



Members of the Board

Anthony J. Intintoli, Jr., Vice Chair
Jeffrey DelBono
Timothy Donovan

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

BOARD OF DIRECTORS' MEETING

March 31, 2014 at 1:00 p.m.

San Francisco Bay Area

Water Emergency Transportation Authority

9 Pier, Suite 111

San Francisco

PLEASE NOTE:

MONDAY, MARCH 31 at 1:00 p.m.

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.

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

Water Emergency Transportation Authority
March 31, 2014 Meeting of the Board of Directors

6. CONSENT CALENDAR *Action*
 - a. Minutes February 6, 2014

7. APPROVE CONTRACT AWARD TO MANSON CONSTRUCTION CO. FOR DESIGN-BUILD CONSTRUCTION OF EAST BAY FERRY TERMINAL IMPROVEMENT PROJECT *Action*

8. APPROVE FY 2014/15 ADMINISTRATIVE SUPPORT PROFESSIONAL SERVICES CONTRACTS PLAN *Action*

9. APPROVE CONTRACT AWARD TO PERATA CONSULTING, LLC FOR STRATEGIC CONSULTING SERVICES *Action*

10. AUTHORIZE FERRY SERVICE CHANGES BEGINNING APRIL 26 *Action*

11. DISCUSSION REGARDING BERKELEY AND RICHMOND EXPANSION FERRY SERVICES *Information*

12. ALAMEDA TERMINAL ACCESS PLANS *Information*

13. INFORMATIONAL UPDATE ON FARE POLICY STUDY *Information*

14. RECESS INTO CLOSED SESSION *Action*
 - a. PUBLIC EMPLOYEE PERFORMANCE EVALUATION *To Be Determined*
Title: Executive Director

15. REPORT OF ACTIVITY IN CLOSED SESSION *Action*

Chair will report any action taken in closed session that is subject to reporting at this time. Action may be taken on matters discussed in closed session. *To Be Determined*

16. OPEN TIME FOR PUBLIC COMMENTS FOR NON-AGENDA ITEMS

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: March 31, 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 includes 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.

An item is included on this month's Board agenda requesting approval of a contract award to Manson Construction Co. to undertake construction of the project. A Notice of Intent to Award was issued to the public on March 26, 2014.

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. The Request for Proposals for the project was released on February 28, 2014. Technical proposals are due on April 9, 2014.

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 April 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 early April 2014 and the *Bay Breeze* is expected to be returned to San Francisco in late 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 vessels. In December 2013, the Board of Directors approved the contract award to Aurora Marine Design (AMD) for vessel construction management services. A kickoff meeting was held in January 2014 to establish project requirements. As part of the bid document development, AMD has met with major propulsion vendors to gain information to develop a database of powering options and emissions tier specifications. To ensure we are able to attract the greatest number of bidders, AMD is conducting surveys with relevant shipyards to determine which, if any, contract requirements are too restrictive which may prevent them from bidding on the projects.

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. The waterside construction Request for Proposals was released on February 28 2014. Technical proposals are due on April 9, 2014.

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.

On March 14, the San Francisco Bay Regional Water Quality Control Board issued a Water Quality Certification for construction of the project. Staff is currently working to complete the BCDC and US Army Corps of Engineers permitting processes, and has authorized the engineering consultant 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 will be presented to the Board this spring 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 Terminal Expansion Project – 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 responded to comments received from FTA during its review of the Administrative Draft Response to Comments and will be circulating this document to designated Cooperating and Responsible Agencies in April for their review. A Final EIS/EIR is scheduled for release this summer, pending further review by FTA.

On March 3, 2014, the Federal Department of Transportation released its Notice of Funding Availability and application criteria for the next round of Transportation Investment Generating Economic Recovery (TIGER 6) funds. Staff believes that the Downtown San Francisco Ferry Terminal Expansion Project is a good candidate for this nationally competitive grant program and is in the process of developing an application for submittal to DOT by the April 28 filing deadline.

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 Terminal Access Plans – 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 will partner with the City of Alameda staff to prepare plans to address the immediate issue and identify long term solutions. Staff has secured the consultant services of Nelson Nygaard through its on-call planning agreement with KPFF, Inc. to support the project.

Earlier this month, staff hosted workshops near each terminal to allow riders and terminal neighbors alike to provide their own ideas and solicit input and reaction to alternative solutions. An informational update is included on this month's Board meeting agenda.

Alameda Seaplane Lagoon - The City of Alameda recently adopted environmental documents together with general plan and zoning amendments, the result of a two-year effort to prepare the former naval base now known as "Alameda Point" for development. The plan envisions 1,425 housing units, up to 5.5 million square feet of commercial space and 240 acres of parks and open space. The plan is expected to take up to 20 years to reach full build out and will be developed as individual parcels and not by a single master developer as was previously assumed. City staff have requested that WETA conduct necessary studies to better understand the capital and operating cost associated with a Seaplane Lagoon terminal.

The transition agreement between the City and WETA states that staff from the City and WETA "shall in good faith work with each other and the Seaplane Lagoon master developer or other developer(s)...to explore the viability of Bifurcated Services". The term "bifurcated services" refers to the possibility that Oakland and West Alameda will be served by separate vessels and crews, as opposed to today's arrangement where the sites are served by a single vessel making two stops before heading to or from San Francisco

Staff requested on-call consultants currently under contract with WETA to develop work scopes and cost estimates to conduct two studies: a sketch-level design sufficient to develop order of magnitude costs and an operational study analyze the costs and service implications of an additional terminal or a replacement terminal in the central bay Alameda/Oakland service. This second study would require the participation of not just the City of Alameda but the City of Oakland and even AC Transit. Staff will meet with City of Alameda staff in early April to determine the next steps in these efforts.

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 will be presented to the Board in the upcoming months for consideration this spring or summer.

Staff is preparing to finalize its alternatives analysis for this study. An informational update is included on this month's Board meeting agenda.

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 closed its application process on February 10th, 2014, and is reviewing applications.

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.

City and Port staff informed WETA in mid-March that a single ferry float would be considered in the project as a "variant" in the environmental document but it would not be part of the preferred project description. The reasons given for this decision was the need to reserve space at the Pier for a fireboat facility and a water taxi landing. In addition, Port and City staff cited the additional cost required to build a ferry facility and the ability of ferry agencies to serve the facility adequately from the ferry building. On March 20th, Kevin Connolly attended the Port of San Francisco's Maritime Commerce Advisory Committee (MCAC) meeting where Port staff informed the larger group that ferry would not be part of the formal project description. The committee members disagreed with this decision and questioned the need for a water taxi landing. On March 28, Kevin Connolly and Mike Gougherty attended a joint meeting of the BCDC-Port of San Francisco San Francisco Waterfront Working Group and Pier 30-32 CAC to hear a discussion of the off-site public benefits for the Golden State Warriors project. Staff will continue to coordinate with the development team and City staff as the project progresses through the environmental process. The Port of San Francisco staff has been tasked to set up a follow-up meeting between MCAC Committee members, WETA and the development team to discuss the possibility of a ferry landing at the project.

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 February 7, 2014, Google completed a 30-day trial program providing waterborne transportation from San Francisco and Alameda to the Port of Redwood City. The program included connecting buses that met vessel arrivals at the Port of Redwood City and shuttled employees the additional 15 miles to the Google campus in Mountain View. The service included two morning departures from San Francisco or Alameda and two evening returns. The Harbor Bay landings required 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 put strict measures in place to ensure that their employees would not utilize WETA parking spaces or on-street parking in the surrounding community.

Staff met with Google in mid-February after the trial was completed and will continue to discuss options for future partnership opportunities in the event that they decide to move forward with a permanent program of services.

OUTREACH, PUBLIC INFORMATION, AND MARKETING EFFORTS

On February 7-11, Nina Rannells attended the American Public Transportation Association's (APTA) Transit CEO Seminar conference in New Orleans, LA.

On February 12, Nina Rannells attended a meeting of the Metropolitan Transportation Commission's Programming and Allocations Committee where they discussed the Regional Measure 2 Strategic Delivery Report outlining recommendations for delivery of the remaining Regional Measure 2 capital projects.

On February 13, Nina Rannells and Kevin Connolly met with representatives from Google to learn about their experience operating the week long demonstration ferry service from Harbor Bay to Redwood City and to discuss any future plans Google may have for ferry service.

On February 25, Nina Rannells provided a presentation to the Vallejo City Council providing an update on WETA's services and the Vallejo Ferry Maintenance Facility project.

On March 15, Kevin Connolly and Mike Gougherty hosted a public workshop at Bay Farm Elementary School in Alameda to solicit input on the Alameda Terminal Access Plans.

On March 20, Mike Gougherty represented WETA at the BCDC-Port of San Francisco Ferry Building Subcommittee meeting to discuss public benefit ideas in the Ferry Building area.

On March 20, Kevin Connolly and Mike Gougherty hosted a public workshop at Maya Lin Elementary School in Alameda to solicit input on the Alameda Terminal Access Plans.

On March 28, Kevin Connolly and Mike Gougherty attended a joint meeting of the BCDC-Port of San Francisco San Francisco Waterfront Working Group and Pier 30-32 CAC to discuss off-site public benefits for the Golden State Warriors project.

OPERATIONS REPORT

Monthly Operating Statistics for January and February 2014 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 January 2014

			Alameda/ Oakland	Harbor Bay	South San Francisco	Vallejo	Systemwide	
Ridership	vs. last month	Total Passengers January 2014 *	39,262	20,237	6,753	56,306	122,558	
		Total Passengers December 2013	47,969	16,207	5,213	54,098	123,487	
		Percent change	-18.15%	24.87%	29.54%	4.08%	-0.75%	
	vs. same month last year	Total Passengers January 2014 *	39,262	20,237	6,753	56,306	122,558	
		Total Passengers January 2013	28,592	17,594	3,193	45,528	94,907	
		Percent change	37.32%	15.02%	111.49%	23.67%	29.13%	
	vs. prior FY to date	Total Passengers Current FY To Date	508,235	146,835	41,328	487,683	1,184,081	
		Total Passengers Last FY To Date	356,013	115,716	20,753	411,840	904,322	
		Percent change	42.76%	26.89%	99.14%	18.42%	30.94%	
			Avg Weekday Ridership January 2014	1,785	920	307	2,250	5,262
			Passengers Per Hour	120	153	47	117	113
	Ops Stats	Revenue Hours		328	132	144	481	1,085
Revenue Miles		3,913	3,319	2,206	13,230	22,668		
Fuel	Fuel Used (gallons)		26,623	11,775	17,303	108,905	164,606	
	Avg Cost per gallon		\$3.30	\$3.30	\$3.30	\$3.28	\$3.30	

* Vallejo ridership includes ferry + 5,118 Route 200 bus passengers.

Attachment 1

Monthly Operating Statistics Report February 2014

			Alameda/ Oakland	Harbor Bay	South San Francisco	Vallejo	Systemwide	
Ridership	vs. last month	Total Passengers February 2014 *	31,601	17,899	6,376	50,511	106,387	
		Total Passengers January 2014	39,262	20,237	6,753	56,306	122,558	
		Percent change	-19.51%	-11.55%	-5.58%	-10.29%	-13.19%	
	vs. same month last year	Total Passengers February 2014 *	31,601	17,899	6,376	50,511	106,387	
		Total Passengers February 2013	26,617	15,920	2,938	44,412	89,887	
		Percent change	18.72%	12.43%	117.02%	13.73%	18.36%	
	vs. prior FY to date	Total Passengers Current FY To Date	539,836	164,734	54,457	538,194	1,297,221	
		Total Passengers Last FY To Date	382,630	131,636	23,691	456,252	994,209	
		Percent change	41.09%	25.14%	129.86%	17.96%	30.48%	
			Avg Weekday Ridership January 2014	1,663	942	336	2,234	5,175
			Passengers Per Hour	113	157	51	105	112
	Ops Stats		Revenue Hours	280	114	126	427	947
		Revenue Miles	3,338	2,570	1,933	11,730	19,571	
Fuel		Fuel Used (gallons)	21,567	9,457	15,058	94,502	140,584	
		Avg Cost per gallon	\$3.33	\$3.33	\$3.33	\$3.32	\$3.33	

* Vallejo ridership includes ferry + 4393 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 Eight Months
Ending February 28, 2014**

Recommendation

There is no recommendation associated with this informational item.

Summary

This report provides the attached FY 2013/14 Financial Statements for eight months ending February 28, 2014.

Operating Budget vs. Actual

	Prior Actual	Current Budget	Current Actual
Revenues - Year To Date:			
Fare Revenue	6,755,868	7,047,200	8,589,109
Local Bridge Toll Revenue	10,199,524	13,467,000	9,424,932
Other Revenue	1,346	1,336	3,597
Total Operating Revenues	16,956,737	20,515,536	18,017,637
Expenses - Year To Date:			
Planning & Administration	820,471	2,000,000	1,351,707
Ferry Services	16,136,266	18,515,536	16,665,930
Total Operatings Expenses	16,956,737	20,515,536	18,017,637
System-Wide Farebox Recovery %	42%	38%	52%

Capital Actual and % of Total Budget

	YTD Actual	% of FY 2013/14 Budget
Revenues:		
Federal Funds	1,540,921	9.72%
State Funds	2,436,803	14.11%
Bridge Toll Revenues	132,830	6.05%
Local Funds	298,855	30.33%
Total Capital Revenues	4,409,409	12.14%
Expenses:		
Total Capital Expenses	4,409,409	12.14%

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 Eight Months Ending 2/28/2014

% of Year Elapsed 66.6%

	Current Month	Prior Year Actual	2013/14 Budget	2013/14 Actual	% of Budget
OPERATING EXPENSES					
<u>PLANNING & GENERAL ADMIN:</u>					
Wages and Fringe Benefits	94,002	1,233,170	1,411,000	769,355	54.5%
Services	61,418	1,229,092	1,515,000	434,069	28.7%
Materials and Supplies	410	55,678	111,000	19,790	17.8%
Utilities	1,388	13,147	18,000	8,116	45.1%
Insurance	-	(6,303)	35,000	16,370	46.8%
Miscellaneous	670	131,781	138,000	57,346	41.6%
Leases and Rentals	22,884	271,224	303,000	180,352	59.5%
Admin Overhead Expense Transfer	40,569	(317,561)	(531,000)	(133,691)	25.2%
Sub-Total Planning & Gen Admin	221,341	2,610,227	3,000,000	1,351,707	45.1%
<u>FERRY OPERATIONS:</u>					
<u>Harbor Bay FerryService</u>					
Purchased Transportation	96,914	1,256,002	1,287,600	994,656	77.2%
Fuel - Diesel & Urea	31,805	453,284	553,000	328,530	59.4%
Other Direct Operating Expenses	29,371	345,404	633,900	216,027	34.1%
Admin Overhead Expense Transfer	(9,006)	40,632	116,000	30,091	25.9%
Sub-Total Harbor Bay	149,085	2,095,322	2,590,500	1,569,304	60.6%
<u>Alameda/Oakland Ferry Service</u>					
Purchased Transportation	354,793	3,893,337	3,888,600	2,893,034	74.4%
Fuel - Diesel & Urea	72,535	1,231,916	1,522,000	876,319	57.6%
Other Direct Operating Expenses	37,256	485,883	1,084,800	497,484	45.9%
Admin Overhead Expense Transfer	(15,303)	85,936	244,000	49,465	20.3%
Sub-Total Alameda/Oakland	449,281	5,697,073	6,739,400	4,316,302	64.0%
<u>Vallejo FerryService</u>					
Purchased Transportation	504,394	7,299,002	7,322,000	4,688,864	64.0%
Fuel - Diesel & Urea	314,060	4,691,631	5,996,800	3,240,514	54.0%
Other Direct Operating Expenses	82,403	1,258,182	1,486,300	735,161	49.5%
Admin Overhead Expense Transfer	(7,213)	140,841	60,000	23,968	39.9%
Sub-Total Vallejo	893,644	13,389,657	14,865,100	8,688,506	58.4%
<u>South San Francisco FerryService</u>					
Purchased Transportation	128,093	1,736,283	2,132,700	1,394,140	65.4%
Fuel - Diesel & Urea	50,642	550,910	708,600	428,669	60.5%
Other Direct Operating Expenses	32,711	293,560	626,000	238,842	38.2%
Admin Overhead Expense Transfer	(9,047)	50,151	111,000	30,167	27.2%
Sub-Total South San Francisco	202,399	2,630,903	3,578,300	2,091,818	58.5%
Total Operating Expenses	1,915,749	26,423,183	30,773,300	18,017,637	58.5%
Total Capital Expenses	493,934	9,189,750	36,309,851	4,409,409	12.1%
Total Expenses	2,409,683	35,612,933	67,083,151	22,427,047	33.4%
OPERATING REVENUES					
Fare Revenue	729,462	10,501,990	10,570,800	8,589,109	81.3%
Local - Bridge Toll	1,186,287	15,918,882	20,200,500	9,424,932	46.7%
Local - Other Revenue	-	2,310	2,000	3,597	179.8%
Total Operating Revenues	1,915,749	26,423,183	30,773,300	18,017,637	58.5%
Total Capital Revenues	493,934	9,189,750	36,309,851	4,409,409	12.1%
Total Revenues	2,409,683	35,612,933	67,083,151	22,427,047	33.4%

**San Francisco Bay Area Water Emergency Transportation Authority
FY 2013/14 Statement of Capital Programs and Expenditures
For Eight Months Ending 2/28/2014**

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	196,056	25,500,000	1,128,552	13,601,448	1,950,118	10,770,000	12%
Central Bay Ops & Maint. Facility	6,476	4,952,500	907,554	4,044,946	382,038	-	26%
Gangway, Pier & Float Rehabilitation							
Regional Spare Float Replacement		3,300,000	7,313	2,500,687	32,522	792,000	1%
Gangway & Pier Rehab - Alameda Terminals	8,215	1,590,000	5,725	1,584,275	152,748	-	10%
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		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	255,920	5,015,000	1,685,427	3,329,573	1,391,151	-	61%
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	1,060	2,335,000	2,164,490	170,510	13,570	(0)	93%
Antioch - Environ/Concept Design	1,365	812,500	134,800	102,300	6,360	575,400	17%
Martinez - Environ/Concept Design		812,500	164,200	71,300	694	577,000	20%
S.F. Berthing Expansion - Environ/Concept Design	20,664	3,300,000	2,338,977	961,023	162,698	-	76%
Terminal/Berthing Expansion Construction							
SSF Terminal Oyster Mitigation Study		275,000	77,675	50,325	3,020	147,000	29%
Richmond Ferry Terminal	4,179	1,862,500	476,430	861,070	40,439	525,000	28%
Total Capital Expenses	493,934	92,336,000	9,189,750	36,309,851	4,409,409	46,836,400	
CAPITAL REVENUES							
Federal Funds	227,839	35,688,200	3,165,828	15,855,304	1,540,921	16,690,062	13%
State Funds	213,268	47,379,800	3,631,199	17,274,241	2,436,803	26,451,338	13%
Local - Bridge Toll	769	7,902,100	2,120,305	2,194,855	132,830	3,695,000	29%
Local - Alameda Sales Tax Measure B	52,058	1,128,000	229,090	790,915	289,622	-	46%
Local - Property Tax and Assessments	-	237,900	43,328	194,537	9,233	-	22%
Total Capital Revenues	493,934	92,336,000	9,189,750	36,309,851	4,409,409	46,836,400	

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Peter Friedmann
Of Counsel

DATE: March 18, 2014
TO: WETA Board Members
FROM: Peter Friedmann
202-783-3333 OurManInDC@federalrelations.com
SUBJECT: **Report to the Board: March**

Federal Transit Administration Ferry Boat Discretionary Grant Program.

FTA Grant Application. We are continuing to work to convey support to DOT for WETA's request for funding for the Central Bay Operations and Maintenance Facility. Following up on the letters we generated from the Bay Area Congressional Delegation, and Senators Boxer and Feinstein, we are orchestrating follow-up phone calls to FTA and DOT Office of the Secretary by those same members. We expect awards to be announced in March or April.

Increasing funding for FTA Grant Program. In an effort to direct additional FTA ferry funding to WETA in future years – currently, only \$30 million is available nationally – we are working with the Public Ferry Coalition to increase the amount of money available through this program.

Ferry Boat Formula Grant Program.

Adjusting the formula. As MAP-21 is being reauthorized, we are working on a possible revision to the formula to increase the share coming to WETA. This effort will face opposition by the larger, more established systems, which are already enjoying the lion's share of the formula grants. Nonetheless, we have gained the support of staff on the EPW committee for some modification that would benefit WETA; the challenge is to develop a carve out that would increase WETA's share without significant loss of funding going to Washington and Alaska, both of which have intensely strong Congressional advocates.

Increasing funding for MAP-21 Ferry Boat Formula Program. Increasing the amount of money dedicated to the FHWA formula program would increase the amount of money that flows to WETA. Currently, only \$67 million is available nationally. We are working with the Public Ferry Coalition to increase the level of funding for this program, which will benefit all ferry systems.

TIGER Grant Program

As Nina Rannells directs the TIGER grant application for funding for the Downtown San Francisco Ferry Berthing Terminal Project, we are working to establish political support. We are working to convey support to DOT through letters from the Bay Area Congressional Delegation (including Senators Boxer and Feinstein) and through follow-up phone calls to DOT Office of the Secretary by members of the Bay Area Delegation.

Respectfully Submitted,

Peter Friedmann
WETA Federal Representative

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

(February 6, 2014)

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

Vice Chair Anthony Intintoli chaired the meeting and called the meeting to order at 1:05 p.m. He noted the resignation and retirement of former Chair Charlene Haught Johnson. Directors present were Director Gerald Bellows and Director Jeff DelBono. Director DelBono led the pledge of allegiance.

2. REPORT OF BOARD CHAIR

No report.

3. REPORT OF DIRECTORS

Director Bellows reported that he was pleased with the BCDC Design Review Board's reception received by the Central Bay Operations and Maintenance Facility project at their recent meeting. Executive Director Nina Rannells added that she thought the project had been exceptionally well received but noted that this was only the first step in the BCDC permitting process. Director Bellows also reported that he attended a fundraising event for Sen. Patty Murray (D-WA) who indicated her ongoing support for WETA.

Director DelBono reported that the City of Alameda had adopted a resolution supporting the final EIR for Alameda Point at its February 4 meeting. Ms. Rannells said that WETA staff continued its dialogue with the City on the ferry component of Alameda Point and that staff would present an update to the Board on WETA projects in Alameda to support existing and future services.

Vice Chair Intintoli reported that he attended the Vallejo Chamber's recent Government Affairs Committee meeting and discussed providing more information to the regarding the North Bay Operations and Maintenance Facility.

Ms. Rannells replied that she was preparing a presentation to the Vallejo City Council for their meeting in February and the Solano Transportation Board in March and that internal discussions had begun for a groundbreaking event for the project. She noted that she was working with WETA's Federal Legislative Representative Peter Friedmann of Lindsay Hart, LLP on timing the groundbreaking event to include members of the congressional delegation if possible and that the event would likely be held in March or April.

Vice Chair Intintoli noted that he appreciated Senior Planner Chad Mason's presentations and that he might be appropriate for delivering a presentation to the Vallejo Chamber.

4. REPORTS OF STAFF

Ms. Rannells referred the Board to her written report, noting additional comment on several items. First, she reiterated the positive reception at BCDC regarding the Central Bay Operations and Maintenance Facility. Ms. Rannells then reported on stakeholder meetings including meetings with key staff 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, as well as meetings with MTC and FTA.

Ms. Rannells then reported on Google's ferry pilot program, which had trialed ferry service to Redwood City from the San Francisco Ferry Building for 30 days starting January 6 and from Harbor Bay for five days starting February 3. She noted that the Google ferry was a private charter service and very different from what public transit could offer but that she was interested in exploring options for partnering with Google to provide a shared public benefit. She said that she and Manager of Planning and Development Kevin Connolly planned to meet with Google transportation staff on February 13 to learn how the pilot program was received by Google employees and future possibilities for service.

Vice Chair Intintoli asked if Google was subject to the same regulations as WETA and if they had impeded on WETA's legislative mandate to operate ferry service. WETA legal counsel Stanley Taylor of Nossaman LLP said that WETA's jurisdiction was limited to public ferry service and had no bearing on private services, which Google's clearly was. He also noted that, the service was not subject to the state PUC regulations for ferry service because it was private and free of charge. Mr. Taylor added that Google's service remained subject to USCG safety regulations.

Director DelBono said that he had received calls from City of Alameda councilmembers regarding concerns about terminal parking during Google's ferry demonstration out of Harbor Bay and positive feedback about the additional use of the Harbor Bay terminal. Ms. Rannells replied that any impact on parking in Harbor Bay was WETA's greatest concern and that Google had committed to busing employees. Mr. Connolly added that Google used two buses to convey employees from a remote parking lot to the ferry terminal and that they had been well-timed to meet the ferry departures. He said that beyond that it was impossible to track each individual passenger and car but that overall the system had appeared to work well.

Ms. Rannells then introduced WETA state legislative representative Barry Broad of Broad & Gusman LLP who delivered a legislative update on the beginning of the second year of the current two-year session.

Mr. Broad noted no new activity had occurred regarding the Frazier bill (AB 935), although it could potentially be taken up in the summer. He indicated that Assemblymember Frazier's office remained undecided. Mr. Broad suggested that as the leadership in both houses was from southern California that neither had specific interest to become involved with the bill. Director DelBono asked what would move Frazier to take up the bill again. Mr. Broad said that the Frazier office gave no indication. DelBono noted if the bill moves again, the Board needs to have discussion about the agency's position on the bill.

Regarding Board of Directors appointments, Mr. Broad said that he and Ms. Rannells had briefed Governor's staff at the cabinet level, and that they had been assured that appointments would be announced within a month.

Vice Chair Intintoli asked if there would be a change in how WETA lobbied for funding with the end of earmarks. Ms. Rannells replied that it was a huge change. Vice Chair Intintoli suggested that the Board could take a more active role in lobbying for funding. Director DelBono indicated that he would be headed east in the spring and that he planned to meet with Mr. Friedmann to see what he could offer.

5. CONSENT CALENDAR

Director Bellows made a motion to approve the consent calendar which included the following items:

- a. Board of Directors meeting minutes of December 12, 2013;
- b. Authorization of the filing of an application with the Metropolitan Transportation Commission for \$8 million Regional Measure 2 capital funds.

Director Bellows then added a motion that Item 7, Recognize the Outstanding Service of Charlene Haught Johnson as Chair of the Authority, be taken out of order at the end of the meeting.

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

Yeas: Intintoli, Bellows, DelBono. Nays: None.

6. AUTHORIZATION TO SECURE SUPPORT SERVICES FOR AGENCY WORK PROGRAM

Ms. Rannells presented this item to request Board approval of a work program for agency support services and authorize the Executive Director to go out to bid to secure services.

Vice Chair Intintoli said that there existed a clear need for these services at the local level, noting that it was important that the need to prioritize support for existing services over expansion be understood and that coordinated efforts with other WETA representatives would be essential. He said that focus on supporting existing services and emergency response issues should be the first priorities of the new Board and that ideally award for the support services at hand would coincide with the new Board being seated.

Director DelBono said that he was concerned that the process of finding someone may take too long and may not attract someone who was appropriately engaged with WETA. He asked for clarification on the procurement process and an explanation of the lengthy timeline.

Mr. Taylor replied that the competitive process was required unless there was a unique service or emergency circumstance to override it. He noted that services under \$100,000 could be procured after soliciting three quotes but that contracts in the amount of \$100,000 and over were required to go through the process outlined in the administrative code as adopted by the Board.

Director DelBono said that he was concerned that immediate issues would not be addressed quickly enough, noting the current Alameda County transportation sales tax and the Frazier bill. Vice Chair Intintoli said that he appreciated Director DelBono's desire to move forward quickly but noted the importance of selecting the best available candidate through a competitive process when dealing with public funds.

Public Comment

Diana Dorinson of Transportation Analytics stated that the Alameda County Transportation Commission had already approved the proposed program of projects for the Alameda County transportation sales tax and that it was moving forward.

Director DelBono said it might still be possible to change it if WETA was able to meet with Scott Haggerty's office. Vice Chair Intintoli said that that sounded like something the Board could do if needed.

Ms. Rannells recommended moving through a competitive process and that it would be done expeditiously as possible.

Vice Chair Intintoli asked if this would overlap with existing services. Ms. Rannells said that it would be focused on city, county and regional advocacy services and that work would be coordinated with WETA's existing state legislative representative.

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

Yeas: Intintoli, Bellows, DelBono. Nays: None.

7. PUBLIC COMMENT

Public Comment

Veronica Sanchez of Masters, Mates and Pilots asked about WETA's involvement with the proposed Warriors stadium project, stating that she was told that the developers were waiting on information from WETA. Ms. Sanchez said she recommended the Board request regular updates from staff regarding the Warriors' project. She also noted the need for WETA to obtain emergency response floats.

Mr. Connolly responded that WETA was regularly engaged with and sharing information with the City of San Francisco and the developers of the Warriors' project to deliver project recommendations to provide services to the facility under various scenarios. Ms. Rannells indicated that she understood that there were multiple maritime uses being considered by the City of San Francisco for the site including use as a deep-water cruise ship dock, ferry and water taxi berthing and a new site for berthing multiple City of San Francisco fire boats. Mr. Connolly added that, based upon conversations with City staff regarding the arena project, they view ferry service as scalable. Vice Chair Intintoli asked what it was that Ms. Sanchez said they were waiting on. Ms. Rannells said staff had been responsive throughout the project and was unfamiliar with what Ms. Sanchez was referencing.

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

Ms. Rannells presented this item to recognize, by resolution, the outstanding service of Charlene Haught Johnson as Chair of the Authority and its predecessor Agency from 2000 to 2014.

Ms. Rannells delivered a presentation outlining the major achievements of the San Francisco Bay Area Water Transit Authority and San Francisco Bay Area Water Emergency Transportation Authority under former Chair Johnson's leadership and submitted a proclamation into the record as follows:

Whereas, Charlene Haught Johnson 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) and then as Chair of the San Francisco Bay Area Water Emergency Transportation Authority (WETA); and

Whereas, Charlene Haught Johnson, was the visionary, planner, architect, builder, project manager and leader of this nascent endeavor called WTA later to become WETA; and

Whereas Charlene Haught Johnson 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; and

Whereas, Charlene Haught Johnson created this system on-time and on-budget, including countersigning the personal check, payable to her, for \$6 million to start WTA; and

Whereas, Charlene Haught Johnson has announced her retirement from the WETA Board; Now, therefore be it resolved that

We, her fellow Board members and the staff of WETA, congratulate, honor and thank Charlene Haught Johnson for her service, and present her this plaque in recognition of her commitment to the public good and her leadership in support of increased ferry transportation on the San Francisco Bay.

Additional statements of thanks and appreciation were delivered to Ms. Haught Johnson by Veronica Sanchez of Masters, Mates and Pilots, Marina Secchitano of the Inland Boatman's Union, and Capt. Ray Shipway of Masters, Mates and Pilots.

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

Yeas: Intintoli, Bellows, DelBono. Nays: None.

9. ADJOURNMENT

All business having concluded, the meeting was adjourned at 3:16 p.m.

Respectfully Submitted,

Board Secretary

MEMORANDUM

TO: Board Members

FROM: Nina Rannells, Executive Director
Mike Gougherty, Senior Planner

SUBJECT: Approve Contract Award to Manson Construction Co. for Design-Build Construction of East Bay Ferry Terminal Improvement Project

Recommendation

Approve the following related actions for the contract award for the East Bay Ferry Terminal Improvement Project:

1. Approve contract award to Manson Construction for design-build construction in an amount not-to-exceed \$1,762,200;
2. Authorize the Executive Director to negotiate and execute the contract and to take any other related actions to support this work; and
3. Authorize a budget increase in the FY 2013/14 Capital Budget in the amount of \$879,400 to support contract award.

Background

WETA is developing the East Bay Ferry Terminal Improvement Project to implement landside and waterside improvements needed at the Oakland-Jack London Square and Alameda-Harbor Bay Ferry Terminals. At the Oakland Terminal, the project improvements will include a new gangway and awning, new float guide piles, modification of the end of the pier, and a new security gate. At the Harbor Bay terminal, the work will include a new float walkway and ramping system, replacement of corner float fendering, renovation of the passenger waiting area, and a new security gate.

WETA proposes to construct the project using a design-build project delivery model, under which a single contractor is responsible for final design and construction of the project, subject to WETA specifications. On May 23, 2013, the Board authorized staff to release a Request for Proposals (RFP) for construction of the project and awarded a contract to the firm of Ben C. Gerwick to assist WETA in developing technical and contract specifications for the project. On November 22, 2013, the RFP was released and circulated to over 400 firms on the WETA technical consultant list and posted to the agency website, consistent with the WETA Administrative Code. A total of four design-build construction proposals were received in response to the RFP.

Discussion

Each proposal consisted of two components including a Technical Proposal and a Price Proposal, each submitted in a separate sealed envelope. A Proposal Evaluation Committee (PEC) was appointed by the Executive Director to confirm that Technical Proposals conform to the RFP instructions and to generally undertake the evaluation and scoring of proposals. Technical Proposals for three of the four firms were found to be responsive to the RFP and were scored based on criteria set forth in the RFP for a total of up to 60 points. Of the three

responsive proposals that were scored, the PEC judged that two firms were within the competitive range, as shown below.

Firm	Technical Score
Manson Construction	54
Power Engineering	55

Price proposals submitted by the two proposers within the competitive range were unsealed and scored based on cost for a total of up to 40 points. Price proposals received from firms that were non-responsive or outside the competitive range remained sealed and were returned to each respective firm.

Firm	Price proposal	Price Score
Manson Construction	\$1,532,300	40
Power Engineering	\$1,666,382	36.5

As shown below, Manson Construction Co. submitted the proposal with highest combined Technical Proposal and Price Proposal score.

Firm	Technical Score	Price Score	Total Score
Manson Construction	54	40	94
Power Engineering	55	36.5	91.5

Based on these results, the PEC concludes that the proposal from Manson Construction is the "best value" proposal for this Project. While the proposed bid amount of \$1,532,300 exceeds the engineer's estimated range of \$1,300,000 for this contract, staff concludes that the bid amount is reasonable based on the measures we are requiring as part of the project to minimize potential disruption to ferry service.

Staff recommends approving a contract award to Manson Construction Company in an amount not-to-exceed \$1,762,200, which includes the bid amount (\$1,532,300) plus a 15% owner's contingency (\$229,900) to allow for any contract changes that may arise from unforeseen project circumstances or site conditions.

DBE/SBE Participation

WETA's overall annual Disadvantaged Business Enterprise (DBE) goal and Small Business Enterprise (SBE) goal for FY 2013/14 is 1.36% for FTA-assisted contracts. Staff has determined that Manson Construction has complied with the contract DBE requirements. At this time, 0% DBE participation and 28.2% SBE participation is anticipated during the performance of this contract.

Fiscal Impact

The East Bay Ferry Terminal Improvement Project is included in the FY 2013/14 Capital Budget at a total cost of \$1,165,000 for the Oakland-Jack London Square and Alameda-Harbor Bay ferry terminals. A capital budget increase in the amount of \$879,400 is required to fully fund work at these two terminals at the proposed budget of \$2,044,400. The proposed budget will be funded with a combination of Federal Transit Administration (FTA) grant funds, Alameda Measure B Sales Tax revenues and AB664 Net Toll revenues.

END

MEMORANDUM

TO: Board Members

FROM: Nina Rannells, Executive Director

SUBJECT: Approve FY 2014/15 Administrative Support Professional Services Contracts Plan

Recommendation

Approve the Administrative Support Professional Services Contracts Plan and authorize the Executive Director to enter into negotiations with existing professional consultant firms and execute contracts for general counsel, federal legislative representation, state legislative representation, marine oversight and support, accounting support, and Bay Crossings advertising and public information services.

Background/Discussion

WETA contracts with a number of professional services consultant firms to assist staff in providing a range of general administrative services, including, but not limited to, general counsel services, legislative advocacy, marine oversight, outreach, and administrative support services. In past years, staff has brought a recommendation for renewal or re-procurement of these contracts before the Board in May or June along with the annual budget. However, starting this year staff will recommend an administrative support professional services contracts plan to the Board in the beginning of the calendar year. This will ensure that staff can build an accurate budget and will allow time for negotiations for contract extension or to re-procure any necessary services prior to the expiration of contracts at the end of the fiscal year.

Staff recommends renewing six contracts with existing professional services consultant firms. The nonmaterial terms and conditions for each of the administration support professional services contracts (other than term and compensation) will be negotiated, and all contracts are anticipated to commence on July 1, 2014.

The background and recommendation for each of the administration support professional services contracts are discussed below.

1. General Counsel Services – General Counsel services include legal support for general agency operation, governance issues, contracts, legislation, procurement, policy development, employment law, insurance requirements, lease and other property transactions, advice and oversight of issues related to capital projects, and special subjects of interest or concern as needed. Nossaman LLP was awarded a contract in 2004 to provide these services. The value of the current contract, which covers the period July 1, 2013 to June 30, 2014, is \$650,000.

Staff recommends continuation of the general counsel services contract with Nossaman LLP in FY 2014/15.

2. Federal Legislative Representation – Federal legislative representation services include expanding, maintaining, and coordinating San Francisco Bay/California Congressional Delegation advocacy for WETA and working to ensure continued active support for WETA by the Washington State Congressional Delegation; working to pursue grants and seek congressional support from the Ferry Boat Discretionary Fund; participating in the Public Ferry Coalition to gain increased funding and other support for public ferry service throughout the country; working to gain a revenue stream to WETA in any new federal ferry legislation; assuring WETA's interests are well-served in any ferry formula grant program; regularly informing WETA Board and staff of all relevant legislative and regulatory developments, and lobbying activities in Washington DC. Lindsay Hart, LLP was awarded a contract in 2001 to provide these services. The value of the current contract, which covers the period from July 1, 2013 to June 30, 2014, is \$160,000.

Staff recommends the continued use of Lindsay Hart, LLP in FY 2014/15 to represent WETA's state legislative needs.

3. State Legislative Representation – State legislative advocacy services include, monitoring state legislation and regulations affecting WETA and regularly updating the Board of Directors; arranging, leading, and facilitating meetings, as requested, with key policymakers, staff, and others in state government; working to preserve and expand applicable capital and operating funds and programs as well as securing funds for emergency response; and developing legislation as needed. Broad & Gusman, LLP was awarded a contract in 2004 to provide these services. The value of the current contract, which covers the period from July 1, 2013 to June 30, 2014, is \$66,000.

Staff recommends the continued use of Broad & Gusman in FY 2014/15 to represent WETA's state legislative needs.

4. Marine Oversight and Support Services – Marine oversight and support services include general ferry service oversight, ferry operations contract monitoring, vessel and engine maintenance oversight, program planning, capital program and project oversight, and reporting. Fast Ferry Management was awarded a contract in 2007 by the City of Vallejo for these services. This contract was transferred to WETA in 2012 as a part of the Vallejo ferry system transfer. The value of the current contract, which covers approximately 15 months, for the period March 24, 2013 through June 30, 2014, is not to exceed \$315,000.

Staff recommends continuation of the marine oversight and support services contract with Fast Ferry Management in FY 2014/15.

5. Accounting Support Services – Accounting support services include fiscal services to process and pay invoices, keep WETA's accounting records, provide advice on financial accounting matters, provide for required independent financial audit work, use of an accounting software system, independent review of invoices, and check processing. The Association of Bay Area Governments was awarded a contract in 2001 to provide these services. The value of the current contract, which covers the period July 1, 2013 to June 30, 2014, is \$120,000.

Staff recommends continuation of the accounting support services contract with the Association of Bay Area Governments in FY 2014/15.

6. Advertising in Bay Crossings and Other Public Information Services – WETA has utilized the *Bay Crossings* newspaper as a means of communicating with ferry riders, businesses, and residents of the Bay's shoreline communities regarding its plans, environmental review process, and services since 2001. WETA has also provided a subsidy to support the Bay Crossings store in the San Francisco Ferry Building which provides ferry passengers access to ferry schedules, information, and tickets. The current contract, which covers the period from July 1, 2013 to June 30, 2014, includes \$36,000 for advertising and informational articles in *Bay Crossings* and \$12,000 for providing extended store hours during the work week.

Staff recommends continuing this contract with Bay Crossings in FY 2014/15 to provide advertising space in *Bay Crossings* and public information services to ferry riders.

Fiscal Impact

Contracts recommended for continuation under this Administrative Support Professional Services Contracts Plan will be negotiated and the final budget will be included in WETA's proposed FY 2014/15 budget to be developed and brought forward for Board consideration in May or June.

END

MEMORANDUM

TO: Board Members

FROM: Nina Rannells, Executive Director

SUBJECT: Approve Contract Award to Perata Consulting, LLC for Strategic Consulting Services

Recommendation

Approve contract award to Perata Consulting, LLC for strategic consulting services in an amount of \$90,000, and authorize the Executive Director to negotiate and execute a final contract and take any other such related actions to support this work.

Background

WETA 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, WETA 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).

On December 12, 2013, the Board of Directors (Board) directed staff to develop a work scope for strategic consulting services, to complement existing federal and state lobbying services and fill the need for advocacy at the local and regional level to support the agency services, plans and emergency response requirements. On February 6, 2014, the Board authorized staff to issue a Request for Proposals (RFP) for these services.

Discussion

On February 21, 2014, the RFP was released and circulated to over 1,000 interested parties on the WETA opportunity notification list and posted to the agency website, consistent with the WETA Administrative Code. A total of two proposals were received by the March 19, 2014 submittal deadline.

Selection criteria for the contract award, as established within the RFP, included the following:

1. Proposer's Qualifications and Experience
2. Thoroughness of the Work Plan
3. Approach to Address Authority Needs
4. Overall Quality of the Proposal

Proposals consisted of two components including a Technical Proposal and a Price Proposal, each submitted in a separate sealed envelope. An Evaluation Committee was designated by the Executive Director to confirm that the Technical Proposals conformed to the RFP instructions and to undertake the evaluation and scoring of proposals.

Upon review, the Evaluation Committee found that one of the two proposals did not include all of the required submittals. As a result, the Evaluation Committee found the proposal to be non-responsive to the RFP and the Price Proposal was returned to the proposer unopened. The remaining proposal, received from Perata Consulting Services, LLC, was evaluated and an agreement was negotiated consistent with the terms of the RFP.

Staff recommends that the Board approve contract award to Perata Consulting Services, LLC in the amount of \$90,000 for a twelve month period, to be paid on a monthly retainer basis. This contract would be for an initial period of one year, with the ability to extend the term upon review.

Fiscal Impact

Sufficient funds exist in the current FY 2013/14 Operating Budget to cover the first 3 months of this work. Funds will be included in the FY 2014/15 budget to cover the balance of this agreement.

END

MEMORANDUM

TO: Board Members

FROM: Nina Rannells, Executive Director
Kevin Connolly, Manager, Planning & Development
Keith Stahnke, Manager, Operations

SUBJECT: Authorize Ferry Service Changes Beginning April 26

Recommendation

Authorize staff to enhance ferry service schedules to meet growing ridership demand beginning with the April 26th summer schedule change.

Background

Schedules for WETA's two 7-day-per-week services – Alameda/Oakland and Vallejo – are adjusted seasonally three times per year in late October/November, March and Late April/May. While the commute schedule typically remains unchanged throughout the year, midday and weekend services are reduced in the winter and early spring to compensate for reduced demand and increased in the spring/summer months when demand is greatest. Historically, demand has increased for both commute and non-commute services in the warmer weather months.

WETA ferry services have seen unprecedented ridership increases, totaling 30% overall, through the first eight months of FY 2013/14. Since the surge in ridership that began as early as last Spring, and was spurred on by the BART strikes and Bay Bridge closure last Summer/Fall, ridership has remained stronger than average through the winter months with crowding and capacity limitations seen on Harbor Bay, Alameda/Oakland and Vallejo commute trips.

Throughout the fall and winter, staff worked to make small service enhancements to address increased passenger demand by interlining and swapping vessels between services to best match vessel capacity with demand; realizing the benefit of WETA's consolidated regional fleet and system of services. These changes were made with existing crews at little-to-no cost, resulting in increased system productivity.

Discussion

Over the past several months, staff has continued to closely monitor system ridership and worked in partnership with our service operator, Blue and Gold Fleet, to consider options for modifying system schedules beginning with the up-coming spring/summer schedule change to go into effect April 26. Staff believes that a service increase is warranted to better accommodate current riders and build upon the growth trend of this past year.

Primary objectives considered in developing service changes included:

- Alleviate crowding on popular trips that have seen regular leave-behinds throughout the fall and winter. The 8:20 a.m. Alameda departure and the 7:30 and 8:30 a.m.

Harbor Bay departures have become very popular. In the evening the 5:20 p.m. to Alameda/Oakland and the 5:35 p.m. to Harbor Bay have had regular leave-behinds.

- Modify schedules to reflect changes in desired work start times. High tech workers tend to start later than other industries and working parents often have a need for later morning trips. By shifting some early departure times and offering some later commute-period trips, a new schedule can appeal to these riders and draw existing riders away from impacted trips.
- Adjust schedules to be more accurate in both departure and arrival times. Schedule adherence has become a growing issue for the Alameda/Oakland service in recent years with increased ridership demand, bicycle use (requiring additional loading time) and the increased number of “slow bells” in the Oakland Estuary, requiring vessels to operate at slower speeds to accommodate freight ship operations.
- Identify savings within the system to offset the additional cost resulting from more peak period departures. Many ideas were explored such as adjusting midday trips, utilizing different vessels and/or bus service, and storing Vallejo service vessels in San Francisco during the midday to save on fuel costs associated with operating low-utilized trips in the midday.
- Continue interlining vessels and crews to maximize efficiency and service in the peak periods. The fall 2013 experiment where a Vallejo vessel utilized in unproductive service was redeployed to Central Bay service has been successful in addressing capacity limitations at no extra cost to the system. Identifying opportunities to interchange vessels/crews between commute services has the potential to address capacity needs and add service.
- Attract more riders to the system by offering enhanced service frequency. A significant barrier for most potential ferry riders is the limited schedule of departures during the peak period. Recent surveys conducted for the Alameda Access Plan and South San Francisco service support the desire for more frequent service and greater “flexibility” from riders and non-riders alike. By increasing the number of peak departures, the service will be more appealing to new markets and help to build ridership.

Proposed Changes

Staff has identified the following program of peak-period service changes to make beginning April 26 with the new spring/summer operating schedule:

- Alameda/Oakland Service – Add three Alameda/Oakland peak period morning trips to allow for 30 minute headways year-around. This increased level of service will better meet service demand, smooth out vessel crowding/leave-behinds, allow for better vessel rotation/utilization and appeal to new riders by offering greater flexibility. Evening service will be realigned to offer an additional early-peak departure and eliminate a peak departure interlined with Pier 41, ensuring there will be space for commuters departing from the Ferry Building.
- Vallejo Service - Add one peak period morning ferry trip from Vallejo in place of a bus trip (8:45am) in order to address overcrowding on the bus and near-capacity vessels on the adjacent scheduled trips. This change would be made for the summer period only (through October), when ferry service demand is at its highest. Eliminate an underutilized midday reverse-direction round trip in order to berth a vessel in San Francisco midday, saving the system close to \$460,000 annually in fuel costs.

- Harbor Bay Service - Utilize the larger-capacity Bay Breeze, due to return from its midlife refurbishment in April, on the Harbor Bay service to accommodate vessel crowding/leave-behinds (year-around). Re-align some evening Alameda/Oakland trips to allow for vessel interchangeability between Alameda/Oakland and Harbor Bay services; effectively allowing larger-capacity vessels to be utilized where there is greatest demand (year-around).

This program of changes will require the utilization of one additional morning crew and vessel. Staff will continue to monitor ridership and vessel utilization with these changes in place to determine whether further modifications or enhancements need to occur.

Fiscal Impact

Staff estimates the annual net cost of these changes to be just over \$600,000. Due to the increased fare revenues collected and lower-than-anticipated fuel costs this year, these service changes (for May-June) can be funded within the existing FY 2013/14 operating budget.

END

MEMORANDUM

TO: Board Members

FROM: Nina Rannells, Executive Director
Kevin Connolly, Manager, Planning & Development
Chad Mason, Senior Planner

SUBJECT: Discussion Regarding Berkeley and Richmond Ferry Services

Recommendation

There is no recommendation associated with this item.

Background

In March 2004, voters passed Regional Measure 2 (RM2) raising the 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 and ongoing operations within the region that have been determined to reduce congestion or to make improvements to travel in the toll bridge corridors. The RM2 program marked its 10th anniversary in March 2014. During the first ten years of the program the Metropolitan Transportation Commission (MTC), the program administrator, allocated over \$1.2 billion in RM2 capital funds of the \$1.5 billion available to designated program projects.

The RM2 program includes funds for two significant WETA capital projects that have not yet received an allocation of funds including approximately \$19 million to support the Downtown SF Ferry Terminal Expansion project (Project 28) and \$12.0 million to support the purchase of two vessels for Berkeley/Albany expansion ferry service (Project 26). The program includes language to allow the Berkeley/Albany capital funds to be transferred to support vessels for Richmond service under certain conditions.

Discussion

The Metropolitan Transportation Commission recently directed its staff to develop a delivery strategy for the \$225 million in unallocated RM2 capital project funds. MTC staff presented a preliminary RM2 delivery program to their commission in February that supports both retaining funds with projects that appear likely to move forward within the next year and re-allocating funds from stalled projects to ready-to-go projects in the same travel corridor. For WETA's two remaining projects, MTC staff recommended providing until April 2015 for WETA to request an allocation of funds. WETA staff is currently in the process of working with MTC to identify the process and requirements to shift the Project 26 funds from Berkeley to Richmond to help inform a discussion on the ultimate allocation of these funds.

Attachments A and B to this report provide summaries of the status of the Berkeley and Richmond projects, respectfully, presented in question-and-answer format. Both projects are currently under environmental review. Staff will update the Board regarding conversations with MTC staff at the meeting and discuss next-steps with regard to these projects.

Fiscal Impact

There is no fiscal impact associated with this informational item.

END

Berkeley Project Update

The Berkeley Ferry Terminal project is expected to receive CEQA clearance by fall 2014. The following project update is presented in question-and-answer format, based on frequently asked questions from ferry terminal supporters.

1. What is the status of the Berkeley Terminal EIS/EIR, and what is the schedule for certification?

Environmental review for the project is underway and nearing completion. WETA Staff is currently working with the National Marine Fisheries Service to address potential mitigation measures for the dredging required of the project. The NEPA/CEQA document is anticipated to be completed by fall 2014.

2. Assuming certification will occur, what is a reasonable projected schedule to begin service?

Final design, permitting and construction of the terminal facilities and vessels can start once the environmental approvals have been completed, operating and capital funding commitments have been secured and a shared-use agreement for the site is developed. Terminal design/permitting/construction is estimated to take between 3 and 4 years to complete once all approvals and funding are in place.

3. Why has the Berkeley environmental clearance taken so long? What has been the holdup?

The Berkeley EIR/EIS is currently in its sixth year of study, which is much longer than the typical environmental document although not unusual for a project with complex environmental and regulatory obstacles. The study process also included a detailed site selection/site feasibility effort that investigated a number of sites along the waterfront from Albany to Emeryville. One of the complicating factors for the Berkeley terminal is that it is proposing to construct a new maritime facility in an area of the Bay that currently does not have pre-existing facilities of the same size and scale. Other WETA projects – the North Bay and Central Bay maintenance facilities, the Downtown Terminal expansion, the Richmond Terminal – all are proposing to construct facilities in areas where there is already maritime traffic, dredged channels and adjacent industrial waterfront uses. The Berkeley Terminal requires dredging in an area of the Bay that has never been dredged before, causing regulatory agencies to treat it differently than projects that utilize pre-existing channels or expand existing facilities.

The most significant unforeseen hurdle for the Berkeley Terminal has been the size and extent of the mitigation being suggested by the National Marine Fisheries Service (NMFS) for the proposed dredging. Assuming standard WETA vessels that operate at 35 knots and require a 10-foot dredge depth, the dredging “footprint” for the project is 42 acres. The fact that this is undisturbed Bay mud and habitat for marine organisms has caused NMFS to cite similar projects as precedent for a 3-to-1 mitigation requirement. In other words, the project would be required to restore up to 126 acres of Bay wetlands or tidelands to compensate for the removal of the dredged material needed for a ferry navigation channel and turning basin. That level of mitigation could mean – as a worst-case assumption -- that the project would the purchase and management over 100 acres of Bay wetlands in perpetuity, an expensive proposition. Staff and project consultants have spent a significant amount of time working with

NMFS to demonstrate a scientific basis for a lesser requirement. However, NMFS remains unconvinced and is holding the position of a 3-to-1 mitigation.

WETA staff has recently explored the possibility of utilizing shallow draft vessels for the Berkeley service. These would reduce the volume of dredging required by 84%, significantly reducing the dredged footprint to 18 acres. Shallow draft vessels are in operation in Seattle and are close to existing WETA vessels in terms of capacity and performance. The one negative consequence to dredging only to suit shallow draft vessels is that it would limit the operational flexibility of the WETA fleet. The vessels capable of operating to Berkeley during low tide would be the shallow draft vessels and not the remainder of the WETA fleet. This is a departure from the approach of creating a system that is interchangeable and therefore able to flexibly serve commute and emergency service needs.

4. What is the anticipated cost for terminal improvements at Berkeley? How will they be funded?

Terminal construction under a shared-use scenario at the Hs. Lordships restaurant site is estimated to range between \$25 and \$30 million and service operation will require two vessels that would cost approximately \$34 million, for a total project cost between \$59 and \$64 million. Funding would likely come from a blend of Federal Transit Administration, State Proposition 1B and Regional Measure 2 (RM2) funds. Twelve million dollars for Berkeley vessels have been identified in the RM2 legislation. Those funds can be transferred to the Richmond project if it appears Richmond is moving towards implementation faster than Berkeley.

5. What is the anticipated subsidy for Berkeley operations? How will it be funded?

While the Berkeley project shows promising ridership, it is expected that a subsidy will need to cover close to 50 percent of operating costs and likely higher in the initial years of the service, as ridership builds. It is estimated that the Berkeley service will cost approximately \$2.8 to \$3.3 million annually to operate.

WETA relies on Regional Measure 1 and Regional Measure 2 bridge tolls administered by MTC to fund the majority of its operating needs. These funds are currently all committed to existing service routes, and there are no excess operating funds to support new expansion routes. New Berkeley service would need to be funded from another local or regional source, such as a new bridge toll increment for county sales tax measure. However, the most recent expenditure plan for the upcoming transportation sales tax in Alameda County did not include operational funding for the Berkeley service.

6. How much is available from Regional Measure 2 bridge toll funds for the Berkeley ferry, and can they be used for operations, equipment and/or shoreside improvements?

There is \$12 million in RM2 Bridge Toll capital funds programmed for Berkeley vessels. However, the RM2 program includes language allowing these funds to be transferred to Richmond under certain conditions. WETA staff is currently in the process of working with MTC and others to identify the process, timeline and requirements to possibly shift these funds to Richmond. Such an action would require discussion and action by the WETA Board and possibly other policy bodies in the upcoming months.

7. Are there boats available for the Berkeley service?

No, WETA has limited spare vessels to support its existing operation and does not have extra vessels available to support new ferry service routes. As a result, new vessels would need to be built to support Berkeley service expansion.

Richmond Project Update

The Richmond Ferry Terminal project is expected to receive CEQA clearance by summer 2014. In addition, the Contra Costa Transportation Authority's Ferry White Paper, which evaluates each of the proposed Contra Costa terminal sites, is expected to be released in spring. The following project update is presented in question-and-answer format, based on frequently asked questions from ferry terminal supporters.

1. What is the status of the environmental review for the Richmond Terminal, and what is the schedule for adoption?

Environmental review for the project is underway and is nearing completion. WETA Staff is currently working 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 or summer 2014. The Federal NEPA document is anticipated to be completed by fall 2014.

2. Assuming certification will occur, what is a reasonable projected schedule to begin service?

Final design, permitting and construction of the terminal facilities and vessels can start once the environmental approvals have been completed, operating and capital funding commitments have been secured and a shared-use agreement for the site is developed. Terminal design/permitting/construction and vessel construction are both estimated to take between 2 and 3 years to complete once all approvals and funding are in place.

3. What is the anticipated cost for terminal improvements at Richmond? How will they be funded?

Terminal construction under a shared-use scenario at the Ford Building site is estimated to range between \$8 and \$12 million and service operation will require two vessels that would cost approximately \$34 million, for a total project cost between \$42 and \$46 million. WETA has begun the process of identifying and securing funds to support the capital costs associated with this project, which would likely come from a blend of Federal Transit Administration, State Proposition 1B and Regional Measure 2 funds (requiring a transfer of RM2 funds from Berkeley to Richmond – see below).

4. What is the anticipated subsidy for Richmond operations? How will it be funded?

WETA relies on Regional Measure 1 and Regional Measure 2 bridge tolls administered by MTC to fund the majority of its operating needs. These funds are currently committed to existing service routes, and there are no long-term operating funds to support new expansion routes. New Richmond service would need to be funded with Measure J transportation sales tax funds and/or future transportation funding programs such as a new bridge toll increment for transit.

The average annual operating cost for Richmond ferry service is projected to be \$3.4 million and the 10-year total cost for operations is \$35.0 million. Fare revenues are estimated to cover between 26% and 45% of these costs. The balance would need to be covered by Measure J sales tax funds. This amounts to an estimated \$19 to \$26 million dollar subsidy over the initial 10-year period. The subsidy requirement will likely be higher in the initial years of operation, as people's commute behavior and patterns change and the service builds ridership.

5. How much is available from Contra Costa Measure J funds for the Richmond ferry, and can they be used for operations, equipment and/or shoreside improvements?

Initially Measure J identified \$45 million (2004 \$) to be used in West County for ferry service in Richmond and Hercules (or Rodeo) to San Francisco. Because the funding is provided through a program category the funds would be available annually on a pay-as-you-go basis and calculated as 2.25% of actual sales tax receipts generated each year. Based on the current revenue estimate adopted as part of the Contra Costa County Transportation Authority's 2013 Measure J Strategic Plan, the program would generate \$60.9 million in inflated dollars over the 30 year life of the Measure. The funds are currently being collected in anticipation of the ferry service implementation. Through FY 2012-13 approximately \$6.4 million is set aside for West County ferry service. According to the Measure J Expenditure Plan, the funds may be used for capital improvements (landside improvements, parking, lighting, etc), operations of the service, transit feeder service, way-finder signs, and/or other components of ferry service to be determined by WCCTAC and the Water Emergency Transportation Authority.

6. How much is available from Regional Measure 2 bridge toll funds for the Richmond ferry, and can they be used for operations, equipment and/or shoreside improvements?

There are no RM2 Bridge Toll funds programmed for Richmond service (capital or operating). However, the RM2 program includes language to allow Berkeley capital funds, totaling \$12 million for the purchase of two vessels, to be transferred to Richmond under certain conditions. WETA staff is currently in the process of working with MTC and others to identify the process, timeline and requirements to potentially shift these funds to Richmond. Such an action would require discussion and action by the WETA Board and possibly other policy bodies in the upcoming months.

7. Are there boats available for the Richmond service?

No, WETA has limited spare vessels to support its existing operation and does not have extra vessels available to support new ferry service routes. As a result, new vessels would need to be built to support Richmond service expansion.

MEMORANDUM

TO: Board Members

FROM: Nina Rannells, Executive Director
Kevin Connolly, Manager, Planning & Development
Michael Gougherty, Senior Planner

SUBJECT: Alameda Terminal Access Plans

Recommendation

There is no recommendation associated with this informational item.

Background

Beginning in Spring 2013, both Alameda Main Street and Harbor Bay ferry terminals experienced a surge in ridership resulting in near- or over-capacity trips, full parking lots, and limited space for bicycles. At that time, staff was preparing to begin terminal access plans for both sites that would identify and analyze the range of alternatives for increasing accessibility to the ferry service from increased auto parking to improved bicycle storage to new shuttle or bus service. The BART strikes and the Bay Bridge closure through the Summer and Fall of 2013 placed those efforts on hold and provided invaluable experience to increase the understanding of how riders get to the terminals and their personal preferences. Now staff is returning to the original concept of terminal access plans with the goal of completing these plans by the Fall of 2014.

Discussion

The Alameda terminal access planning process will take approximately 6 months to complete and will provide a range of alternative solutions for improving access to the terminals. Staff has secured the consultant services of Nelson Nygaard to assist with this effort. The studies will feature public workshops to allow riders and terminal neighbors alike to provide their own ideas and solicit input and reaction to alternative solutions and analysis. The studies will be a partnership between WETA and City of Alameda staff because potential solutions will likely involve not just WETA facilities but also surrounding City streets. AC Transit staff will also be participating in the studies and providing feedback.

Access issues and solutions will likely be different depending on the terminal. Earlier this month, staff hosted initial workshops for Alameda residents and ferry riders near each terminal. Next, staff and the consultant will develop a range of possible solutions and conduct analyses based on criteria such as implementation, cost, ridership benefit, and community acceptability. A second workshop will share the draft results of the analysis and solicit feedback. The Alameda Transportation Commission and the WETA Board will also be presented with the draft analysis and asked to provide input. Finally, the analyses will be refined and further developed leading to recommended action plans that will be presented to the public and considered for implementation.

Fiscal Impact

Consultant support for the Alameda terminals access plan is estimated to cost approximately \$35,000. Sufficient funds are available to support this work in the FY 2013/14 operating budget.

END

MEMORANDUM

TO: Board Members

FROM: Nina Rannells, Executive Director
Kevin Connolly, Manager, Planning & Development
Michael Gougherty, Senior Planner

SUBJECT: Informational Update on Fare Policy Study

Recommendation

There is no recommendation associated with this informational item.

Background

In November 2011, staff secured the consultant services of CH2M Hill to lead the development of a WETA fare policy study. The primary purpose of the study is to identify a recommended set of systemwide policies and implementation measures that will guide the establishment of common fare categories, fare products, and discount pricing mechanisms for all existing and new WETA ferry services. Additionally, the study will evaluate options for implementing a multi-year program that is able to adjust to cost and revenue fluctuations. The adoption of any such policies, measures, or programs recommended by the study will be subject to consideration and approval by the Board.

Discussion

WETA currently operates four services, each with its own fare structure. The fare structures for these services are inconsistent in several regards, largely because the fares for three of the services were set independently by their previous municipal operators. These legacy fares were then adopted by the Board following the transition of these services to WETA. The intent of the study is to propose a simple and consistent fare structure that will offer equitable fares for riders of all WETA services, consistent with the agency's role as a regional transit operator.

The study will define and evaluate various alternatives for achieving a consistent and simplified fare structure. These alternatives will be based largely on previous fare policy goals and objectives adopted by the WETA Board in November 2011. Each alternative developed as part of the study will include common fare categories, fare products, discount pricing, and fare change assumptions. The study will then analyze the potential ridership and revenue impacts of each alternative over a 5-year planning horizon to ultimately support the recommendation of a preferred alternative.

Fare Categories

The study will define a uniform set of fare categories and related eligibility criteria that will be applicable to all WETA services. Currently, all WETA services offer Adult, Youth, Senior, and RTC/Disabled fare categories, while some services also offer Junior, Military, and Group fares. The study will propose a single set of agency fare category standards, which will be developed in consideration of new region-wide fare category standards that are being discussed by the Metropolitan Transportation Commission (MTC) and Bay Area transit operators.

Fare Products

In addition to cash fares, WETA presently offers a wide-variety of Clipper, day pass, multi-ride ticket book, monthly pass, and group pass fare products on its services. The study will identify a set of common fare products that could be standard offerings for WETA services. The decision to include certain fare products or not will be based on each product's current utilization, potential redundancy with other products, fraud vulnerability, ease of sale and distribution, and consistency with other fare policy objectives. Additionally, the study will evaluate the long-term viability of particular fare products in the context of the Clipper system and other external factors that are expected to alter fare payment trends in the future. In order to achieve a simplified fare structure and streamline fare collection, the study will likely consider an overall reduction in the number of fare products offered.

Discount Pricing

The study will propose alternatives for establishing standard discount rates for select standard fare categories and fare products offered by WETA. To date, Youth, Senior, and RTC/Disabled fare categories are consistently priced at roughly 50% of the full Adult cash fare for most services. However, the discount pricing of frequent rider fare products such as Clipper, multi-ride ticket books, and monthly passes varies considerably by service. The discounts available on these products can range from approximately 15% - 45% per trip depending on the particular service. The establishment of a standard discount rate will likely require price modifications to several fare products in order to achieve consistency across all WETA services.

Future Fare Changes

Many Bay Area transit operators, including Golden Gate Transit, BART, and AC Transit have adopted multi-year fare adjustment programs. These programs function by scheduling a series of fare adjustments on a regular basis over a multi-year period. In general, these adjustments are designed to allow revenues to keep pace with the regular inflation of operating costs. Fare increases under these programs can be implemented every one to three years based on a variety of factors, including changes to the regional Consumer Price Index or a pre-defined percentage increase of the existing fare. Consistent with previous WETA fare policy goals and objectives, this study will consider and evaluate similar options for establishing a multi-year fare adjustment program for WETA services.

Next Steps

The next steps for this study will include development and analysis of alternative fare policy scenarios. Criteria will include impacts on ridership and revenue along with compatibility with other transit operators and the Clipper system. These alternatives will be presented to the Board along with a staff recommendation to bring a selected alternative to ferry riders and the general public for input and feedback. Following the public outreach period and incorporation of comments, staff will return to the Board for adoption of a new fare policy. It is anticipated that any new fare policy would not take effect until the new fiscal year.

Fiscal Impact

There is no fiscal impact associated with this informational item.

END