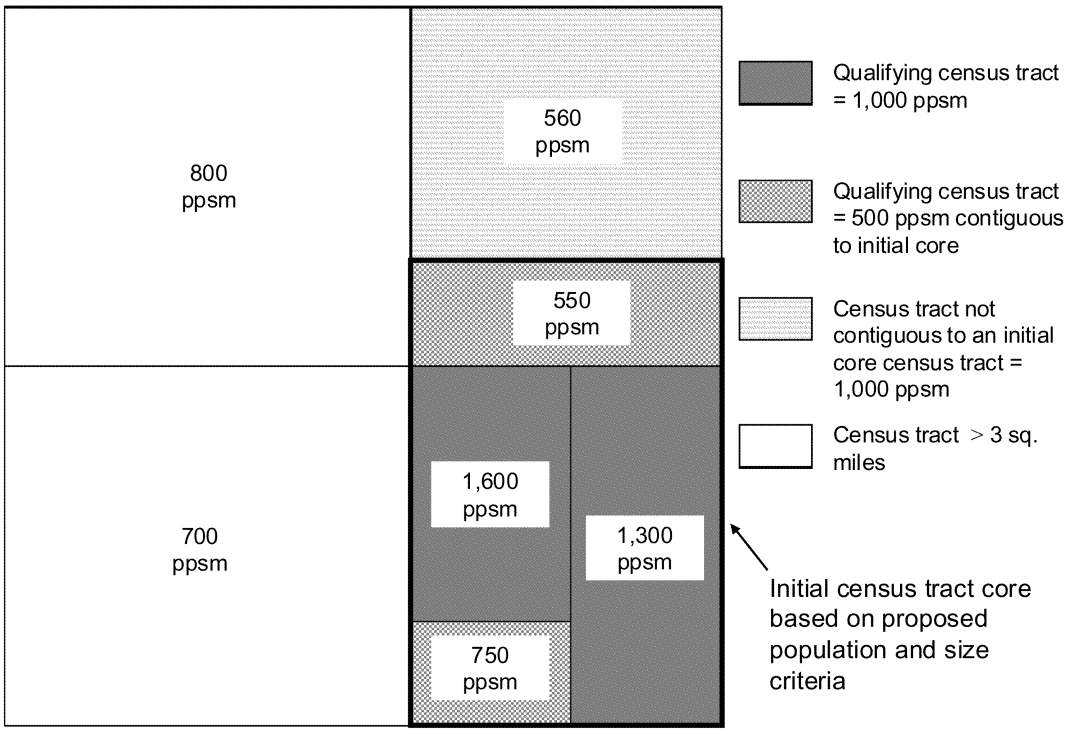
For the 2010 Census, the Census Bureau proposes moderate changes and enhancements to the criteria to improve upon the classification of urban and rural areas while continuing to meet the objective of a uniform application of criteria nationwide. The proposed changes and enhancements recognize that the Census Bureau's urban-rural classification provides an important national baseline definition of urban and rural areas.

The following summary describes the differences between the Census 2000 urban area criteria and the urban area criteria proposed for the 2010 Census.

Use of Census Tracts as Analysis Units in the Initial Phase of Delineation

For the Census 2000 urban area delineation process, the Census Bureau used blocks and block groups as analysis units (geographic building blocks). For the 2010 Census delineation process, the Census Bureau proposes replacing block groups with census tracts as the analysis unit during the delineation of the initial urban area core. Similar to the way block groups were used in 2000, if a census tract does not meet specified proposed area measurement and density criteria, the focus of analysis will shift to individual census blocks within the tract, and delineation will continue at the block level. During the initial urban area core delineation (*see* section B.1 in the proposed urban area criteria below for a description of an initial urban area core), the maximum size threshold for qualifying census tracts will be three square miles compared to the two square mile threshold adopted for block groups for Census 2000 (Figure 1). Changing the urban area core delineation analysis unit to the census tract offers advantages of increased consistency and comparability, since census tracts are more likely to retain their boundaries over time than block groups.

Figure 1: Initial Delineation Core Using Census Tract Analysis Units



Although census tracts will be used in the delineation of initial urban area cores, as in Census 2000 census blocks will continue to form the analysis units when analyzing territory beyond the qualifying tracts, for example on the edge of the urban area or when including noncontiguous territory via hops and jumps.

Test delineations of initial cores in selected areas of the United States

(Figure 2) show slight decreases in territory and only slight increases in population qualifying as urban when the initial analysis unit is changed from the block group to the census tract.[2]

Figure 2: Initial Core Test Delineation Regions

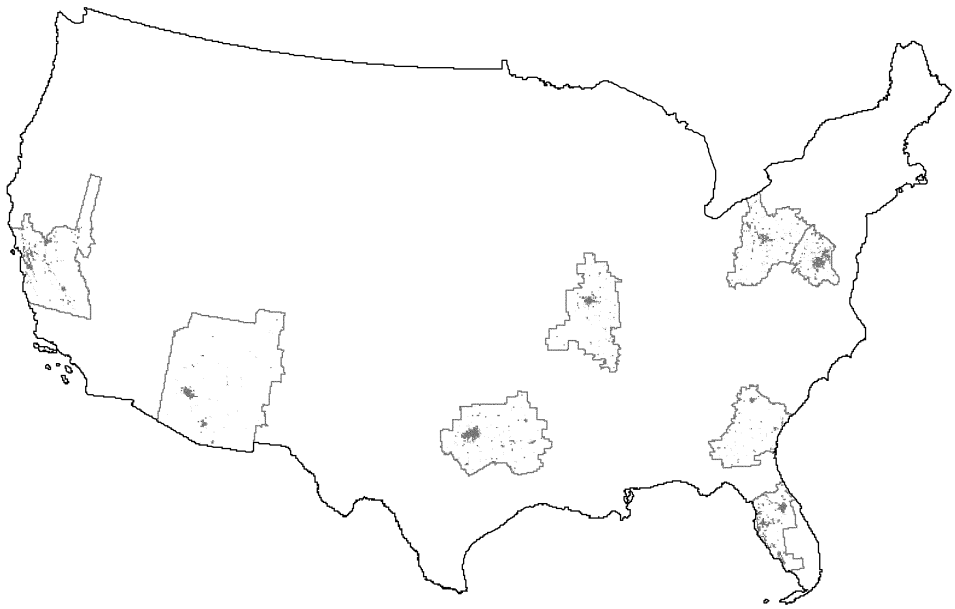


Table 1 provides a comparison of the number of cores defined using block groups as analysis units with the number defined using census tracts. Population, land area, and population density for the cores also are provided for comparison.

TABLE 1—COMPARISON OF INITIAL URBAN AREA CORES DEFINED USING BLOCK GROUPS OR CENSUS TRACTS AS ANALYSIS UNITS

	Number of cores	Population in cores (Census 2000)	Land area (sq. miles)	Population density (people per square mile)
Block group as analysis unit when defining cores	904	42,213,521	15,027	2,809
Census tract as analysis unit when defining cores	924	42,384,952	14,525	2,918

The small reduction in initial urban area core territory shown by the test data is due to the use of census tracts, which are larger geographic units, and therefore less likely than block groups to qualify under the density requirements. As a result, when using census tracts, the delineation process shifts to census block-level analysis sooner than would be the case when using block groups.

Maximum Distances of Jumps

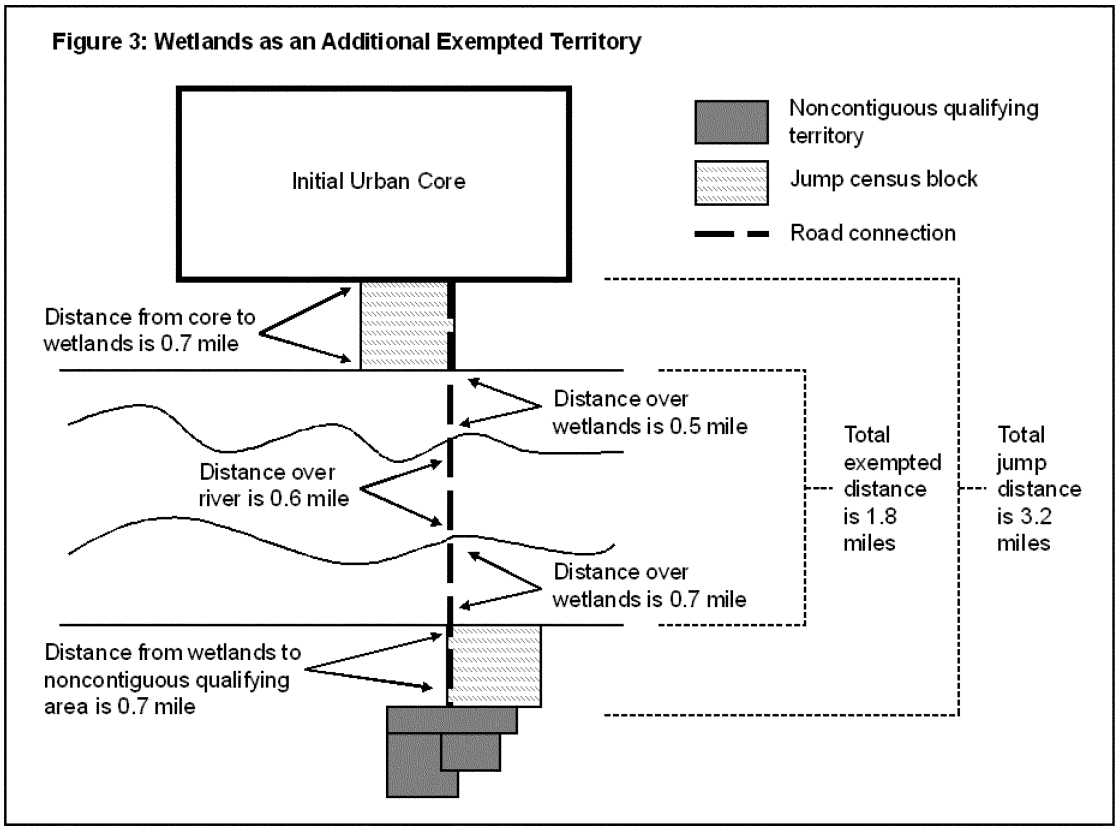
The Census Bureau is considering reducing the maximum jump distance to 1.5 miles based on data users' comments that the 2.5 mile distance adopted for the 2000 Census was too generous in some situations and resulted in the overextension of urban area territory. The Census Bureau seeks comment on whether the jump distance should revert to the 1.5 mile maximum that was in use from 1950 through 1990.

Use of Land Use/Land Cover Data

The Census Bureau plans to use the newly available National Land Cover Database (NLCD) developed by the Multi-Resolution Land Characteristics Consortium to identify business districts and commercial zones, located both on

[2] Two initial core test delineations were performed for eight test delineation regions covering an area of approximately 392,900 square miles. The first initial core test delineation used the same population count, population density, geographic area, and proximity criteria used for the Census 2000 urban area delineation. The second test used the proposed criteria for the same items, but also reflected the 2010 Census proposed use of census tracts in the identification of initial cores. Both tests used Census 2000 population counts and geography and implemented the impervious surface and enclave criteria proposed for the 2010 Census in this notice.

the edge and in the interior of an urban area that would not qualify as urban based on residential population measures alone. The NLCD is a consistently defined national land cover dataset [3] that would enable the Census Bureau to add further territory to the list of exempted territory and enforce its qualification criteria objectively (Figure 3). This nationwide dataset will assist the Census Bureau in identifying, and qualifying as urban, sparsely populated urban-related territory associated with a high degree of impervious surface land cover. It also will assist the Census Bureau to identify land cover types that restrict development, such as marshes, wetlands, and estuaries, which will be included as exempted territory. Without such recognition, these types of undevelopable land covers would otherwise prohibit two or more communities to connect via a jump, even though they share functional ties.



Qualification of Airports for Inclusion in Urban Areas

For Census 2000, airports with an annual enplanement (departing passengers) of 10,000 or greater qualified for inclusion in an urban area if adjacent to other qualifying territory. For the 2010 Census, the Census Bureau proposes lowering the minimum annual enplanement threshold to 2,500 passengers to provide a better inclusion of airports, particularly those adjacent to smaller initial urban cores. Based on annual passenger boarding and all-cargo data published by the Federal Aviation Administration for the 2007 calendar year, lowering the enplanement threshold would result in an additional 152 airports included in urban areas.[4]

Elimination of the Central Place Concept

The Census Bureau proposes to discontinue identifying central places as part of the 2010 Census urban area delineation process. A central place is the most populous place within an urban area or any other place that meets specified population criteria. Starting with the 1990 Census, the identification of central places was no longer necessary for the process of delineating urban areas. For Census 2000, the urban area delineation process moved away from a "place-based" definition of urban areas, which caused some central places to be split between urban and rural territory. Moreover, the Office of Management and Budget (OMB) identifies principal cities as part of the metropolitan and micropolitan statistical areas program.[5] The list of principal cities identified by the OMB is quite similar to what would emerge if the urban area process created a list of central places. The Census Bureau no longer sees a need for a second representation of the same concept in its statistical and geographic data products. Therefore, the Census Bureau proposes to eliminate the use of central places in the 2010 Census urban area delineation criteria.

Requirement for Minimum Population Residing Outside Institutional Group Quarters

The Census 2000 urban area delineation criteria resulted in the identification of 24 urban clusters consisting entirely or predominantly of

[3] The NLCD includes data for the entirety of the United States, Puerto Rico, and the U.S. Virgin Islands.

[4] The Federal Aviation Administration (FAA) annual passenger boarding and all-cargo data extracted from the Air Carrier Activity Information System published for the 2007 calendar year reports 409 airports had an annual enplanement of at least 10,000 passengers in any year between 2000 and 2007.

[5] See the "2010 Standards for Delineating Metropolitan and Micropolitan Statistical Areas," **Federal Register**, Vol. 75, No. 123, Monday, June 28, 2010.

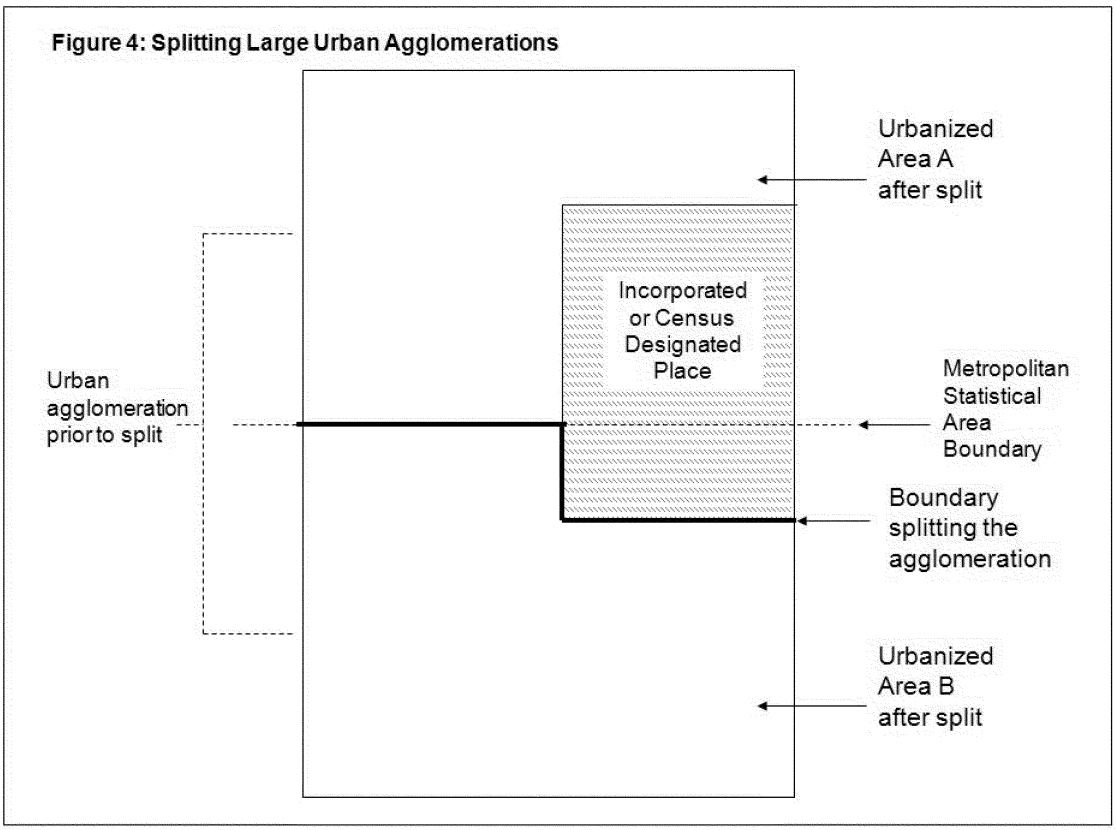
population residing in institutional group quarters (GQs). Most of these urban clusters comprised only the few census blocks in which the institutional GQ was located. These blocks met the population density requirements specified in the Census 2000 criteria, and encompassed at least 2,500 persons. Although the population densities of these areas exceed the minimum thresholds specified in the Census 2000 urban area criteria, and the total populations exceed 2,500, they lack most of the residential, commercial, and infrastructure characteristics typically associated with urban territory. The Census Bureau proposes that in addition to at least 2,500 total population, an area must contain at least 1,500 persons who reside outside institutional GQs to qualify as urban.

Splitting Large Urban Agglomerations

Similar to the delineation process used for the 2000 Census, the Census Bureau will use the same automated urban area delineation methodology for determining urban and rural areas in the 2010 Census. Use of this approach will result in some exceptionally large urban agglomerations of continuously developed territory. Although such areas do reflect the reality of urbanization at one scale, the areas may be cumbersome and less satisfactory for more localized applications. For example, an area of virtually continuous urbanization exists from northeastern Maryland through the Philadelphia area, central New Jersey, the New York City area, and central Connecticut to beyond Springfield, MA. This area of near-continuous urbanization encompasses nine UAs defined for Census 2000. Another area of continuous urbanization exists in the San Francisco Bay area, including the San Francisco-Oakland, San Jose, and several smaller areas.

The Census Bureau anticipates that many data users would find these large agglomerations to be inconvenient for meaningful analysis, and therefore, proposes that they be split in some consistent fashion. For example, the Census Bureau split large agglomerations for Census 2000 by using metropolitan statistical area and primary metropolitan statistical area (PMSA) boundaries as a guide to identify the narrowest area along the high density "corridor" between larger core areas. For instance, the corridor of high residential population density between Baltimore, MD, and Washington, DC, was narrowest in northern Prince George's County, MD, in the area of Beltsville, MD, and near the boundary between the Washington PMSA and the Baltimore PMSA.

For the 2010 Census urban area delineation process, the Census Bureau proposes splitting large agglomerations along metropolitan statistical area boundaries, resulting in the identification of individual UAs. In New England, large agglomerations would be split based on the boundaries of metropolitan New England city and town areas (NECTAs). In areas where an incorporated place or a CDP crosses the metropolitan statistical area or NECTA boundary, the boundary splitting the large agglomeration would be modified to follow the incorporated place or CDP boundary. The incorporated place or CDP would be assigned to the resulting UA that contains the largest proportion of the place's land area (Figure 4). Urban clusters would not be created as a result of splitting.



This approach has the advantage of simplicity and ease of implementation. It also maintains some comparability with previous decades' criteria and definitions. This approach, however, results in some circularity of outcomes—the metropolitan statistical area and NECTA definitions that would be used to split large agglomerations are

those that were defined on the basis of Census 2000 data, including Census 2000 urban area definitions; the 2010 UAs resulting from the splitting process will form the cores of metropolitan statistical areas and NECTAs. In addition, this approach will result in the movement of some territory and population from one UA to another. For example, the split between the Washington and Baltimore UAs would occur along the Howard County, MD-Prince George's County, MD boundary; territory in northern Prince George's County, MD that currently is in the Baltimore UA would be included in the Washington UA. The split between the San Francisco-Oakland and San Jose UAs would shift northward to follow the San Mateo County, CA-Santa Clara County, CA boundary.

Based on Census 2000 UAs, the Census Bureau has identified 52 potential agglomerations consisting of multiple and currently separate UAs. These agglomerations contain UAs that currently are contiguous as well as some that are in close proximity to each other and that potentially could form a continuous agglomeration when areas are redefined based on 2010 Census data (note, however, that inclusion in the list below does not necessarily mean that contiguity will exist between two UAs when redefined). The following table lists the potential agglomerations, the component UAs, and the estimated population based on the 2006–2008 ACS 3-year estimates (margins of error are not noted in the table below; 3-year estimates were used because not all UAs met the 65,000 person threshold for ACS 1-year estimates). The Census Bureau is considering applying a 1,000,000 person minimum population threshold to identify agglomerations to be split, but seeks comment on the appropriate population size threshold to determine which large agglomerations would be split. Other minimum population thresholds under consideration are 500,000 and 250,000. Based on 2006–2008 ACS estimates, 27 of the 52 potential agglomerations have populations less than 1,000,000; 14 have populations less than 500,000; and four have populations less than 250,000. If a threshold of 1,000,000 people is chosen as the minimum for splitting large agglomerations, all formerly separate UAs in agglomerations of less than 1,000,000 people would be merged to form a single UA. If 500,000 people is adopted as the minimum threshold, then all formerly separate UAs in agglomerations of less than that threshold would be merged. Because UAs form the cores of metropolitan statistical areas, the merger of formerly separate UAs might affect the delineation of metropolitan and micropolitan statistical areas. It is important to note that some of the agglomerations listed below are contained within the same metropolitan statistical area, and as a result, would not be split, regardless of the threshold chosen. The agglomerations are: Dallas-Fort Worth; Houston-Texas City; Phoenix-Mesa; San Diego-Mission Viejo; St. Louis-Alton; Pittsburgh-Uniontown-Monessen; Kansas City-Lee's Summit; Charlotte-Gastonia-Concord; Nashville-Murfreesboro; Oklahoma City-Norman; Honolulu-Kailua; Stockton-Lodi-Manteca; Boise City-Nampa; Modesto-Turlock; Santa Rosa-Petaluma; Beaumont-Port Arthur; and Fairfield-Vacaville.

TABLE 2—POTENTIAL URBAN AGGLOMERATIONS

Potential urban agglomeration	Census 2000 UAs contained within the potential agglomeration	2006–2008 ACS 3-year estimated population
New York-Philadelphia-Connecticut	New York-Newark, NY-NJ-CT; Philadelphia, PA-NJ-DE-MD; Allentown-Bethlehem, PA-NJ; Lancaster, PA; Pottstown, PA; Reading, PA; Trenton, NJ; Hightstown, NJ; Vineland, NJ; Poughkeepsie-Newburgh, NY; Bridgeport-Stamford, CT; Danbury, CT-NY; Hartford, CT; New Haven, CT; Norwich-New London, CT; Waterbury, CT; Springfield, MA-CT.	29,028,337
Los Angeles-Riverside-San Bernardino	Los Angeles-Long Beach-Santa Ana, CA; Riverside-San Bernardino, CA; Camarillo, CA; Hemet, CA; Oxnard, CA; Santa Barbara, CA; Santa Clarita, CA; Simi Valley, CA; Temecula-Murrieta, CA; Thousand Oaks, CA.	15,492,749
Chicago-Kenosha-Racine-Round Lake Beach	Chicago, IL-IN; Kenosha, WI; Round Lake Beach-McHenry-Grayslake, IL-WI; Racine, WI.	8,944,789
Boston-Providence-Worcester	Boston, MA; Providence, RI-MA; Worcester, MA-CT; Barnstable Town, MA; Leominster-Fitchburg, MA; New Bedford, MA; Dover-Rochester, NH; Manchester, NH; Nashua, NH; Portsmouth, NH.	6,692,295
Baltimore-Washington	Aberdeen, MD; Baltimore, MD; Washington, DC-VA-MD; St. Charles, MD	6,585,315
San Francisco-Oakland-San Jose	San Francisco-Oakland, CA; San Jose, CA; Antioch, CA; Concord, CA; Livermore, CA; Vallejo, CA.	5,870,212
Dallas-Fort Worth	Dallas-Fort Worth-Arlington, TX; Denton-Lewisville, TX; McKinney, TX	5,006,527
Houston-Texas City	Houston, TX; Texas City, TX; Galveston, TX; The Woodlands, TX	4,599,176
Detroit-Ann Arbor-Port Huron	Detroit, MI; Ann Arbor, MI; Port Huron, MI; South Lyon-Howell-Brighton, MI	4,326,040
Atlanta-Gainesville	Atlanta, GA; Gainesville, GA	4,196,670
San Juan-Aguadilla-Ponce	San Juan, PR; Aguadilla-Isabela-San Sebastián, PR; Arecibo, PR; Fajardo, PR; Florida-Barceloneta-Bajadero, PR; Guayama, PR; Juana Díaz, PR; Mayagüez, PR; Ponce, PR; San Germán-Cabo Rojo-Sabana Grande, PR; Yauco, PR.	3,591,491
Phoenix-Mesa-Avondale	Phoenix-Mesa, AZ; Avondale, AZ	3,328,183
San Diego-Mission Viejo	San Diego, CA; Mission Viejo, CA	3,273,255
Seattle-Bremerton-Marysville	Seattle, WA; Bremerton, WA; Marysville, WA	3,206,057
Cleveland-Akron-Canton-Lorain-Elyria	Cleveland, OH; Akron, OH; Canton, OH; Lorain-Elyria, OH	2,722,194
Tampa-St. Petersburg-Lakeland-Winter Haven	Tampa-St. Petersburg, FL; Lakeland, FL; Winter Haven, FL; Brooksville, FL.	2,719,812
Cincinnati-Dayton-Middletown	Cincinnati, OH-KY-IN; Dayton, OH; Middletown, OH; Springfield, OH	2,426,070
Denver-Boulder-Longmont	Denver-Aurora, CO; Boulder, CO; Longmont, CO; Lafayette-Louisville, CO	2,339,587
St. Louis-Alton	St. Louis, MO-IL; Alton, IL	2,184,037

TABLE 2—POTENTIAL URBAN AGGLOMERATIONS—Continued

Potential urban agglomeration	Census 2000 UAs contained within the potential agglomeration	2006–2008 ACS 3-year estimated population
Orlando-Ocala-Kissimmee	Orlando, FL; Ocala, FL; Kissimmee, FL; Lady Lake, FL; Leesburg-Eustis, FL.	1,814,061
Pittsburgh-Uniontown-Monessen	Pittsburgh, PA; Uniontown-Connellsville, PA; Monessen, PA	1,792,892
Kansas City-Lee's Summit	Kansas City, MO-KS; Lee's Summit, MO	1,468,106
Salt Lake City-Ogden-Layton	Salt Lake City, UT; Ogden-Layton, UT	1,439,004
Indianapolis-Anderson	Indianapolis, IN; Anderson, IN	1,367,392
Charlotte-Gastonia-Concord	Charlotte, NC-SC; Gastonia, NC; Concord, NC; Rock Hill, SC	1,282,839
Nashville-Murfreesboro	Nashville-Davidson, TN; Murfreesboro, TN	983,180
Raleigh-Durham	Raleigh, NC; Durham, NC	974,582
Palm Bay-Melbourne-Titusville-Vero Beach	Palm Bay-Melbourne, FL; Titusville, FL; Vero Beach-Sebastian, FL; Port St. Lucie, FL.	938,675
Oklahoma City-Norman	Oklahoma City, OK; Norman, OK	875,469
Honolulu-Kailua (Honolulu County)	Honolulu, HI; Kailua (Honolulu County), HI	854,430
McAllen-Harlingen	McAllen, TX; Harlingen, TX	753,816
Greensboro-High Point-Winston-Salem	Greensboro, NC; High Point, NC; Winston-Salem, NC	741,457
Sarasota-Bradenton-Punta Gorda	Sarasota-Bradenton, FL; North Port-Punta Gorda, FL	726,695
Bonita Springs-Naples-Cape Coral	Bonita Springs-Naples, FL; Cape Coral, FL	659,480
Harrisburg-York-Lebanon	Harrisburg, PA; York, PA; Lebanon, PA	651,160
Greenville-Spartanburg	Greenville, SC; Spartanburg, SC; Mauldin-Simpsonville, SC	568,737
Pensacola-Fort Walton Beach	Pensacola, FL-AL; Fort Walton Beach, FL	506,715
Stockton-Lodi-Manteca	Stockton, CA; Lodi, CA; Manteca, CA	501,544
Spokane-Coeur d'Alene	Spokane, WA-ID; Coeur d'Alene, ID	441,042
Boise City-Nampa	Boise City, ID; Nampa, ID	422,639
Modesto-Turlock	Modesto, CA; Turlock, CA	414,571
South Bend-Elkhart	South Bend, IN-MI; Elkhart, IN-MI	408,373
Salinas-Santa Cruz-Watsonville	Salinas, CA; Santa Cruz, CA; Watsonville, CA	388,071
Charleston-Huntington	Charleston, WV; Huntington, WV-KY-OH	354,568
Santa Rosa-Petaluma	Santa Rosa, CA; Petaluma, CA	351,752
Rockford-Beloit	Rockford, IL; Beloit, WI-IL	337,215
Atlantic City-Wildwood	Atlantic City, NJ; Wildwood-North Wildwood-Cape May, NJ	280,698
Appleton-Oshkosh	Appleton, WI; Oshkosh, WI	263,213
Beaumont-Port Arthur	Beaumont, TX; Port Arthur, TX	249,716
Macon-Warner Robins	Macon, GA; Warner Robins, GA	232,780
Kingsport-Johnson City	Kingsport, TN–VA; Johnson City, TN	208,241
Fairfield-Vacaville	Fairfield, CA; Vacaville, CA	207,859

Proposed Urban Area Criteria for the 2010 Census

The proposed criteria outlined herein apply to the United States,[6] Puerto Rico, and the Island Areas.[7] The Census Bureau proposes the following criteria and characteristics for use in identifying the areas that will qualify for designation as urbanized areas and urban clusters for use in tabulating data from the 2010 Census, the American Community Survey (ACS), the Puerto Rico Community Survey, and potentially other Census Bureau censuses and surveys.

A. 2010 Census Urban Area, Urbanized Area, and Urban Cluster Definitions

For the 2010 Census, an urban area will comprise a densely settled core of census tracts[8] and/or census blocks[9] that meet minimum population density requirements, along with adjacent territory containing non-residential urban land uses as well as territory with low population density included to link outlying densely settled territory with the densely settled core. To qualify as an urban area, the territory identified according to the proposed criteria mentioned above must encompass at least 2,500 people, at least 1,500 of which reside outside institutional group quarters. Urban areas that contain 50,000 or more people are designated as urbanized areas (UAs); urban areas that contain at least 2,500 and less than 50,000 people are designated as urban clusters (UCs). The term "urban area" refers to both UAs and UCs. The term "rural" encompasses all population, housing, and territory not included within an urban area.

As a result of the urban area delineation process, an incorporated place or census designated place (CDP) may be partly within and partly outside an urban area. Any place that is split by an urban area boundary is referred to as an extended place. Any census geographic areas, with the exception of census blocks, may be partly within and partly outside an urban area.

All proposed criteria based on land area, population, and population density, reflect the information contained in the Census Bureau's Master Address File/Topologically Integrated Geographic Encoding and Referencing (MAF/TIGER) Database (MTDB) at the time of the initial delineation. All calculations of

[6] For Census Bureau purposes, the United States includes the 50 States and the District of Columbia.

[7] For Census Bureau purposes, the Island Areas include American Samoa, the Commonwealth of the Northern Mariana Islands, Guam, the U.S. Virgin Islands, and the U.S. Minor Outlying Islands. The U.S. Minor Outlying Islands are an aggregation of nine U.S. territories: Baker Island, Howland Island, Jarvis Island, Johnston Atoll, Kingman Reef, the Midway Islands, Navassa Island, Palmyra Atoll, and Wake Island.

[8] A census tract is made up of from one to ten census block groups within a single county. A census block group is a collection of one to 999 census blocks within a single census tract.

[9] A census block is the smallest geographic area for which the Census Bureau tabulates data and is an area normally bounded by visible features, such as streets, rivers or streams, shorelines, and railroads, and by nonvisible features, such as the boundary of an incorporated place, MCD, county, or other 2010 Census tabulation entity.

population density include only land; the areas of water contained within census tracts and census blocks are not used to calculate population density.

B. Proposed UA and UC Delineation Criteria

The Census Bureau proposes to define urban areas primarily on the basis of residential population density measured at the census tract and census block levels of geography. Two population density thresholds are utilized in the delineation of urban areas: 1,000 ppsm and 500 ppsm. The higher threshold is consistent with final population density criteria used in the 1960 through 1990 urban area delineation processes; it is used to identify the starting point for delineation of individual, potential urban areas and ensures that each urban area contains a densely settled core area that is consistent with previous decades' delineations. The lower threshold was adopted for the Census 2000 process when the Census Bureau adopted an automated delineation methodology; it ensures that additional territory that may contain a mix of residential and non-residential urban uses can qualify for inclusion in an urban area.

1. Identification of Initial Urban Area Cores

The Census Bureau proposes to begin the delineation process by identifying and aggregating contiguous census tracts, each having a land area less than three square miles and a population density of at least 1,000 ppsm. If a qualifying census tract does not exist, then one or more contiguous census blocks that have a population density of at least 1,000 ppsm are identified and aggregated. This aggregation of continuous census tracts or census blocks, as appropriate, would be known as the "initial urban area core."

After the initial urban area core with a population density of 1,000 ppsm or more is identified, a census tract is included in the initial urban area core if it is adjacent to other qualifying territory and has a land area less than three square miles and a population density of at least 500 ppsm.

A census block [10] is included in the initial urban area core if it is adjacent to other qualifying territory and

a. Has a population density of at least 500 ppsm; or

b. At least one-third of the census block consists of territory with a level of imperviousness of at least twenty percent,[11] and is compact in nature as defined by a shape index. A census block is considered compact when the shape index is at least 0.185 using the following formula: $I = 4\pi A/P^2$ where I is the shape index, A is the area of the entity, and P is the perimeter of the entity.

The Census Bureau would apply proposed criteria 1.a and 1.b above until there are no blocks to add to the urban area.

2. Inclusion of Noncontiguous Territory Separated by Exempted Territory

The Census Bureau proposes to identify and exempt territory in which residential development is substantially constrained or not possible due to either topographic or land use conditions.[12] Such "exempted" territory offsets urban development due to particular land use, land cover, or topographic conditions. For the 2010 Census, the Census Bureau proposes the following to be exempted territory:

- Bodies of water; and
- Wetlands (belonging to one of eight wetlands class definitions [13]).

Noncontiguous qualifying territory would be added to a core when separated by exempted territory, provided that:

a. The road connection across the exempted territory (located on both sides of the road) is no greater than five miles; and

b. The road connection does not cross more than a total of 2.5 miles of territory not classified as exempted (those segments of the road connection where exempted territory is not on both sides of the road); and

c. The total length of the road connection (exempt distance and non-exempt distance) is no greater than five miles for a jump and no greater than 2.5 miles for a hop.

3. Inclusion of Noncontiguous Territory via Hops and Jumps

Noncontiguous territory that meets the proposed population density criteria specified in section B.1.a and b above, but is separated from an initial urban area core of 1,000 or more people, may be added via a "hop" along a road connection of no more than 0.5 miles. Multiple hops may be made along a single road connection, thus accounting for the nature of contemporary urban development which often encompasses alternating patterns of residential and non-residential uses.

After adding territory to an initial urban area core via hop connections, the Census Bureau will identify all cores that have a population of 1,500 or more and add other qualifying territory via a jump connection.[14] Jumps are used to connect densely settled noncontiguous territory separated from the core by territory with low population density measuring greater than 0.5 and no more than 2.5 road miles across. This process recognizes the existence of larger areas of non-residential urban uses or other territory with low population density that does not provide a substantial barrier to interaction between outlying territory with high population density and the main body of the urban area. Because it is possible that any given densely settled area could qualify for inclusion in multiple cores via a jump connection, the identification of jumps in an automated process starts with the initial urban area core that has the largest total population and continues in descending order based on the total population of each initial urban area core. Only one jump is permitted along any given road connection. This limitation, which has been in place since the inception of the urban area delineation process for the 1950 Census, prevents the artificial extension of urban areas over large distances that result in the inclusion of communities that are not commonly perceived as connected to the particular initial urban area core. Exempted territory is not taken into account when measuring road distances across hop and jump corridors.

In addition to the distance criteria listed above, a hop or a jump will qualify if:

a. The census tracts and blocks identified in the high density destination and along the hop or jump corridor have a combined overall

[10] Due to imposed restrictions on the selection of features that could be used as census block boundaries within military installations for the 2010 Census, blocks on military installations that have a population of 2,500 or more are treated as having a population density of 1,000 ppsm if the density is less than 1,000 ppsm. Census blocks that have a population greater than 1,000 and less than 2,500 are treated as having a population density of 500 ppsm.

[11] The Census Bureau has found in testing the NLCD that territory with an impervious percent less than twenty percent results in the inclusion of road and structure edges, and not the actual roads or buildings themselves.

[12] The land cover and land use types used to define exempted territory are limited to only those that are included in or can be derived from the Census Bureau's MTDB or the MRLC's 2001 NLCD nationally, consistently, and with some reasonable level of accuracy.

[13] For the MRLC's 2001 NLCD, wetlands are identified as belonging to one of eight wetlands class definitions including woody, palustrine forested, palustrine scrub/shrub, estuarine forested, estuarine scrub/shrub, emergent herbaceous, palustrine emergent (persistent), or estuarine emergent.

[14] All initial urban area cores with a population less than 1,500 are not selected to continue the delineation as separate urban areas; however, these cores still are eligible for inclusion in an urban area using subsequent proposed criteria and procedures.

population density of at least 500 ppsm, or

b. The high density destination to be added via the hop or jump has a total population of 1,000 or more.

No additional jumps may originate from a qualifying area after the first jump in that direction unless the territory being included as a result of the jump was an initial urban area core with a population of 50,000 or more.

4. Inclusion of Airports

After all territory has been added to the initial core via hop and jump connections, the Census Bureau will then add whole tabulation blocks that approximate the territory of major airports, provided at least one of the blocks that represent the airport is included within or adjacent to the initial core. An airport is identified as a "major airport" if it had an annual enplanement of at least 2,500 passengers in any year between 2000 and the last year of reference in the Federal Aviation Administration's (FAA) Air Carrier Activity Information System.

5. Inclusion of Enclaves

The Census Bureau will add enclaves within the urban area, provided that they are surrounded only by land, by territory that qualified for inclusion in the urban area based on the proposed population density criteria, and at least one of the following conditions is met:

a. The area of the enclave must be less than five square miles; or

b. All area of the enclave is surrounded by territory that qualified for inclusion in the initial core, and is more than a straight-line distance of 2.5 miles from a land block that is not part of the initial core; or

c. The area of the enclave is less than five square miles, is surrounded by both land that qualified for inclusion in the initial core and water, and the length of the line of adjacency with the water is less than the length of the line of adjacency with the land.

6. Inclusion of Indentations

The Census Bureau proposes to evaluate and include territory that forms an indentation within the urban area. Including such territory will produce a smoother and more manageable boundary for each urban area. It would also recognize that small sparsely settled areas that are wholly or partially enveloped by urban territory are more likely to be affected by and integrated with adjacent urban territory and may become more densely settled by future development.

To determine whether an indentation should be included in the urban area, the Census Bureau proposes to identify a "closure line," defined as a straight line no more than one mile in length, that extends from one point along the edge of the urban area across the mouth of the indentation to another point along the edge of the urban area.

A census block located wholly or partially within an indentation will be included in the urban area if at least 75 percent of the area of the block is inside the closure line. The total area of those blocks that meet or exceed the proposed 75 percent criterion is compared to the area of a circle, the diameter of which is the length of the closure qualification line. The territory within the indentation will be included in the urban area if its area is at least four times the area of the circle and less than five square miles.

If the collective area of the census blocks inside the closure line does not meet the criteria listed above, the Census Bureau will define successive closure lines within the indentation, starting at the mouth and working inward toward the base of the indentation, until the criteria for inclusion are met or it is determined that the indentation will not qualify for inclusion.

7. Splitting Large Agglomerations

The automated urban area delineation methodology that will be used for the 2010 Census may result in large urban agglomerations of continuously developed territory. If such results occur, the Census Bureau proposes splitting large agglomerations of 1,000,000 or more people along metropolitan statistical area boundaries to identify individual UAs. In New England, large agglomerations will be split based on the boundaries of metropolitan New England city and town areas (NECTAs). In situations where an incorporated place or a CDP crosses the metropolitan statistical area or metropolitan NECTA boundary, the boundary splitting the large agglomeration will be modified to follow the incorporated place or CDP boundary. The incorporated place or CDP will be assigned to the resulting UA that contains the largest proportion of the place's land area. Urban clusters would not be created as a result of splitting.

8. Assigning Urban Area Titles

A clear, unambiguous title based on commonly recognized place names helps provide context for data users, and ensures that the general location and setting of the urban area can be clearly identified and understood. The title of an urban area identifies the place(s) that is (are) most populated within the urban area. All population requirements for places and MCDs apply to the portion of the entity's population that is within the specific urban area being named. The Census Bureau proposes the following criteria to determine the title of a urban area:

a. The most populous incorporated place with a population of 10,000 or more within the urban area will be listed first in the urban area title.

b. If there is no incorporated place with a population of 10,000 or more, the urban area title will include the name of the most populous incorporated place or CDP having at least 2,500 people in the urban area.

Up to two additional places, in descending order of population size, may be included in the title of an urban area, provided that:

a. The place has 250,000 or more people in the urban area; or

b. The place has at least 2,500 people in the urban area, and that population is at least two-thirds of the urban area population of the most populous place in the urban area.

If the urban area does not contain a place of at least 2,500 people, the Census Bureau will use the following rules to identify an urban area title, applying each in order until a title is identified:

a. The governmental MCD having the largest total population in the urban area; or

b. A local name recognized for the area by the United States Geological Survey (USGS)' Geographic Names Information System (GNIS), with preference given to names recognized by the United States Postal Service (USPS).

The urban area title will include the USPS abbreviation of the name of each state or statistically equivalent entity into which the urban area extends. The order of the state names is the same as the order of the related place names in the urban area title.

If a single place or MCD qualifies as the title of more than one urban area, the largest urban area will use the name of the place or MCD. The smaller urban area will have a title consisting of the place or MCD name and the direction (North, South, East, or West) of the smaller urban area as it relates to the larger urban area.

If any title of an urban area duplicates the title of another urban area within the same state, or uses the name of an incorporated place, CDP, or MCD that is duplicated within a state, the name of the county that has most of the population of the largest place or MCD is appended, in parentheses, after the duplicate place or MCD name for each

urban area. If there is no incorporated place, CDP, or MCD name in the urban area title, the name of the county having the largest total population residing in the urban area will be appended to the title.

C. Definitions of Key Terms

Census Block: A geographic area bounded by visible and/or invisible features shown on a map prepared by the Census Bureau. A block is the smallest geographic entity for which the Census Bureau tabulates decennial census data.

Census Designated Place (CDP): A statistical geographic entity encompassing a concentration of population, housing, and commercial structures that is clearly identifiable by a single name, but is not within an incorporated place. CDPs are the statistical counterparts of incorporated places for distinct unincorporated communities.

Census Tract: A small, relatively permanent statistical geographic division of a county defined for the tabulation and publication of Census Bureau data. The primary goal of the census tract program is to provide a set of nationally consistent small, statistical geographic units, with stable boundaries that facilitate analysis of data across time.

Contiguous: Refers to two or more areas sharing common boundaries.

Core Based Statistical Area (CBSA): A statistical geographic entity defined by the U.S. Office of Management and Budget, consisting of the county or counties associated with at least one core (urbanized area or urban cluster) of at least 10,000 population, plus adjacent counties having a high degree of social and economic integration with the core as measured through commuting ties with the counties containing the core. Metropolitan and micropolitan statistical areas are the two types of core based statistical areas.

Exempted Territory: Pre-existing landcover that offsets the pattern of urban development.

Group Quarters (GQs): A place where people live or stay, in a group living arrangement, that is owned or managed by an entity or organization providing housing and/or services for the residents. These services may include custodial or medical care, as well as other types of assistance, and residency is commonly restricted to those receiving these services. This is not a typical household-type living arrangement. People living in GQs are usually not related to each other. GQs include such facilities as college residence halls, residential treatment centers, skilled nursing facilities, group homes, military barracks, correctional facilities, and workers' dormitories.

Impervious Surface: Paved, man-made surfaces, such as roads and parking lots.

Incorporated Place: A type of governmental unit, incorporated under state law as a city, town (except in New England, New York, and Wisconsin), borough (except in Alaska and New York), or village, generally to provide specific governmental services for a concentration of people within legally prescribed boundaries.

Metropolitan Statistical Area: A core based statistical area associated with at least one urbanized area that has a population of at least 50,000. A metropolitan statistical area comprises a central county or counties containing an urbanized area, plus adjacent outlying counties having a high degree of social and economic integration with the central county as measured by commuting.

Micropolitan Statistical Area: A core based statistical area associated with at least one urban cluster that has a population of at least 10,000, but less than 50,000. A micropolitan statistical area comprises a central county or counties containing an urban cluster, plus adjacent outlying counties having a high degree of social and economic integration with the central county as measured by commuting.

Minor Civil Division (MCD): The primary governmental or administrative division of a county in 29 states and the Island Areas having legal boundaries, names, and descriptions. MCDs represent many different types of legal entities with a wide variety of characteristics, powers, and functions depending on the state and type of MCD. In some states, some or all of the incorporated places also constitute MCDs.

New England City and Town Area (NECTA): A statistical geographic entity that is delineated by the U.S. Office of Management and Budget using cities and towns in the New England states as building blocks, and that is conceptually similar to the metropolitan and micropolitan statistical areas.

Noncontiguous: Refers to two or more areas that do not share common boundaries, such that the areas are separated by intervening territory.

Rural: Territory not defined as urban.

Topologically Integrated Geographic Encoding and Referencing (TIGER): Database developed by the Census Bureau to support its mapping needs for the decennial census and other Census Bureau programs. The topological structure of the TIGER database defines the location and relationship of boundaries, streets, rivers, railroads, and other features to each other and to the numerous geographic areas for which the Census Bureau tabulates data from its censuses and surveys.

Urban: Generally, densely developed territory, encompassing residential, commercial, and other non-residential urban land uses within which social and economic interactions occur.

Urban Area: The generic term used to refer collectively to urbanized areas and urban clusters.

Urban Cluster (UC): A statistical geographic entity consisting of a densely settled core created from census tracts or blocks and adjacent densely settled territory that together have at least 2,500 people but fewer than 50,000 people.

Urbanized Area (UA): A statistical geographic entity consisting of a densely settled core created from census tracts or blocks and adjacent densely settled territory that together have a minimum population of 50,000 people.

Executive Order 12866

This notice has been determined to be not significant under Executive Order 12866.

Paperwork Reduction Act

This notice does not contain a collection of information subject to the requirements of the Paperwork Reduction Act, 44 United States Code, Chapter 35.

Dated: August 17, 2010.

Robert M. Groves,

Director, Bureau of the Census.

[FR Doc. 2010–20808 Filed 8–23–10; 8:45 am]

BILLING CODE 3510–07–P

DATE: September 30, 2010
TO: STA Board
FROM: Liz Niedziela, Transit Program Manager/Analyst
RE: Unmet Transit Needs Process for Fiscal Year (FY) 2010-11 and FY 2011-12

Background:
Transportation Development Act (TDA) Article 4/8 funds are distributed to cities and counties based upon a population formula and are primarily intended for transit purposes. However, TDA funds may be used for streets and roads purposes in counties with a population of less than 500,000, if it is annually determined by the Regional Transportation Planning Agency (RTPA) that all reasonable unmet transit needs have been met.

In FY 2009-10, the City of Rio Vista and the County of Solano were the last two Solano county local agencies to use TDA for Streets and Roads. The County of Solano will be the only remaining jurisdiction in the Bay Area that uses TDA funds for streets and roads in FY 2010-11. Annually, the Metropolitan Transportation Commission (MTC), the State designated Regional Transportation Planning Agency (RTPA) for the Bay Area, holds a public hearing in the fall to begin the process to determine if there are any transit needs not being reasonably met in Solano County. Based on comments raised at the hearing and the received written comments, MTC staff then identified pertinent comments for Solano County's local jurisdictions for response. The STA coordinates with the transit operators who must prepare responses specific to their operation.

For FY 2010-11, MTC held a public hearing and received written comments. MTC summarized the key issues of concern and forwarded them to the STA to coordinate a response. After working with Solano's transit operators, STA prepared a response for submittal to MTC. MTC presented the responses to the Programming and Allocations Committee in July 14, 2010 and the Commission made a finding that there are no unmet transit needs that are reasonable to meet in Solano County for FY 2010-11.

When MTC took final action on the FY 2010-11 Unmet Transit Needs process and concluded that there were no reasonable unmet transit needs, they also took action that directed Rio Vista and the County of Solano to develop a TDA phase out plan. Since MTC took this action, MTC and STA have met with both Rio Vista and County of Solano to discuss the TDA phase out plan. As a result of this, in February 2010 Rio Vista City Council took action that Rio Vista would no longer use their TDA funds for streets and roads beginning FY 2010-11. A strategy to assist the County of Solano phase out of the Unmet Transit Needs process was approved by the STA Board April 14, 2010. The County Board of Supervisors has not yet taken action on this phase out plan. Therefore, the Unmet Transit Needs process will still be required to allow the County of Solano to claim TDA for streets and roads for FY 2011-12.

Discussion:
On August 17, 2010 MTC staff requested that the County of Solano formally commit to phasing out of the Unmet Transit Needs process prior to MTC programming $580,000 in shifted Cycle 1 finding for additional local streets and roads projects in FY 2010-11 as programmed by the STA. On August 23rd, STA and County of Solano staff discussed phase out funding options. Based on this meeting, Option B was recommended which would meet MTC's FY 2011-12 phase out deadline and enable the programming of $580,000 of Cycle 1 funds the STA has dedicated for the County of Solano in Cycle 1 (Attachment A). If FY 2011-12 is the last year the County of Solano uses TDA for streets and roads, the Unmet Needs process will no longer be required in Solano County since no jurisdiction will be using TDA funds for streets and roads after FY 2011-12.

MTC has begun establishing the process for FY 2011-12. MTC staff received approval at the September 8, 2010 Program and Allocation Committee meeting to proceed with the Solano County Unmet Needs Public Hearing. MTC will be working with STA staff to establish a date and location for the public hearing as well as outreach for the Unmet Transit Needs process. The TAC, Consortium, Paratransit Coordinating Council (PCC), and Board will be included in this notification.

Recommendation:
Informational.

Attachments:
A. STA Letter to County re: Summary of Proposed Phasing Out of the Unmet Needs Process by the County of Solano

Solano Transportation Authority

SOLANO TRANSPORTATION AUTHORITY

Member Agencies:
Benicia • Dixon • Fairfield • Rio Vista • Suisun City • Vacaville • Vallejo • Solano County

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One Harbor Center, Suite 130, Suisun City, CA 94585-2473 • Telephone (707) 424-6075 / Facsimile (707) 424-6074
Email: staplan@sta-snci.com • Website: solanolinks.com

September 17, 2010

Clifford K. Covey
Interim Director of Resource Management
Solano County Resource Management
675 Texas Street, Suite 5500
Fairfield, CA 94533

RE: Summary of Proposed Phasing Out of the Unmet Transit Needs Process by the County of Solano

Dear Cliff:

I am writing in follow-up to our recent meeting where we discussed options and the timing of the County of Solano phasing out of the Unmet Transit Needs Process that has been utilized to allow the County of Solano to utilize a portion of its local Transportation Development Act (TDA) funds for local streets and roads rehabilitation projects. At the conclusion of this discussion, it was recommended the Solano County consider taking action either through a resolution or via a letter forwarded to the Metropolitan Transportation Commission (MTC) taking action to phase out of the Unmet Transit Needs Process by the conclusion of Fiscal Year (FY) 2011-12 in order to be eligible to receive $580,000 in Cycle 1 federal Surface Transportation Program (STP) funds in FY 2010-11 or 2011-12.

In recent years, all of Solano County's cities and all of the other Bay Area counties and cities have phased out of the Unmet Transit Needs Process. Beginning in FY 2010-11, the County of Solano is now the only Bay Area local jurisdiction requesting the Unmet Transit Needs Process. In order to accommodate the request of the local agency to utilize local TDA for local streets and roads, MTC schedules an Unmet Transit Needs hearing in Solano County with the assistance of the Solano Transportation Authority (STA). Based on public comments received at the meeting and provided during a two to three week comment period, the STA works with all of Solano's transit operators and the County of Solano to respond to these public comments to help MTC ascertain if there are any reasonable unmet transit needs not being met within the boundaries of the jurisdiction, in this case the County unincorporated area, requesting to use a portion of their TDA funds for local streets and roads. This process does occur in more rural areas of the State of California, but is not common in the more urban regions.

In recent years, the STA has been working with our local transit operators to pursue various opportunities for regional discretionary funds for various transit operations, capital and programs. This effort has been somewhat hampered by Solano County's continued participation in the Unmet Transit Needs Process. In recognition, several of the remaining Solano cities participating in this process have phased out the last three years. Dixon, Suisun City, and Vacaville all phased out joining Benicia, Fairfield and Vallejo in dedicating all of their local TDA funds for transit purposes.

MTC has made it clear that they would like to eliminate the Unmet Transit Need Process from the region by the conclusion of Cycle 1 of the regional allocation of flexible federal STP and Congestion Mitigation and Air Quality (CMAQ) funds which covers FY's 2010-11 and 2011-12. Last year, MTC met with the County and the City of Rio Vista, the last two local agencies in Solano County and the Bay Area region still participating in the Unmet Transit Needs Process, to discuss the two agencies phasing out of the process. Subsequently, the Rio Vista City Council agreed to come out of the process beginning in FY 2010-11.

As part of the allocation of the federal cycle funds in Cycle 1, MTC has provided all nine Bay Area Congestion Management Agencies, including STA, with some flexibility (up to 20%) for programming funds between three categories – local streets and roads, regional bike projects, and Priority Development Areas (PDAs)/Transportation for Livable Communities (TLC).

In recognition of MTC's request for the County of Solano to phase out of this process, the STA Board, on April 14, 2010, approved shifting up to 20% of federal Bicycle, Pedestrian, and TLC grant funding during Cycle 1 to the County of Solano for local streets and roads rehabilitation projects. With this action, an estimated total of $580,000 in Cycle 1 funds will be available to the County of Solano over the two year timeframe (FY's 2010-11 and 2011-12). This action by the STA Board was intended to help relieve the near-term impact of the loss of the County TDA funds being available for local streets and roads.

Currently, the STA Board only has authority to program Cycle 1 funding (FY 2010-11 & FY 2011-12), which includes the shifting of $580,000 of Cycle 1 bicycle, pedestrian and TLC funding to Solano County for local streets and roads projects. Once Cycle 2 funding is authorized by MTC, STA staff will recommend that STA Board prioritize Cycle 2 funding priorities at that time, including the shift of up to 20% of TLC, bike and pedestrians funds toward County of Solano for local streets and roads as directed by the STA Board on April 14, 2010, and if MTC allows flexing of Cycle 2 funds. As part of this recommendation, STA staff will seek the County TDA funds be used for countywide benefit projects, such Lifeline projects, Senior and Disabled Study Priority projects, Transit Consolidation Implementation, Intercity Transit Funding Agreement increased contributions, implementation of local element of regional transit projects, or pilot multi-jurisdictional projects.

On the transit side, having additional County TDA funds available for transit will provide the County of Solano with the opportunity to help fund Countywide transit priorities such as transit services for senior and disabled citizens (e.g., Taxi Scrip, paratransit, etc.), support for transit capital projects, support for sustaining or improving Solano Express Service (such as new service on SR 12 Jameson Canyon a component of the Solano County Sustainable Communities Strategy for transportation), Lifeline Transit Service for lower income residents, and opportunities for improved transit efficiencies and accountability (Proposed merger of Benicia Breeze and Vallejo Transit into the Solano County Transit (SolTrans) Joint Powers Agreement). It is recognized by the STA that this shift in funds would reduce the County of Solano's ability to rehabilitate rural roadways in future fiscal years during a period of dwindling government resources.

On August 17, 2010, MTC staff requested that the County of Solano formally commit to phasing out of the Unmet Transit Needs process prior to MTC programming the $580,000 in shifted cycle one funding for additional local streets and roads projects in FY 2010-11 as programmed by the STA. On August 23rd, STA and County of Solano staff discussed phase out funding options. Based on this meeting, Option B was recommended which would meet MTC's FY 2011-12 phase out deadline and enable the programming of $580,000 of cycle one funds the STA has dedicated for the County of Solano in cycle 1 shifted funding.

Let me know if you have any questions regarding the specifics of this issue.

Sincerely,

Daryl Halls
Executive Director

CC: Solano County Board of Supervisors
James P. Spering, MTC Commissioner and STA Board Member
STA Board Members
Michael Johnson, County Administrator, County of Solano
Birgitta Corsello, Assistant County Administrator
Paul Wiese, Engineering Manager
Ann Flemer and Alix Bockelman, Metropolitan Transportation Commission

Attachments:

A. 08-17-2010 Email from MTC to STA regarding "Block Grant funds: Flex to County for Rehabilitation and TDA Unmet Needs Process"
B. 09-08-2010 MTC Programming and Allocations Committee agenda item 2d: "Block Grant funds: Flex to County for Rehabilitation and TDA Unmet Needs Process"
C. STA Unmet Transit Needs Phase Out Recommendation & Five-Year Funding Summary

Sam Shelton

From: Craig Goldblatt [CGoldblatt@mtc.ca.gov]
Sent: Tuesday, August 17, 2010 2:10 PM
To: Sam Shelton
Cc: Alix Bockelman; Bob Bates; Ross McKeown; Daryl Halls; ERichards@sta-snci.com; Janet Adams
Subject: Block Grant funds: Flex to County for Rehabilitation and TDA Unmet Needs Process

Hi, Sam:

Following up on our discussion about Solano's block grant program, we discussed the maximum flexing of amounts from the Regional Bicycle and County TLC programs to the LSR Rehabilitation Program. Through the Strategic Plan process, MTC had concurred that the County of Solano would receive the flexed funds for streets and roads rehabilitation purposes, predicated on a commitment from the County of Solano to phase out their streets and roads claim on TDA funds in 2 years with FY 2011-12 being the last year. As I understand, there has been no formal board action by the County Board of Supervisors to date or letter confirming this understanding by the Public Works Director .

Therefore, MTC is requesting formal communication from the County prior to programming STP funds to their 2012 Pavement Overlay Program, which is the beneficiary of the flex funds. We will not be adding it to the 2011 TIP until we have this documentation; then the project will be added as a TIP amendment to the 2011 TIP. This should not be burdensome to the County as the STP funds they are requesting are not needed until FY 2012.

Let me know if STA or the county has any questions about this.

Craig

Metropolitan Transportation Commission
Programming and Allocations Committee

September 8, 2010 **Item Number 2d**

Unmet Transit Needs Hearings

Subject: Unmet Transit Needs Public Hearing for Solano County

Background: Each year before Transportation Development Act (TDA) funds can be allocated for streets and roads purposes, MTC must conduct a public hearing to receive testimony to determine whether there are any "unmet transit needs which are reasonable to meet" within the jurisdictions of the claimants. We anticipate that TDA funds will be claimed for streets and roads purposes in Solano County. No other county in the Bay Area claims TDA funds for streets and roads purposes.

In accordance with the provisions of Resolution No. 2380, Revised, MTC will hold an unmet transit needs public hearing in November or December 2010 for the upcoming fiscal year 2011-12. Staff is working with the County of Solano and the Solano Transportation Authority to phase out their use of TDA funds for streets and roads purposes in the coming years. Based on current discussions, FY 2011-12 would be the final year for the county to use TDA for streets and roads. If this schedule is maintained, this would be the last Unmet Needs Hearing in Solano County and the region as a whole.

The final date will be chosen based on the schedules of attending Commissioners, Solano Transportation Authority staff, and MTC staff, who will be managing the hearing. Issues identified at the hearing will be forwarded to the jurisdictions by January 1st and be brought to the Committee in Fall 2011, before any streets and roads claims are brought to the Commission for approval.

Issues: None

Recommendation: We request the Programming and Allocations Committee's authorization to proceed with the public hearing.

Attachments: None

J:\COMMITTE\PAC\2010 PAC Meetings\09_Sep10_PAC\2d_HearingRequest September UTNeeds.doc

Phasing Solano County out of the Unmet Transit Needs Process

STA Recommendation	*TDA Funding for Street Rehab (in thousands)			
	2010-11	**2011-12**	**2012-13**	**3-yr total**
Out after 2011-12 (two years)	390	390	0	780

* Future TDA funds based on current FY 2010-11 Claim

Next 5 Years of Federal & State Road Rehabilitation Funding	Cycle 1		Cycle 2	
	2010-11	**2011-12**	**2012-15**	**5-yr total**
State TDA article 4/8	390	390	-	780
Federal Aid Secondary (FAS)	1,806	-	-	1,806
Federal Local Streets and Roads shares		1,090	910	2,000
Federal Block Grant bike/ped flex		580		580
				5,166

DATE: September 17, 2010
TO: STA Board
FROM: Sam Shelton, Project Manager
RE: Safe Routes to School Program Update

Background/Discussion:
The Solano Transportation Authority (STA) began the development of its Safe Routes to School (SR2S) Program in 2005, in response to the growing childhood obesity epidemic, student travel safety concerns, growing air pollution, and traffic congestion near schools in Solano County. The program works to encourage more students to walk and bike to school by identifying a balance of traffic calming and safety engineering projects, student education & safety training, encouragement contests & events, and enforcement coordination with police. The program also strives to increase interagency cooperation to continue to plan and implement SR2S projects with all local agencies.

Funding Summary
Between Fiscal Year (FY) 2008-09 and FY 2009-10, the STA's SR2S Education & Encouragement Program has expended $386,794 of the $736,000 in current air district and federal grants, primarily on the funding of radar speed feedback signs. Between FY 2010-11 and FY 2011-12, the SR2S Program will add $1.029 M to $1.529 M in additional one time grant funding, previously from Metropolitan Transportation Commission (MTC)'s SR2S CMAQ funded program for mostly education and encouragement activities.

On June 9th, the STA Board approved of over $1.3M in federal air quality funds and local air district funds for education and encouragement events, which will fund the STA's SR2S Program until the end of FY 2011-12. Additional Cycle 2 MTC SR2S funds are potentially in FY 2012-13 and STA will have to submit for competitive federal SRTS grants (administered by Caltrans) in order to maintain the Solano SR2S Program.

$500,000 MTC Innovative Grant for SR2S Mapping Project
Last summer, STA staff submitted a grant requesting $500,000 for the next phases of the STA's SR2S Walk and Bike to School Maps project. This project will help create "Suggested Routes to School Map" for every school in Solano County as well as create an interactive mapping program to help streamline distribution of information and the creation of walking school bus student walking groups. MTC plans to announce grant awardees in early October.

Completed SR2S Engineering Projects
On May 4, 2009, the STA Board approved $275,000 of Bay Area Air Quality Management District (BAAQMD) Regional Transportation for Clean Air (TFCA) funds for a total of 28 radar speed signs in the cities of Benicia, Fairfield, Suisun City, and Vallejo. In June 2008, the City of

Rio Vista received Yolo-Solano Air Quality Management District (YSAQMD) Clean Air Funds (CAF) for radar speed signs at Riverview Middle School. By the end of September 2010, all radar speed sign projects will have been installed, with most having been installed prior to the beginning of this FY 2010-11 school year.

In 2008, Caltrans awarded the City of Vallejo $130,460 for SR2S sidewalk improvements and safety lighting, and radar speed signs at Steffan Manor Elementary. This project was completed this summer.

STA SR2S FY 2010-11 School Events & Marketing Materials
To date, the STA has 15 schools participating the STA's SR2S Program's education and encouragement activities: safety assemblies, bicycle rodeos, and Walk n' Roll Prize Weeks. During August and September, STA staff has made presentations to all school principals countywide, inviting their schools to participate in the program. All elementary schools in Vacaville and a number of schools in Dixon, Vallejo, and Benicia have scheduled SR2S events at their schools.

Attached are various marketing materials being used to promote the STA's SR2S Program to students, parents, school staff, and volunteers (Attachment A). The STA's new SR2S Program website lists participating schools and their scheduled events, found at SolanoSR2S.ca.gov.

Recommendation:
Informational.

safe routes to school

IN SOLANO COUNTY

free program events

Bike Rodeos

Bike Rodeos are fun training courses that teach kids bike riding and safety skills, while having a great time! They take place at the school and require **8 to 10 volunteers** for **1 to 2 hours**.

Walk & Roll Week

Walk and Roll Week is an encouragement program, including a one-day walk and bike event which requires **4 to 5 volunteers** to observe students demonstrating safe and appropriate walking and riding to school behaviors. Students will receive a gift bag with educational materials, snacks, water and an incentive item. They will also be entered into a raffle for a variety of prizes.

Traffic Safety Assemblies

Traffic Safety Assemblies educate students about how to walk and ride to school safely. Students are separated by grade levels, each attending a **45 to 60 minute** presentation.

about the program

The Safe Routes to School program encourages students to walk and bike to school and supports these activities with educational events throughout the year. The program brings together city planners, traffic engineers, police and public health experts to make the routes to our schools safer and less congested. Parents are encouraged to get involved by volunteering for a walking school bus or bicycle train and helping out with an educational event.

The Solano Transportation Authority launched the County's Safe Routes to School program in 2008 in response to the growing childhood obesity epidemic, student travel safety concerns, growing air pollution and traffic congestion near schools. The program has expanded to include all of Solano County schools this year.

The goals of the program are to:

- Increase the number of children who walk and bike to school
- Reduce traffic congestion and air pollution around the school
- Improve children's health by increasing physical activity

Schedule an event!

To schedule an event at your school email your preferred event, date and times to:

Tracy Nachand
tnachand@solanocounty.com
(707) 553-5543

Questions about the program?

Sam Shelton
(707) 399-3211
sshelton@sta-snci.com
www.solanosr2s.ca.gov

a program of STA Solano Transportation Authority

in partnership with Solano Public Health, Bay Area Air Quality Transportation Fund for Clean Air, Yolo-Solano Air Quality Management District, MT

The Solano Transportation Authority's Safe Routes to School Program is not a school district sponsored or endorsed program. Parents remain responsible for ensuring that their students walk and bicycle to school safely.

safe routes to school
IN SOLANO COUNTY

STA Safe Routes to School Program

eventos gratis del programa

Rodeos en Bici

Los Rodeos en Bici son divertidos cursos de entrenamiento para enseñar a los niños a andar en bicicleta de manera segura al tiempo que se divierten en grande. Los rodeos se efectúan en la escuela y requieren de **8 a 10 voluntarios** durante **1 o 2 horas**.

Semana Walk & Roll

La semana Walk and Roll *(A pie y sobre ruedas)* es un programa de motivación que incluye un evento de un día de ir a la escuela a pie o en bicicleta, el cual requiere de **4 o 5 voluntarios** para asegurarse de que los estudiantes sigan las recomendaciones de seguridad durante el trayecto. Los estudiantes recibirán una bolsa de regalos con materiales instructivos, golosinas, agua y un artículo motivacional. También quedarán inscritos en una rifa de varios premios.

Asambleas de Seguridad en el Tráfico

Las Asambleas de Seguridad en el Tráfico enseñan a los estudiantes la forma segura de ir a la escuela a pie o en bicicleta. Se les separa por grado escolar y cada grupo asiste a una presentación de **45 a 60 minutos**.

sobre el programa

El programa Rutas Seguras a la Escuela anima a los estudiantes a irse a pie o en bicicleta a la escuela, y brinda apoyo para estas actividades con eventos informativos a lo largo del año. El programa reúne a planificadores urbanos, ingenieros de tránsito, oficiales de policía y expertos en salud pública para que las rutas a nuestras escuelas sean más seguras y estén menos congestionadas. Exhortamos a los padres de familia a participar como voluntarios en los autobuses escolares a pie, los trenes de bicicletas o los eventos informativos.

El Departamento de Tránsito de Solano inició el programa Rutas Seguras a la Escuela en 2008 en respuesta a la creciente epidemia de obesidad infantil, a la preocupación por la seguridad de los estudiantes en el trayecto a la escuela y al creciente problema de contaminación atmosférica y congestión de tráfico cerca de los colegios. El programa se ha ampliado y este año incluye a todas las escuelas del Condado de Solano.

Las metas del programa son:

- Aumentar el número de niños que van a la escuela a pie o en bicicleta
- Reducir la congestión de tráfico y la contaminación atmosférica alrededor de las escuelas
- Mejorar la salud de los niños al incrementar sus actividades físicas

Programe un evento

Para programar un evento en su escuela mande por correo electrónico el evento, la fecha y la hora de su preferencia a:

Tracy Nachand
tnachand@solanocounty.com
(707) 553-5543

¿Tiene preguntas acerca del programa?

Sam Shelton
(707) 399-3211
sshelton@sta-snci.com
www.solanosr2s.ca.gov

un programa de STA Solano Transportation Authority

en alianza con Solano Public Health · Bay Area Air Quality Transportation Fund for Clean Air · Yolo-Solano Air Quality Management District · MT

El Programa Rutas Seguras del Departamento de Tránsito de Solano no es un programa apoyado ni avalado por el distrito escolar. La responsabilidad de que los estudiantes vayan a la escuela a pie o en bicicleta de manera segura corresponde a los padres de familia.

solanosr2s.ca.gov

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Solano Transportation Authority

DATE: October 1, 2010
TO: STA Board
FROM: Susan Furtado, Accounting & Administrative Services Manager
RE: Fiscal Year (FY) 2009-10 Abandoned Vehicle Abatement (AVA) Program Annual Report

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Background:
The Solano Transportation Authority (STA) administers the Abandoned Vehicle Abatement (AVA) Program for Solano County. These administration duties include disbursing funds collected by the State Controller's Office from the Department of Motor Vehicle (DMV) vehicle registration fee of $1 per registered vehicle, using the funding formula of 50% based on population and 50% on vehicles abated.

California Vehicle Code (VC) Section 22710(f) defines qualified abandoned vehicle abatement, as those vehicles marked as abandoned by an AVA Member Agency. AVA Program qualifying vehicles are registered vehicles with California License Plate.

STA's administration duty is in accordance with the VC Section 22710, which requires AVA Member Agencies to adopt an ordinance establishing procedures for the abatement and for recovery of cost. The money received from the DMV shall be used only for the abatement, removal, and disposal of a public nuisance of any abandoned, wrecked, dismantled, or inoperative vehicle or parts from private or public property.

Discussion:
In FY 2009-10, STA was allocated $353,892.95 in AVA Program Funds. Based on the vehicle abatement activities of Cities and the County, STA disbursed $251,467.90 of these funds plus interest earned of $1,218.29 throughout the fiscal year based on the state funding formula. In compliance with the AVA Program requirement, STA will return the unallocated funds of $91,808.27 due to reduced activities and expenditure reimbursement requests from member agencies. STA has submitted its annual fiscal year-end report to the State Controller's Office before the required due date of October 31st.

The AVA participating agencies for Solano County are the City of Benicia, City of Dixon, City of Fairfield, City of Vacaville, City of Vallejo, City of Suisun City, and the County of Solano. The City of Rio Vista has opted not to participate in this program.

The following is a matrix summarizing FY 2009-10 and comparing FY 2008-09 numbers of abated vehicles, notices issued, and cost reimbursements submitted by the members of the Solano County's AVA Program:

	FY 2009-10				FY 2008-09			
Member Agency	**# of Abated Vehicles**	**# of Issued Notices**	**Reimbursed Amount**	**Cost per Abatement**	# of Abated Vehicles	# of Issued Notices	Reimbursed Amount	Cost per Abatement
City of Benicia	327	17	$9,255	$28	39	7	$10,580	$269
City of Dixon	16	18	$1,513	$95	5	5	$473	$95
City of Fairfield	359	0	$36,106	$101	0	0	$0	$0
City of Suisun	149	287	$31,080	$209	397	511	$92,817	$234
City of Vacaville	141	1,296	$56,122	$398	157	1,698	$73,589	$469
City of Vallejo	2,151	1,757	$107,494	$50	553	521	$138,264	$250
Solano County Unincorporated area	14	10	$9,898	$707	182	153	$37,479	$206
Total	**3,157**	**3,385**	**$251,468**	**$80**	1,333	2,911	$353,130	$265

Fiscal Impact:
None

Recommendation:
Informational.

DATE: October 4, 2010
TO: STA Board
FROM: Sara Woo, Associate Planner
RE: State Route (SR) 12 Jameson Road Canyon Bicycle and Pedestrian Corridor Study Status and Open House

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Background:
The SR 12 Jameson Canyon Road Bicycle and Pedestrian Corridor Study is in development by the Solano Transportation Authority (STA) with consulting services provided by Questa Engineering Corporation (Questa). This Study is funded by a grant provided by the California Coastal Conservancy through the Bay Area Ridge Trail. STA is developing the Study in collaboration with various local agencies and interest groups including City of Fairfield, Solano County, Napa County, Napa County Transportation and Planning Agency, Caltrans, the California Coastal Conservancy, and the Bay Area Ridge Trail Council. Representatives of these agencies make up a Working Group to help guide the development of the Study.

The purpose of the Study is to help identify the feasibility of a continuous connection between Napa and Solano counties via bicycling and walking based on the various constraints facing the corridor. Both counties have identified long-term plans in the corridor; however, they are currently not coordinated. This Study intends to consolidate the difference in existing plans to provide a consensus that the two counties and the affected communities can adopt for both planning purposes and near- and long-term implementation.

Discussion:
Presently, the draft constraints and opportunities analysis chapter has been completed. This chapter reviews topography, rail crossings, safety, topography and steep slopes, geology and slope instability, hydrology, flooding hazards, and biological resources (e.g., wetlands, special habitat areas, and sensitive species). The Working Group has met approximately 4 times to date. In addition to the completion of the draft constraints and opportunities chapter, an inventory of the existing plans and conceptual design with potential alignment options have been prepared.

As part of the outreach for this Study, STA staff has contacted several property owners in the Jameson Canyon corridor to provide information on the purpose of the study and obtain feedback. Attachment A shows a list of property owners that staff is proposing to contact individually. A primary challenge in making telephone contact is that the ownership lists do not contain a phone number for all landowners. However, STA staff is making its best effort to reach each individual by phone. Each landowner will also receive an invitation by mail. Also as part of the outreach effort, STA staff is planning on hosting and open house to share the research that has been completed to date with the residents and property owners of the Study area. The Open House is planned for October 19, 2010 from 6:00 to 8:00 p.m. at a location to be determined.

Next steps include an update to the preliminary draft document based on feedback from the Open House, a public comment period, and an anticipated completion by December 2010.

Fiscal Impact:
None.

Recommendation:
Informational.

DATE: October 4, 2010
TO: STA Board
FROM: Sara Woo, Associate Planner
RE: Funding Opportunities Summary

Discussion:
Below is a list of funding opportunities that will be available to STA member agencies during the next few months. Attachment A provides further details for each program.

	FUND SOURCE	AMOUNT AVAILABLE	APPLICATION DEADLINE
1.	Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Approximately **$20 million**	Application Due On First-Come, First Served Basis
2.	Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Approximately **$10 million**	Application Due On First-Come, First-Served Basis
3.	Caltrans Bicycle Transportation Account (BTA) Grant*	**Estimated $7 million based on previous cycles**	Application Due (Anticipated Date): December 1, 2010
4.	Highway Safety Improvement Program (HSIP)	Approximately **$50 million** for FFY 2010/11	Application Due December 9, 2010

*New funding opportunity

Fiscal Impact:
None.

Recommendation:
Informational.

Attachment:
A. Detailed Funding Opportunities Summary

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The following funding opportunities will be available to the STA member agencies during the next few months. Please distribute this information to the appropriate departments in your jurisdiction.

Fund Source	Application/Program Contact Person**	Application Deadline/Eligibility	Amount Available	Program Description	Additional Information
Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Anthony Fournier Bay Area Air Quality Management District **(415) 749-4961** **afournier@baaqmd.gov**	Application Due On First-Come, First Served Basis Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approximately **$20 million**	Carl Moyer Memorial Air Quality Standards Attainment Program provides incentive grants for cleaner-than-required engines, equipment, and other sources of pollution providing early or extra emission reductions.	Eligible Projects: cleaner on-road, off-road, marine, locomotive and stationary agricultural pump engines **http://www.baaqmd.gov/Divisions/Strategic-Incentives/Carl-Moyer-Program.aspx**
Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Gary A. Bailey Sacramento Metropolitan Air Quality Management District **(415) 749-4961** **gbailey@airquality.org**	Application Due On First-Come, First-Served Basis Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approximately **$10 million**	The Off-Road Equipment Replacement Program (ERP), an extension of the Carl Moyer Program, provides grant funds to replace Tier 0, high-polluting off-road equipment with the cleanest available emission level equipment.	Eligible Projects: install particulate traps, replace older heavy-duty engines with newer and cleaner engines and add a particulate trap, purchase new vehicles or equipment, replace heavy-duty equipment with electric equipment, install electric idling-reduction equipment **http://www.airquality.org/mobile/moyererp/index.shtml**

Caltrans Bicycle Transportation Account (BTA) Grant*	Sylvia Fung **(510) 286-5226** 111 Grand Avenue (94612) P.O. Box 23660 Oakland, CA 94623-0660	**December 1, 2010 (anticipated deadline)** Eligible Applicants: Cities and Counties with an adopted Bicycle Transportation Plan (BTP)	**$7 million**	This program provides state funds for city and county projects that improve safety and convenience for bicycle commuters.	Eligible Projects: (1) new bikeways serving major transportation corridors; (2) new bikeways removing travel barriers; (3) secure bicycle parking; (4) bicycle-carrying facilities on public transit; (5) installation of traffic control devices to improve safety; (6) elimination of hazardous conditions on existing bikeways; (7) planning; (8) improvement and maintenance of bikeways **http://www.dot.ca.gov/hq/LocalPrograms/bta/BTACallForProjects.htm**
Highway Safety Improvement Program (HSIP)	Sylvia Fung **(510) 286-5226** 111 Grand Avenue (94612) P.O. Box 23660 Oakland, CA 94623-0660	**December 9, 2010**	**$50 million**	This program provides funds for reduction in traffic fatalities and serious injuries on all public roads through the implementation of infrastructure-related highway safety improvements.	Eligible Projects: (1) intersection safety improvement; (2) pavement/shoulder widening; (3) rumble strips or other warning devices; (4) skid-resistant surface at an intersection; (5) improve of pedestrian or bicyclist safety or for persons w/ disabilities **http://www.dot.ca.gov/hq/LocalPrograms/hsip.htm**

DATE: October 4, 2010
TO: STA Board
FROM: Johanna Masiclat, Clerk of the Board
RE: STA Board Meeting Schedule for Remainder of Calendar Year 2010 and 2011

Discussion:
Below is the STA Board meeting schedule for the remainder of Calendar Year 2010 and 2011.

Fiscal Impact:
None.

Recommendation:
Informational.

DATE	TIME	LOCATION	STATUS
Nov. 10, 2010, 13th STA Annual Awards Ceremony	6:00 p.m.	Joseph P. Nelson Community Center, Suisun City	Confirmed
Dec. 8, 2010	6:00 p.m.	Suisun City Hall	Confirmed

DATE	TIME	LOCATION	STATUS
January 12, 2011	6:00 p.m.	Suisun City Hall	Confirmed
February 9, 2011	6:00 p.m.	Suisun City Hall	Confirmed
March 9, 2011	6:00 p.m.	Suisun City Hall	Confirmed
April 13, 2011	6:00 p.m.	Suisun City Hall	Confirmed
May 11, 2011	6:00 p.m.	Suisun City Hall	Confirmed
June 8, 2011	6:00 p.m.	Suisun City Hall	Confirmed
July 13, 2011	6:00 p.m.	Suisun City Hall	Confirmed
No Meeting in August			
September 14, 2011	6:00 p.m.	Suisun City Hall	Confirmed
October 12, 2011	6:00 p.m.	Suisun City Hall	Confirmed
November 9, 2011 14th STA Annual Awards		TBD, Fairfield	
December 14, 2011	6:00 p.m.	Suisun City Hall	Confirmed

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