



Members of the Board

Charlene Haight Johnson, Chair
Anthony J. Intintoli, Jr., Vice Chair
Gerald Bellows
Jeffrey DelBono
Timothy Donovan

**MEETING AGENDA FOR THE
WETA BOARD OF DIRECTORS**

BOARD OF DIRECTORS' MEETING

February 6, 2014 at 1:00 p.m.

San Francisco Bay Area

Water Emergency Transportation Authority

9 Pier, Suite 111

San Francisco

The full agenda packet is available for download at www.watertransit.org.

AGENDA

This information will be made available in alternative formats upon request. To request an agenda in an alternative format, please contact the Board Secretary at least five (5) working days prior to the meeting to ensure availability.

PUBLIC COMMENTS The Water Emergency Transportation Authority welcomes comments from the public. Speakers' cards and a sign-up sheet are available. Please forward completed speaker cards and any reports/handouts to the Board Secretary.

Non-Agenda Items: A 15 minute period of public comment for non-agenda items will be held at the end of the meeting. Please indicate on your speaker card that you wish to speak on a non-agenda item. No action can be taken on any matter raised during the public comment period. Speakers will be allotted no more than three (3) minutes to speak and will be heard in the order of sign-up.

Agenda Items: Speakers on individual agenda items will be called in order of sign-up after the discussion of each agenda item and will be allotted no more than three (3) minutes to speak. You are encouraged to submit public comments in writing to be distributed to all Directors.

1. **CALL TO ORDER – BOARD CHAIR** *Information*
2. **ROLL CALL/PLEDGE OF ALLEGIANCE** *Information*
3. **REPORT OF BOARD CHAIR** *Information*
4. **REPORTS OF DIRECTORS** *Information*
5. **REPORTS OF STAFF** *Information*
 - a. Executive Director's Report
 - b. Monthly Review of Financial Statements
 - c. Legislative Update

Water Emergency Transportation Authority
February 6, 2014 Meeting of the Board of Directors

6. CONSENT CALENDAR **Action**
 - a. Minutes December 12, 2013
 - b. Authorize the Filing of an Application with the Metropolitan Transportation Commission for \$8.0 Million Regional Measure 2 Capital Funds

7. RECOGNIZE THE OUTSTANDING SERVICE OF CHARLENE HAUGHT JOHNSON AS CHAIR OF THE AUTHORITY AND ITS PREDECESSOR AGENCY FROM 2000 TO 2014 **Action**

8. AUTHORIZATION TO SECURE SUPPORT SERVICES FOR AGENCY WORK PROGRAM **Action**

9. OPEN TIME FOR PUBLIC COMMENTS FOR NON-AGENDA ITEMS **Action**

ADJOURNMENT

Water Emergency Transportation Authority (WETA) meetings are wheelchair accessible. Upon request WETA will provide written agenda materials in appropriate alternative formats to individuals with disabilities. Please send a written request to contactus@watertransit.org or call (415) 291-3377 at least five (5) days before the meeting.

Participation in a meeting may be available at one or more locations remote from the primary location of the meeting. See the header of this Agenda for possible teleconference locations. In such event, the teleconference location or locations will be fully accessible to members of the public. Members of the public who attend the meeting at a teleconference location will be able to hear the meeting and testify in accordance with applicable law and WETA policies.

Under Cal. Gov't. Code sec. 84308, Directors are reminded that they must disclose on the record of the proceeding any contributions received from any party or participant in the proceeding in the amount of more than \$250 within the preceding 12 months. Further, no Director shall make, participate in making, or in any way attempt to influence the decision in the proceeding if the Director has willfully or knowingly received a contribution in an amount of more than \$250 within the preceding 12 months from a party or such party's agent, or from any participant or his or her agent, provided, however, that the Director knows or has reason to know that the participant has a financial interest in the decision. For further information, Directors are referred to Government Code section 84308 and to applicable regulations.



MEMORANDUM

TO: WETA Board Members
FROM: Nina Rannells, Executive Director
DATE: February 6, 2014
RE: Executive Director's Report

PROJECT UPDATES

Ferry Terminal Refurbishment Projects – This effort includes gangway rehabilitation and minor terminal facility improvement projects that support the continued safe operation of East Bay ferry terminals (Oakland Jack London Square, Alameda Gateway and Harbor Bay) and include a variety of work ranging from pier piling replacement to repairing walkways and awnings. On January 8, four proposals were received in response to a Request for Proposals released in November 2013 for this project. The proposals are being evaluated by a Proposal Evaluation Committee assigned to this project. Staff anticipates bringing a recommendation concerning contract award to the Board at its March meeting for consideration.

Regional Passenger Float Construction – This project will construct a new regional spare float that can be utilized as a back-up for the Vallejo terminal float as well as other terminal sites such as downtown San Francisco when the permanent terminal floats must undergo periodic dry-dock, inspection, and repair. This spare would support ongoing daily services and would be a valuable asset to have available for use in unplanned or emergency situations. Ghirardelli Associates Inc. was selected as the project Construction Manager. Project specifications for bid documents are being prepared.

Bay Breeze Vessel Refurbishment – The ferry vessel *Bay Breeze* has surpassed its economic mid-life. This project consists of converting the propulsion to a conventional propeller system, refurbishment of the passenger cabin, extensive hull work, major system renovation, and replacement of control systems and navigation electronics. In March 2013 the Board of Directors approved the contract award to Marine Group Boat Works. The *Bay Breeze* arrived at the Shipyard on March 18, 2013 and the project is well underway. Hull repairs are completed and modifications are 90% finished. Final outfitting is taking place. Sea trials are planned for mid-March 2014 and the *Bay Breeze* is expected to be returned to San Francisco in April 2014.

Vessel Replacement –The *Encinal* and *Harbor Bay Express II* are included in the FY 2013/14 Capital Budget for replacement as they have reached the end of their useful lives (generally 25 years) and staff has secured funding commitments for replacement. In December 2013, the Board of Directors approved the contract award to Aurora Marine Design for vessel construction management services. A kickoff meeting was held in January 2014. Project specifications for bid documents are being prepared.

Clipper Fare Media Implementation – Clipper is currently available as fare payment media for the Alameda/Oakland/South San Francisco, Alameda/Oakland/San Francisco, and Alameda Harbor Bay/San Francisco routes. WETA is working with MTC to develop software programming and acquire equipment required to implement Clipper for the Vallejo ferry service. WETA anticipates beginning Clipper site preparation activities at the Vallejo Ferry Terminal and North Bay Maintenance Facility in spring 2014. Clipper should be available for the Vallejo ferry service by summer 2014.

In addition, staff is participating in a long-term strategic planning effort initiated by MTC and transit operators for the Clipper program. Items under consideration include potential changes to the contracting model and governance structure through which the current Clipper program is delivered. A regional recommendation is expected pending future discussions and development of the strategic plan.

North Bay Operations and Maintenance Facility – This project will construct a new ferry maintenance facility located at Building 165 on Mare Island in Vallejo in two phases. The landside phase includes site preparation and construction of a new fuel storage and delivery system along with warehouse and maintenance space. The waterside phase will construct a system of modular floats and piers, gangways, and over-the-water utilities. The existing ferry maintenance facility (Building 477) will be cleaned up as required prior to surrender to Lennar Mare Island, the property owner of the land portion of the project site.

The Board of Directors awarded the contract for the landside phase to West Bay Builders in summer 2013. The design/build team will be applying for building permits in two separate packages, with the first package anticipated for submittal in early 2014.

The NEPA environmental review work for the Navy waterside portion is underway on behalf of the Navy. The Navy must complete this documentation prior to entering into a lease with WETA to use the waterside portion of the site. In addition, staff is coordinating with various resource agencies for submittal of the mitigation plan for the waterside permits.

Central Bay Operations and Maintenance Facility – This project will develop an operations and maintenance facility at Alameda Point to serve as the base for WETA's existing and future central bay ferry fleet. The proposed project would provide running maintenance services such as fueling, engine oil changes, concession supply, and light repair work for WETA vessels. The new facility will also serve as WETA's Operations Control Center for day-to-day management and oversight of service, crew, and facilities. In the event of a regional emergency, the facility would function as an Emergency Operations Center, serving passengers and sustaining water transit service for emergency response and recovery.

In January, staff presented the project to the BCDC Design Review Board (DRB). The project was received favorably by the DRB, which provided only limited recommendations concerning the proposed design of the project and associated public access improvements. WETA will be working to complete the BCDC permitting process, as well as permitting/certifications processes underway with the US Army Corps of Engineers and San Francisco Bay Area Regional Water Quality Control Board over the coming months and has authorized the engineering consultant for the project to proceed with development of 30% Plans, Specifications, and Engineering. Staff is also working with the City of Alameda to finalize terms of a lease agreement for the project site, which may be presented to the Board as early as its April meeting for consideration.

Richmond Ferry Service – This service will provide an alternative transportation link between the City of Richmond and downtown San Francisco. The environmental and conceptual design work includes plans for replacement of an existing facility (float and gangway) and a phased parking plan. Staff is working with the City of Richmond staff and representatives of Orton Development, Inc. to develop the plans. Environmental review for the project has been underway and is nearing completion. Staff is currently working with the Bay Area Air Quality Management District to address potential air quality impacts through mitigation measures such as solar arrays on site. The CEQA Initial Study/Mitigated Negative Declaration is anticipated to be published in Spring 2014. Staff is also working with City of Richmond staff to develop a Memorandum of Understanding that defines project service levels and identifies capital and operating funding through a project funding plan.

Berkeley Ferry Service – This service will provide an alternative transportation link between Berkeley and downtown San Francisco. The environmental and conceptual design work includes plans for shared use of an existing City owned parking lot at the terminal site between ferry and local restaurant (H^s Lordships) patrons. City participation is required in order to move the project forward and reach agreement on a

shared use concept. The project will require a conditional use permit reviewed by the City's Planning Commission, Zoning Adjustment Board and City Council. Similar to Richmond, a Memorandum of Understanding defining the project and identifying funding sources will also be developed for adoption by the City Council and WETA Board.

The Final EIS/EIR was submitted to FTA review in early October 2012. The remaining activities include resolution of Section 7 consultation and Essential Fish Habitat Assessment with NOAA and NMFS. NOAA and NMFS will issue a Biological Opinion (BO) on the project. The BO is required prior to completion of the Final EIS/EIR.

Treasure Island Service – This project, which will be implemented by the Treasure Island Development Authority (TIDA), the Mayor's Office of Economic and Workforce Development and the prospective developer, will institute new ferry service to be operated by WETA between Treasure Island and downtown San Francisco in connection with the planned Treasure Island Development Project. WETA staff is currently working cooperatively with City of San Francisco staff on a Transportation Implementation and Financial plans.

Downtown San Francisco Ferry Berthing Expansion – This project will expand berthing capacity at the Downtown San Francisco Ferry Terminal in order to support new and existing ferry services to San Francisco as set forth in WETA's Implementation and Operations Plan. The proposed project would also include landside improvements needed to accommodate expected increases in ridership and to support emergency response capabilities if a catastrophic event occurs. Upon request from the FTA, this project has been included in the Federal Infrastructure Projects Permitting Dashboard, an initiative of the Federal Transit Administration to expedite federal permitting processes for nationally or regionally significant projects.

WETA has prepared and submitted an Administrative Draft Response to Comments document to FTA for review. A Final EIS/EIR is scheduled for release in May/June 2014, pending further review by FTA and the designated Responsible Agencies for the project.

Hercules Environmental Review/Conceptual Design – The Hercules Intermodal Transportation Terminal will bring together multiple modes of travel at a strategic waterfront location adjacent to future development in Hercules. A ferry terminal is one component of the project, now considered in a later phase of implementation after the construction of parking and rail improvements. As planning and funding activities are underway for the Intermodal Transportation Center, the Contra Costa County Transportation Authority is also developing a Financial Feasibility of Contra Costa Ferry Service Report (White Paper) to assess the feasibility and priority of new ferry services considered in Contra Costa County.

Antioch, Martinez and Redwood City Ferry Service Projects – These projects require conceptual design, project feasibility, and environmental review for potential future ferry services to the cities of Antioch, Martinez, and Redwood City. Draft site feasibility reports have been prepared and distributed to the cities for review. The feasibility reports were prepared to identify site constraints and design requirements to better understand project feasibility and cost. Staff is working with the Contra Costa County Transportation Authority, as the county transportation planning and funding authority, on determining next steps for the Contra Costa ferry services under development.

Contra Costa County Ferry Subcommittee – Staff is working with the Contra Costa County Transportation Authority (CCTA) and representatives from the cities of Antioch, Martinez, Hercules and Richmond to study implementation of ferry expansion services in Contra Costa County. Preparation of a White Paper is underway to outline opportunities and challenges associated with each potential terminal site and service. The White Paper will also examine the operational and capital cost for potential terminals and services and explore funding plans for each. Results of this study will inform stakeholders on specific site and service details for discussion and development of a countywide approach to developing services and funding support. The subcommittee met in December 2013 to review preliminary findings and identify

topics for further study. CCTA is leading this effort and it is anticipated that the CCTA Board will consider the findings of the White Paper in Spring 2014.

Alameda Ferry Terminal Station Access Plan – Both ferry terminals in Alameda have experienced a surge in ridership beginning with the first BART strike in July 2013. As a result, parking at both terminals typically spills onto adjacent streets and informal parking lots. WETA staff has met with City of Alameda staff to discuss a planning study to address the immediate issue and identify long term solutions. Staff is currently in discussions with the City of Alameda to finalize an approach to proceeding with this project.

Fare Policy Study – This effort is a comprehensive WETA evaluation of fare policy. A primary goal of the study is to consider policies that would promote consistent fare structures and future fare changes across the various services WETA operates. WETA has enlisted CH2M Hill through its on-call planning agreement with Jacobs Engineering to provide consultant services to support the project. The study will analyze the financial, ridership, and equity impacts for all options considered and will be developed in close coordination with WETA staff. The adoption and implementation of any policies recommended through this study would ultimately be presented to the Board in Spring 2014 for consideration.

Electronic Bicycle Locker Program – This project would expand the availability of secure bicycle parking throughout the WETA system to promote bicycle access to ferry terminals and potentially reduce bicycle congestion on-board ferry vessels. WETA currently provides electronic bicycle lockers at its South San Francisco and Harbor Bay ferry terminals and intends to provide similar lockers at each of its origin terminals. In November 2013, WETA submitted a grant application to the Bay Area Air Quality Management District (BAAQMD) for funding through the Transportation Fund for Clean Air program to provide electronic bicycle lockers at the Alameda Main St. and Vallejo ferry terminals. The BAAQMD is accepting applications through February 10th, 2014, at which time it will initiate a review of the applications received.

UPDATE ON RELEVANT PROJECTS IMPLEMENTED BY OTHER AGENCIES

Warriors Arena – The Golden State Warriors basketball team has proposed an Arena/Mixed use development at Piers 30/32 on the San Francisco waterfront that would potentially include a ferry berthing facility to accommodate direct ferry service to games and events at the proposed arena. WETA staff has met with the Warriors organization as well as with the Port of San Francisco and Municipal Transportation Authority staff over the past year to discuss this proposal. A Notice of Preparation was released in December 2012 and WETA submitted comments in January 2013. Staff will continue to coordinate with the development team and City staff as the project progresses through the environmental process.

Vallejo Station – Vallejo Station is a compact, transit-oriented mixed-use project in the City of Vallejo that includes two major transit elements – a bus transfer facility that consolidates local, regional, and commuter bus services and a 1,200 space parking garage for ferry patrons and the general public. The first phase of the Vallejo Station Parking Structure, which included a 750 space paid parking structure, was opened in October 2012. Construction of Phase 2 of this facility is dependent upon the City securing funding and the relocation of the U.S. Post Office.

Google Ferry - On January 6, 2014, Google began a 30-day trial program providing waterborne transportation between San Francisco and the Port of Redwood City. The program includes connecting buses that meet vessel arrivals at the Port of Redwood City and shuttle employees the additional 15 miles to the Google campus in Mountain View. The service includes two morning departures from Gate E at the San Francisco Ferry Terminal and two evening arrivals. On February 3, Google will offer an early-morning departure from the Harbor Bay Ferry Terminal to Redwood City and an early afternoon return trip for a 5-day trial. The Harbor Bay landings require the execution of a Landing Rights Agreement with the Water Emergency Transportation Authority. Google, WETA and City of Alameda staff worked together to inform Harbor Bay ferry riders and residents of the terminal area of the 5-day trial. Google has put in place strict measures to ensure that Google employees will not be utilizing WETA parking spaces or on-street parking in the surrounding community.

The Google service is free of charge and restricted only to Google employees and therefore is not subject to Coast Guard ferry regulations or WETA's own jurisdiction over ferry services on San Francisco Bay. Landings at the Ferry Building and the Port of Redwood City also do not require WETA approval. In addition, Google secured a 30-day permit and from the Bay Conservation and Development Commission for its landing site in Redwood City, which features a removable, modular, temporary float and gangway construction. Although Google staff did not inform WETA of the early January trial operation, there has been open communications since the operation began and WETA staff has even had an opportunity to ride the service. An evaluation meeting has been scheduled in mid-February after the trial is complete to share results and discuss future partnership opportunities.

OUTREACH, PUBLIC INFORMATION, AND MARKETING EFFORTS

On January 6, Nina Rannells and Mike Gougherty presented to the BCDC DRB concerning the Central Bay Operations and Maintenance Facility Project. Director Bellows was in attendance representing WETA and MARAD.

On January 13-15, Mike Gougherty attended the 94th Annual Meeting of the Transportation Research Board in Washington D.C. as a Member of the Ferry Transportation Committee.

On January 14, Nina Rannells briefed several members of the Governor's Office, including Brian Kelly, Secretary of the California State Transportation Agency and Mark Ghilarducci, Director of the California Governor's Office of Emergency Services, on the status of WETA's programs.

On January 15, Nina Rannells and various staff members met with MTC to brief them on the status of our Regional Measure 2 capital project program.

On January 23, Nina Rannells participated in a meeting with Senator Patty Murray (Washington state), who is a long-time supporter of WETA and who has is a proponent of continued federal transportation funding for ferries.

On January 23, Nina Rannells and various staff members met with Federal Transit Administration staff to brief them on the status of WETA's program of expansion projects.

On January 30, Mike Gougherty attended a BCDC-Port of San Francisco sponsored working group convened to discuss future public improvements along the Northeastern San Francisco Waterfront.

On January 30, Nina Rannells participated in a meeting between San Francisco Bay Area ferry operators, Ed Welch, Legislative Director of the Passenger Vessel Association, and Congressman John Garamendi to discuss new regulations associated with vessel lifesaving equipment.

OPERATIONS REPORT

Monthly Operating Statistics for November and December 2013 are provided as Attachment 1.

OTHER

AB 935 (Frazier) – This two-year bill would amend Section 66540.12 of the Government Code relating to the terms of the San Francisco Bay Area Water Emergency Transportation Authority Board of Directors.

Attachment 1

Monthly Operating Statistics Report November 2013

			Alameda/ Oakland	Harbor Bay	South San Francisco	Vallejo*	Systemwide	
Ridership	vs. last month	Total Passengers November 2013	53,613	17,686	6,221	55,240	132,760	
		Total Passengers October 2013 **	77,698	24,721	8,663	69,617	180,699	
		Percent change	-31.00%	-28.46%	-28.19%	-20.65%	-26.53%	
	vs. same month last year	Total Passengers November 2013	53,613	17,686	6,221	55,240	132,760	
		Total Passengers November 2012	37,573	15,552	2,786	47,159	103,070	
		Percent change	42.69%	13.72%	123.30%	17.14%	28.81%	
	vs. prior FY to date	Total Passengers Current FY To Date	421,004	110,391	36,115	377,279	944,789	
		Total Passengers Last FY To Date	295,539	85,239	15,197	324,124	720,099	
		Percent change	42.45%	29.51%	137.65%	16.40%	31.20%	
			Avg Weekday Ridership November 2013	2,039	931	327	2,317	5,614
			Passengers Per Hour	140	155	49	122	123
	Ops Stats		Revenue Hours	384	114	126	454	1,078
		Revenue Miles	4,523	2,570	1,932	12,473	21,498	
Fuel		Fuel Used (gallons)	26,757	10,619	13,437	101,088	151,901	
		Avg Cost per gallon	\$3.33	\$3.33	\$3.33	\$3.32	\$3.33	

* Vallejo ridership includes ferry + 4574 Route 200 bus passengers.

** SF Bay Ferry provided additional ferry service during the BART strike from October 18 through October 22, 2013.

Attachment 1 (cont.)

**Monthly Operating Statistics Report
December 2013**

			Alameda/ Oakland	Harbor Bay	South San Francisco	Vallejo*	Systemwide	
Ridership	vs. last month	Total Passengers December 2013	47,969	16,207	5,213	54,098	123,487	
		Total Passengers November 2013	53,613	17,686	6,221	55,240	132,760	
		Percent change	-10.53%	-8.36%	-16.20%	-2.07%	-6.98%	
	vs. same month last year	Total Passengers December 2013	47,969	16,207	5,213	48,867	118,256	
		Total Passengers December 2012	31,982	12,883	2,363	42,188	89,416	
		Percent change	49.99%	25.80%	120.61%	15.83%	32.25%	
	vs. prior FY to date	Total Passengers Current FY To Date	468,973	126,598	41,328	431,377	1,068,276	
		Total Passengers Last FY To Date	327,421	98,122	17,560	366,312	809,415	
		Percent change	43.23%	29.02%	135.35%	17.76%	31.98%	
			Avg Weekday Ridership December 2013	1,753	772	248	2,204	4,977
			Passengers Per Hour	122	129	38	116	110
	Ops Stats		Revenue Hours	394	126	137	467	1,124
		Revenue Miles	4,665	2,841	2,090	12,805	22,401	
Fuel		Fuel Used (gallons)	23,260	11,168	14,465	100,201	149,094	
		Avg Cost per gallon	\$3.33	\$3.33	\$3.33	\$3.32	\$3.33	

* Vallejo ridership includes ferry + 5235 Route 200 bus passengers.

MEMORANDUM

TO: Board Members

**FROM: Nina Rannells, Executive Director
Lynne Yu, Manager, Finance & Grants**

**SUBJECT: Monthly Review of FY 2013/14 Financial Statements for Six Months
Ending December 31, 2013**

Recommendation

There is no recommendation associated with this informational item.

Summary

This report provides the attached FY 2013/14 Financial Statements for six months ending December 31, 2013.

Operating Budget vs. Actual

	Prior Actual	Current Budget	Current Actual
Revenues - Year To Date:			
Fare Revenue	5,511,794	5,285,400	7,020,115
Local Bridge Toll Revenue	7,560,941	10,100,250	6,640,681
Other Revenue	1,095	1,002	100,847
Total Operating Revenues	13,073,830	15,386,652	13,761,642
Expenses - Year To Date:			
Planning & Administration	681,822	1,500,000	982,647
Ferry Services	12,392,008	13,886,652	12,778,996
Total Operatings Expenses	13,073,830	15,386,652	13,761,642
System-Wide Farebox Recovery %	44%	38%	55%

Capital Acutal and % of Total Budget

	YTD Acutal	% of FY 2013/14 Budget
Revenues:		
Federal Funds	913,328	5.76%
State Funds	1,659,889	9.61%
Bridge Toll Revenues	132,297	6.03%
Local Funds	151,622	15.39%
Total Capital Revenues	2,857,137	7.87%
Expenses:		
Total Capital Expenses	2,857,137	7.87%

Fiscal Impact

There is no fiscal impact associated with this informational item.

END

San Francisco Bay Area Water Emergency Transportation Authority
FY 2013/14 Statement of Revenues and Expenses
For Six Months Ending 12/31/2013

% of Year Elapsed 50.4%

	Current Month	Prior Year Actual	2013/14 Budget	2013/14 Actual	% of Budget
OPERATING EXPENSES					
<u>PLANNING & GENERAL ADMIN:</u>					
Wages and Fringe Benefits	83,609	1,233,170	1,411,000	550,257	39.0%
Services	75,845	1,229,092	1,515,000	352,652	23.3%
Materials and Supplies	4,010	55,678	111,000	10,072	9.1%
Utilities	1,644	13,147	18,000	5,721	31.8%
Insurance	-	(6,303)	35,000	16,370	46.8%
Miscellaneous	10,230	131,781	138,000	49,548	35.9%
Leases and Rentals	23,009	271,224	303,000	134,509	44.4%
Admin Overhead Expense Transfer	(19,705)	(317,561)	(531,000)	(136,484)	25.7%
Sub-Total Planning & Gen Admin	178,642	2,610,227	3,000,000	982,647	32.8%
<u>FERRY OPERATIONS:</u>					
<u>Harbor Bay FerryService</u>					
Purchased Transportation	92,929	1,256,002	1,287,600	781,814	60.7%
Fuel - Diesel & Urea	37,150	453,284	553,000	257,810	46.6%
Other Direct Operating Expenses	22,184	345,404	633,900	156,965	24.8%
Admin Overhead Expense Transfer	4,599	40,632	116,000	30,567	26.4%
Sub-Total Harbor Bay	156,861	2,095,322	2,590,500	1,227,157	47.4%
<u>Alameda/Oakland Ferry Service</u>					
Purchased Transportation	276,739	3,893,337	3,888,600	2,220,817	57.1%
Fuel - Diesel & Urea	77,378	1,231,916	1,522,000	715,798	47.0%
Other Direct Operating Expenses	35,339	485,883	1,084,800	393,636	36.3%
Admin Overhead Expense Transfer	6,672	85,936	244,000	50,450	20.7%
Sub-Total Alameda/Oakland	396,128	5,697,073	6,739,400	3,380,702	50.2%
<u>Vallejo FerryService</u>					
Purchased Transportation	520,798	7,299,002	7,322,000	3,511,441	48.0%
Fuel - Diesel & Urea	332,724	4,691,631	5,996,800	2,568,833	42.8%
Other Direct Operating Expenses	98,619	1,258,182	1,486,300	540,455	36.4%
Admin Overhead Expense Transfer	3,835	140,841	60,000	24,783	41.3%
Sub-Total Vallejo	955,976	13,389,657	14,865,100	6,645,512	44.7%
<u>South San Francisco FerryService</u>					
Purchased Transportation	146,519	1,736,283	2,132,700	1,004,886	47.1%
Fuel - Diesel & Urea	48,118	550,910	708,600	320,842	45.3%
Other Direct Operating Expenses	24,144	293,560	626,000	169,213	27.0%
Admin Overhead Expense Transfer	4,599	50,151	111,000	30,684	27.6%
Sub-Total South San Francisco	223,380	2,630,903	3,578,300	1,525,626	42.6%
Total Operating Expenses	1,910,987	26,423,183	30,773,300	13,761,642	44.7%
Total Capital Expenses	891,354	9,189,750	36,309,851	2,857,137	7.9%
Total Expenses	2,802,341	35,612,933	67,083,151	16,618,779	24.8%
OPERATING REVENUES					
Fare Revenue	856,321	10,501,990	10,570,800	7,020,115	66.4%
Local - Bridge Toll	1,054,666	15,918,882	20,200,500	6,640,681	32.9%
Local - Other Revenue		2,310	2,000	100,847	5042.3%
Total Operating Revenues	1,910,987	26,423,183	30,773,300	13,761,642	44.7%
Total Capital Revenues	891,354	9,189,750	36,309,851	2,857,137	7.9%
Total Revenues	2,802,341	35,612,933	67,083,151	16,618,779	24.8%

**San Francisco Bay Area Water Emergency Transportation Authority
FY 2013/14 Statement of Capital Programs and Expenditures
For Six Months Ending 12/31/2013**

Project Description	Current Month	Project Budget	Prior Year Actual	2013/14 Budget	2013/14 Actual	Future Year	% of Total Project Budget
CAPITAL EXPENSES							
<u>FACILITIES:</u>							
Maintenance and Operations Facilities							
North Bay Ops & Maint. Facility	462,399	25,500,000	1,128,552	13,601,448	1,475,028	10,770,000	10%
Central Bay Ops & Maint. Facility	7,490	4,952,500	907,554	4,044,946	100,660	-	20%
Gangway, Pier & Float Rehabilitation							
Regional Spare Float Replacement	3,416	3,300,000	7,313	2,500,687	29,239	792,000	1%
Gangway & Pier Rehab - Alameda Terminals	15,586	1,590,000	5,725	1,584,275	136,736	-	9%
Terminal Improvement							
Terminal Facility Improve - Alameda Terminals	-	250,000	55,463	194,537	9,233	-	26%
Clipper Site Preparation - Vallejo	-	300,000	-	300,000	77,283	-	26%
<u>FERRY VESSELS:</u>							
Major Component Rehab/Replace							
Vessel Engine Overhaul - Scorpio & Taurus	-	660,000	-	660,000	-	-	0%
Vessel Engine Overhaul - Solano	125,399	2,000,000	-	2,000,000	181,946	-	9%
Major Component Rehab - Gemini & Pisces	-	300,000	-	300,000	-	-	0%
Communications Equipment	-	182,000	43,143	138,857	-	-	24%
Vessel Mid-Life Repower/Refurbishment							
Vessel Mid-Life Refurbishment - Bay Breeze	246,282	5,015,000	1,685,427	3,329,573	663,492	-	47%
Vessel Mid-Life Refurbishment - Peralta	-	5,260,000	-	5,260,000	-	-	0%
Vessel Expansion/Replacement							
Purchase Replacement Vessel - Express II	-	15,000,000	-	25,000	500	14,975,000	0%
Purchase Replacement Vessel - Encinal	-	18,500,000	-	25,000	5,090	18,475,000	0%
<u>CAPITAL EQUIPMENT / OTHER:</u>							
Purchase 18-Tone Crane Truck	-	75,000	-	75,000	-	-	0%
Integration of Real-Time Transit Information	-	54,000	-	54,000	-	-	0%
<u>SERVICE EXPANSION:</u>							
Future Expansion Service Studies							
Berkeley Terminal - Environ/Concept Design	209	2,335,000	2,164,490	170,510	11,790	(0)	93%
Antioch - Environ/Concept Design	1,883	812,500	134,800	102,300	3,316	575,400	17%
Martinez - Environ/Concept Design	-	812,500	164,200	71,300	694	577,000	20%
S.F. Berthing Expansion - Environ/Concept Design	27,048	3,300,000	2,338,977	961,023	125,160	-	75%
Terminal/Berthing Expansion Construction							
SSF Terminal Oyster Mitigation Study	-	275,000	77,675	50,325	2,796	147,000	29%
Richmond Ferry Terminal	1,642	1,862,500	476,430	861,070	34,176	525,000	27%
Total Capital Expenses	891,354	92,336,000	9,189,750	36,309,851	2,857,137	46,836,400	
CAPITAL REVENUES							
Federal Funds	334,183	35,688,200	3,165,828	15,855,304	913,328	16,690,062	11%
State Funds	479,717	47,379,800	3,631,199	17,274,241	1,659,889	26,451,338	11%
Local - Bridge Toll	26,433	7,902,100	2,120,305	2,194,855	132,297	3,695,000	29%
Local - Alameda Sales Tax Measure B	51,020	1,128,000	229,090	790,915	142,390	-	33%
Local - Property Tax and Assessments	-	237,900	43,328	194,537	9,233	-	22%
Total Capital Revenues	891,354	92,336,000	9,189,750	36,309,851	2,857,137	46,836,400	

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY
MINUTES OF THE BOARD OF DIRECTORS MEETING

(December 12, 2013)

The Board of Directors of the San Francisco Bay Area Water Emergency Transportation Authority met in regular session at the WETA offices at Pier 9, Suite 111, San Francisco, CA.

1. ROLL CALL AND CALL TO ORDER

Chair Charlene Haught Johnson called the meeting to order at 3:03 p.m. Directors present were Vice Chair Anthony Intintoli, Director Gerald Bellows, Director Jeffrey DelBono and Director Timothy Donovan. Vice Chair Anthony Intintoli led the pledge of allegiance.

2. REPORT OF BOARD CHAIR

No report.

3. REPORT OF DIRECTORS

Director DelBono reported on a meeting with WETA staff and US Secretary of Transportation Anthony Foxx hosted during a ferry transit between San Francisco and Oakland on November 15. He noted that Director Bellows also participated along with a number of union representatives and local agencies such as MTC, the Port of Oakland, and the City of Alameda. Director DelBono then wished Vice Chair Intintoli a happy birthday.

4. REPORTS OF STAFF

Executive Director Nina Rannells referred the Board to her written report and offered to address any questions.

Director Bellows asked for an update regarding the CEQA Initial Study/Mitigated Negative Declaration for Richmond which had been anticipated for completion in late 2013. Senior Planner Chad Mason said that he now anticipated publication in early 2014. Manager of Planning and Development Kevin Connolly reported that staff was working with the City of Richmond to move the process forward and that he would bring a full update on the Richmond project to the Board in early 2014.

Chair Johnson remarked on the clarity and helpfulness of Ms. Rannells' monthly Executive Director's reports. Ms. Rannells replied that they were a staff effort. Vice Chair Intintoli asked if the reports were available online at watertransit.org. Ms. Rannells said that they were published along with the full agenda packets for each meeting.

Ms. Rannells then introduced WETA federal legislative representatives Peter Friedmann and Ray Bucheger of Lindsay Hart, LLP who delivered a federal legislative and funding update, reviewing the challenges of securing funding for WETA in the post-earmark Congress. They reviewed the recent WETA meeting with Secretary Foxx as well as their work on the Ferry Discretionary Program and the success of the recent letter writing campaign by WETA's local city and agency supporters, noting the importance of WETA's visibility with key members of Congress. Mr. Friedmann and Mr. Bucheger outlined an objective of continuing to advocate for grant formulas more favorable to WETA and looking for opportunities to build relationships.

Chair Johnson asked when the \$3 million would be available to WETA for the Central Bay Operations and Maintenance Facility. Mr. Friedmann said that an award would be announced in the first quarter of 2014 and that there would be an additional round of grant funding applications in the summer. He

noted the completeness of the application submitted by Manager of Finance and Grants Lynne Yu and said that he would be surprised if the \$3 million did not come through for WETA. Vice Chair Intintoli agreed regarding the consistent quality Ms. Yu's work.

Director Bellows added that he had recently spoken with Congressman McNerney at a union holiday party and that he had indicated his support of WETA's mission. Director Bellows also noted that he had spoken with Manager of Operations Keith Stahnke at a recent tabletop exercise regarding the potential use of the MARAD's Ready Reserve as fueling vessels in the event of a regional emergency, citing the fleet's work during Hurricane Katrina. He suggested that this possibility be examined more closely, and if it was determined to be practical that WETA consider acquiring the hoses required for compatibility.

5. CONSENT CALENDAR

Vice Chair Intintoli made a motion to approve the consent calendar which included the following items:

- a. Board of Directors meeting minutes of November 7, 2013
- b. Independent Auditor's Annual Financial Reports for the Fiscal Year 2012/13, as revised.

Director Bellows seconded the motion as amended and the consent calendar carried unanimously.

Yeas: Haught Johnson, Intintoli, Bellows, DelBono, Donovan. Nays: None.

6. DISCUSSION REGARDING ADDITIONAL PROGRAM SUPPORT SERVICES

Ms. Rannells presented this item for discussion regarding WETA's program support services. She noted that the item was intended to provide a mechanism for the Board to discuss the scope of any additional services desired, to consider how such services may be integrated with current state or federal lobbying services/contracts, and to provide staff with direction on how to proceed with the matter.

Vice Chair Intintoli stated that it was essential for WETA to prioritize the integrity of existing services over expansion, and that any new services would need to have clearly identified funding sources in place to be viable. He emphasized that it would be essential for any effort to develop funding and support for new services should work in concert with efforts to support existing services.

Director DelBono noted that someone with local involvement and awareness such as former California Senate President pro tempore Don Perata would be a good candidate. He noted that while WETA's federal legislative representatives appeared to offer a strong return on WETA's investment that the state legislative representative was not consistently returning phone calls. Vice Chair Intintoli suggested that both local and state support might be practical if coordinated.

Vice Chair Intintoli suggested that the most appropriate way to proceed with this matter would be for Ms. Rannells to develop a work scope for Board consideration. Director DelBono suggested that regional emergency response be incorporated in the scope.

7. APPROVE CONTRACT AWARD TO AURORA MARINE DESIGN FOR VESSEL CONSTRUCTION MANAGEMENT SERVICES

Ms. Rannells presented this item recommending Board approval of a contract award to Aurora Marine Design for vessel construction management services in an amount of \$1,420,000, and to authorize the Executive Director to negotiate and execute a final contract and to take any other such related actions to support this work.

Public Comment

Charlie Walther of Walther Engineering Services noted his past work with WETA and his experiences with Aurora Marine Design and President Shaun Green, stating that he could not think of a better choice for WETA to move forward with for construction management services.

Director Donovan asked if it was a union firm. Evaluation panel participant Marty Robbins of Fast Ferry Management replied that none of the firms who had responded to the RFP were union.

Director Bellows made a motion to approve the item. Vice Chair Intintoli seconded the motion and the item carried unanimously.

Yeas: Haught Johnson, Intintoli, Bellows, DelBono, Donovan. Nays: None.

8. PROJECT UPDATE FOR THE NORTH BAY OPERATIONS AND MAINTENANCE FACILITY

Mr. Mason delivered an informational presentation to the Board regarding the North Bay Operations and Maintenance Facility.

9. APPROVE AMENDMENT TO AGREEMENT WITH GHD FOR ENGINEERING, CONSTRUCTION AND PERMITTING SUPPORT SERVICES FOR THE NORTH BAY OPERATIONS AND MAINTENANCE FACILITY

Mr. Mason presented this item requesting Board approval of an Amendment No. 1 to Agreement #12-017 with GHD Inc. in the amount of \$450,000 to provide engineering, construction, and permitting support services for the North Bay Operations and Maintenance Facility and to authorize the Executive Director to execute the amendment. He noted that GHD's services were essential to the project as WETA had no internal engineering resources.

Director Bellows asked if there was overlap in the work being done with Weston. Mr. Mason said Weston was more on the management side so there was some coordination but not any significant overlap.

Director Donovan asked if the amount of the amendment was sufficient to complete the work. Mr. Mason said that he believed it was but also stated that the construction site was a former Navy site and that the potential for unanticipated issues did exist.

Vice Chair Intintoli made a motion to approve the item. Director Bellows seconded the motion and the item carried unanimously.

Yeas: Haught Johnson, Intintoli, Bellows, DelBono, Donovan. Nays: None.

10. AUTHORIZE THE RELEASE OF REQUEST FOR PROPOSALS FOR THE WATERSIDE CONSTRUCTION CONTRACT FOR THE NORTH BAY OPERATIONS AND MAINTENANCE FACILITY

Mr. Mason presented this item requesting Board authorization to release a Request for Proposals for the Waterside Construction Contract for the North Bay Operations and Maintenance Facility. He noted for efficiency that it could include the construction of a movable service float as previously discussed.

Director Bellows asked if the tentative deal with the Navy was moving ahead. Mr. Mason said that an environmental assessment was required under NEPA prior to the Navy being able to execute the lease. He said that as a result in a change of project lead, the Navy would not release the assessment document until WETA had obtained a biological opinion from the US Fish & Wildlife Service regarding Delta smelt.

Director Bellows made a motion to approve the item. Director DelBono seconded the motion and the item carried unanimously.

Yeas: Haught Johnson, Intintoli, Bellows, DelBono, Donovan. Nays: None.

11. APPROVE A MODEL PROJECT LABOR AGREEMENT FOR LARGE CONSTRUCTION PROJECTS

Ms. Rannells presented this item requesting Board approval of a Model Project Labor Agreement to serve as an agency template for use in developing specific project labor agreements for future large construction projects. She reviewed the history and process of developing the document, noting input from a working group which included Andreas Cluver from the Building Trades Council of Alameda County, Greg Feere from the Contra Costa Building and Construction Trades Council, Ben Espinoza from the Napa-Solano Building & Construction Trades Council and Sharon Seidenstein, legal counsel to the building trades.

Public Comment

Andreas Cluver of the Building Trades Council of Alameda County thanked the Board for considering the model PLA as well as Ms. Rannells and WETA legal counsel Stanley Taylor of Nossaman LLP for their engagement during the negotiations. He reported that it was an amicable process and that in the view of the various labor councils the PLA was a partnership with WETA. Mr. Culver stated that he felt it was a good model and that he hoped the Board would adopt it.

Director Bellows said that the adoption of the PLA would be a good Christmas present.

Director Donovan thanked all involved for their work on the document and asked for the definition of a "large project." Ms. Rannells said that it would be the North Bay Operations and Maintenance Facility, the Central Bay Operations and Maintenance Facility, the Downtown San Francisco Terminal Expansion Project, and then the Berkeley and/or Richmond terminal projects.

Vice Chair Intintoli made a motion to approve the item. Director Bellows seconded the motion and the item carried unanimously.

Yeas: Haught Johnson, Intintoli, Bellows, DelBono, Donovan. Nays: None.

12. APPROVE A PROJECT LABOR AGREEMENT FOR THE NORTH BAY OPERATIONS AND MAINTENANCE FACILITY PROJECT

Ms. Rannells presented this item requesting that the Board approve a Project Labor Agreement for waterside construction of the North Bay Operations and Maintenance Facility project. She noted two items not included in the model PLA from the prior item, namely a core employee provision, identifying a process for contractors to utilize their own core workforce on the project, and a payment retention provision included as an optional part of the dispute resolution process in order to facilitate expeditious closure of issues and minimize project disruption.

Director Donovan made a motion to approve the item. Director Bellows seconded the motion and the item carried unanimously.

Yeas: Haught Johnson, Intintoli, Bellows, DelBono, Donovan. Nays: None.

13. ADJOURNMENT

All business having concluded, the meeting was adjourned at 4:13 p.m.

Respectfully Submitted,

Board Secretary

MEMORANDUM

TO: Board Members

**FROM: Nina Rannells, Executive Director
Lynne Yu, Manager, Finance & Grants**

SUBJECT: Authorize the Filing of an Application with the Metropolitan Transportation Commission for \$8.0 Million Regional Measure 2 Capital Funds

Recommendation

Authorize the Executive Director, or her designee, to execute and submit an application, related assurances and allocation request with the Metropolitan Transportation Commission (MTC) for \$8.0 million in Regional Measure 2 (RM2) funds to support the purchase of a replacement vessel for the Harbor Bay Express II (Express II).

Background

In March 2004, voters passed Regional Measure 2 (RM2) raising toll for all vehicles on the seven State-owned toll bridges in the San Francisco Bay Area by \$1.00. This extra dollar is used to fund various transportation projects within the region that have been determined to reduce congestion or to make improvements to travel in the toll bridge corridors.

The RM2 program includes \$12.0 million to support the purchase of two vessels for WETA's transbay ferry services. These funds are made available through allocation by MTC. To date, \$4.0 million has been allocated to WETA from this program.

Discussion

In November 2011, the Board approved the disposal of the Express II due to the significant work and investment that are needed in order to make it a viable vessel. The project to replace the Express II is included in the FY2014/15 Capital Budget at a cost of \$15.0 million. The project will be funded with \$7.0 million State Proposition 1B (Prop 1B) funds and \$8.0 million RM2 Capital funds.

As a part of MTC's RM2 Regional Traffic Relief Plan Policies and Procedures, project applicants are required to adopt resolutions formally authorizing project application with MTC and providing various assurances. The full list of certifications and assurances are contained in the Board Resolution associated with this item. These certifications and assurances effectively serve as a part of the contract between WETA and MTC for the requested funds.

Fiscal Impact

The Purchase Replacement Vessel – Express II is included in the FY2013/14 Capital Budget and is funded with Prop 1B and RM2 funds. This item authorizes all actions necessary in order to secure RM2 funds to support this project.

END

MEMORANDUM

TO: Board Members

FROM: Nina Rannells, Executive Director

SUBJECT: Recognize the Outstanding Service of Charlene Haught Johnson as Chair of the Authority and its Predecessor Agency from 2000 to 2014

Recommendation

Recognize, by resolution, the outstanding service of Charlene Haught Johnson as Chair of the Authority and its predecessor Agency from 2000 to 2014.

Background/Discussion

Charlene Haught Johnson announced her retirement as the Chair of the San Francisco Bay Area Water Emergency Transportation Authority, effective January 31, 2014, in a letter submitted to the Governor, the Honorable Edmund G. Brown, Jr., dated January 22, 2014.

Charlene has served the people of the great State of California for over thirteen years; first as President of the San Francisco Bay Area Water Transit Authority (WTA) from the year 2000 through 2007, and, then, as Chair of the San Francisco Bay Area Water Emergency Transportation Authority (WETA) from 2008 to 2014.

In this capacity, Charlene was the visionary, planner, architect, builder, project manager and leader of this nascent endeavor called WTA later to become WETA.

She has provided the “brains and the brawn” to launch and grow WETA and the SF Bay Ferry system by renting office space, hiring employees, completing innumerable plans, studies and government reports, securing system funding commitments, building and refurbishing boats and terminal facilities, negotiating agreements with labor, and hiring system operators, all resulting in the San Francisco Bay Ferry system being recognized as an integral part of the Bay Area’s transportation system.

She created this system on-time and on-budget, including countersigning the personal check, payable to her, for \$6 million to start WTA.

We congratulate, honor and thank Charlene for her service, commitment to the public good and leadership in support of increased ferry transportation on the San Francisco Bay.

Fiscal Impact

There is no fiscal impact associated with this item.

END

MEMORANDUM

TO: Board Members

FROM: Nina Rannells, Executive Director

SUBJECT: Authorization to Secure Support Services for Agency Work Program

Recommendation

Approve work program for agency support services and authorize the Executive Director to go out to bid to secure services.

Background/Discussion

The Authority has grown over the past decade from being a planning-focused entity charged with developing a concept for a network of regional ferry services to being a full-fledged transit operator with responsibility for a fleet of 12 vessels and five terminal facilities utilized to operate four routes serving over 1.6 million passengers per year. WETA's current annual operating budget is \$30 million and its 10-year capital improvement and expansion program is \$422 million.

Historically, the Authority has utilized two firms for lobbying and legislative support services to help support our program development and legislative needs and secure agency support and program funding commitments. These include Broad & Gusman, LLP at the state level (since 2004) and Lindsay Hart, LLP at the federal level (since 2001).

At the December 12, 2013 meeting, the Board of Directors directed staff to develop a work scope for additional support services, to complement existing federal and state lobbying services and fill the need for advocacy at the local and regional level. In response to the discussion and direction, staff has developed the following work program for these services for Board consideration:

WORK PROGRAM

Work with WETA Board of Directors, staff and state/federal lobbyists in advocating for local city, county, regional and state support and funding for WETA's current regional ferry system, program plans and emergency response requirements.

- Existing Ferry Transportation Services - Support efforts to secure local city, county, regional and state support and funding for continued and expanded operating and capital funds needed to support existing service routes. This work would likely focus on county transportation sales tax authorizations/reauthorizations, future regional bridge tolls authorized by MTC and/or the state legislature and any other new transit funding programs proposed to support existing services in the Bay Area Region.

- Program Plans - Support efforts to secure local city, county, regional and state support and funding for core infrastructure and expansion services.
 - Core Infrastructure – Current planned core infrastructure projects include Maintenance and Operations facilities on Mare Island and in Alameda and expansion of the Downtown San Francisco Ferry Terminal. Work would likely focus on securing continued local support from the cities of Vallejo, Alameda and San Francisco to complete these projects within their jurisdictions and securing funds from future local, regional and state sources.
 - Expansion Services – Support efforts to secure local city, county, regional and state support and funding for new expansion services as new funding opportunities become available. This work will focus on securing operating funds as a top priority as these represent a significant program constraint for any new services.
- Emergency Response - Identify opportunities to better align agency emergency response requirements and expectations with agency capabilities and funding. This would include an exploration of WETA's emergency response mandate in the context of the agency's current funding limitations and operating reality and identification of opportunities to clarify requirements modify program plans and/or secure additional funds to support this function.

This program could also include general consulting support on strategies to accomplish the general agency's mission and annual work program.

Per the Authority's Administrative Code, competitive procurement options that could be utilized for this work include an informal procurement, limited to contracts up to \$100,000, that can be awarded under the Executive Director's authority (approximately 30 days to complete) or a formal Request for Proposal process (approximately 3 months to complete).

Fiscal Impact

There is no direct fiscal impact associated with this item, although staff anticipates that services of this type could cost between \$60,000 and \$120,000 annually depending upon the level of services required to deliver program requirements.

END