



Members of the Board

Charlene Haught Johnson, Chair
Anthony J. Intintoli, Jr., Vice Chair
Gerald Bellows
Beverly Johnson
John O'Rourke

MEETING AGENDA FOR THE WETA BOARD OF DIRECTORS

Thursday, May 1, 2008, 1:00 P.M. to 4:00 P.M.
San Francisco Bay Conservation & Development Commission
50 California Street, 26th Floor
San Francisco

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 COMMENT The Water Emergency Transportation Authority welcomes comments from the public. Speakers' cards and a sign-up sheet are available. Please forward completed speaker cards 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</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> |

**Water Emergency Transportation Authority
May 1, 2008 Meeting of the Board of Directors**

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| 6. <u>CONSENT CALENDAR</u>
a. Minutes | Action |
| 7. <u>AUTHORIZE CONTINUED USE OF WATER TRANSIT
AUTHORITY NAME</u> | Action |
| 8. <u>AUTHORIZE AGENCY NAME CHANGE AND SIGNATURE
AUTHORITY FOR LOCAL AGENCY INVESTMENT FUND (LAIF)
ACCOUNT</u> | Action |
| 9. <u>APPROVE AMENDMENT NUMBER 8 TO THE AGREEMENT
WITH NOSSAMAN, GUTHNER, KNOX & ELLIOTT, LLP (NGKE)
FOR THE PROVISION OF LEGAL SERVICES</u> | Action |
| 10. <u>APPROVE PROPOSITION 1B PROGRAM OF PROJECTS AND
AUTHORIZE AGENCY OFFICIALS TO EXECUTE PROGRAM
REQUIREMENTS</u> | Action |
| 11. <u>INFORMATIONAL PRESENTATION – SOUTH SAN FRANCISCO
TERMINAL PROJECT UPDATE</u> | Information |
| 12. <u>AUTHORIZE NEGOTIATION WITH THE CITY OF ALAMEDA FOR
INTERIM USE AND RELEASE OF RFP FOR WARRANTY PERIOD
BAREBOAT CHARTER AGREEMENT FOR GEMINI AND PISCES</u> | Action |
| 13. <u>INFORMATIONAL PRESENTATION – MAINTENANCE &
BERTHING FACILITY UPDATE</u> | Information |
| 14. <u>AWARD OF CONSULTANT CONTRACT FOR ENVIRONMENTAL
REVIEW AND CLEARANCE SERVICES FOR THE WETA
BERTHING AND MAINTENANCE FACILITY</u> | Action |
| 15. <u>RELEASE OF RFQ FOR EMERGENCY PLANNING SERVICES
AND AGREEMENT WITH WILLIAM MCCAMMON</u> | Action |
| 16. <u>RECESS INTO CLOSED SESSION</u>
a. <u>CONFERENCE WITH LEGAL COUNSEL—EXISTING
LITIGATION</u>
(Subdivision (a) of Section 54956.9)
Name of case: <i>City of Vallejo v. State of California et al</i> ;
Superior Court of the State of California for the County of
Solano
Case No. FCS031170
b. <u>PUBLIC EMPLOYEE APPOINTMENT/PUBLIC EMPLOYMENT</u>
Title: Executive Director | Action
To Be Determined |
| 17. <u>REPORT OF ACTIVITY IN CLOSED SESSION</u>
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. | Action
To Be Determined |
| 18. <u>OPEN TIME FOR PUBLIC COMMENT FOR ITEMS NOT ON THE</u> | |

Water Emergency Transportation Authority
May 1, 2008 Meeting of the Board of Directors

AGENDA

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 email@watertransit.org or call (415) 291-3377 at least five (5) days before the meeting. 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 Gov't. Code sec. 84308 and to applicable regulations.

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

MINUTES OF THE BOARD OF DIRECTORS MEETING

(March 31, 2008)

The Board of Directors of the San Francisco Bay Area Water Emergency Transportation Authority met in regular session at the Port of San Francisco, Bayside Conference Room, Pier 1 on the Embarcadero, San Francisco, CA.

1. ROLL CALL AND CALL TO ORDER

Chair Charlene Haught Johnson called the meeting to order at 9:10 a.m. Directors present were Chair Johnson, Vice Chair Anthony Intintoli and Director Gerald Bellows. Director Beverly Johnson arrived at 9:18 a.m.

2. REPORT OF BOARD CHAIR

Chair Johnson acknowledged the Cesar Chavez holiday and noted that SB976 required the Board meet before April 1. She recognized the presence and contributions of former WTA Directors Marina Secchitano and Rocco Mancinelli, as well as Mayor Pedro Gonzalez of South San Francisco, Mayor Ed Balico of Hercules, Mr. Peter Grenell, Mr. Keith Whittemore, Mr. Jim Wunderman and Mr. Tom Bertken, and thanked all of those who wrote to the Governor regarding Board appointments. She introduced Director Bellows and WETA's priorities as outlined in the SB976. Vice Chair Intintoli led the Pledge of Allegiance.

3. REPORT OF DIRECTORS

None.

4. REPORTS OF STAFF

Executive Director Steve Castleberry gave a brief background of the WTA and WETA, introduced WETA staff to the Board, and presented the WETA organizational structure and recent ferry ridership statistics.

5. INFORMATIONAL PRESENTATION – ONGOING ACTIVITIES

Mr. Castleberry introduced a presentation on the status of ongoing activities and WETA's role in the context of existing transit services in the Bay Area.

Manager of Planning and Development John Sindzinski continued the status report highlighting the following issues:

- South San Francisco service, including funding issues, terminal design, construction and location and capital costs.
- Berkeley/Albany service, including the draft EIR/EIS process, the four terminal sites under consideration and funding.
- Hercules service, including the draft environmental document, funding and co-location with Amtrak terminal.
- Richmond service, including terminal locations under consideration and land use plan for the Ford facility.

Mr. Castleberry continued the presentation with an overview of other ongoing projects:

- Other routes in various planning stages including Redwood City, Martinez, Antioch, Treasure Island and Alameda Point.
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- Spare Vessels currently under construction.
- Additional docking facilities at the Ferry Building.
- Maintenance facilities.
- WETA funding sources.
- WETA projects master schedule.

Mr. Castleberry entertained questions. Director Johnson asked if there was a site preference for the Berkeley/Albany terminal. Mr. Castleberry responded that there would be an extensive review and that a recommendation would be brought to the Board. Director Johnson also asked if the road leading to the Richmond terminal site would require WETA funding. Mr. Castleberry responded that the Richmond General Plan would address funding.

Chair Johnson asked for an update on the status of the lease for the South San Francisco terminal site at Oyster Point. Mr. Castleberry indicated that the San Mateo County Harbor District had delayed approval of the lease. South San Francisco Mayor Gonzalez asked when service to South San Francisco would begin. Mr. Castleberry said service may not begin until 2010 and that WETA is working on closing a \$5 million funding gap. Mayor Gonzalez noted his disappointment in the delay. Chair Johnson asked if the Office of Emergency Services would assist with funding. Mr. Castleberry responded that the process to do so had not been set up yet. Director Johnson asked if the South San Francisco project was design-build. Mr. Castleberry responded in the affirmative. Director Johnson inquired about the feasibility of participating in an integrated single ticket program. Mr. Castleberry replied that John Sindzinski of the WTA/WETA had been pursuing membership in Translink and will continue to do so.

6. OPEN TIME FOR PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA

At this time Chair Johnson accepted comments from the public.

Mr. John Harris noted that the current emergency response plan only moves people and not equipment and that he and the fire chief feel that this vision is not sufficient for responding to a regional disaster. Mr. Castleberry suggested that this was true and that the new legislation takes a broader view. Mr. Harris further noted that there are two vessels in the bone yard that could serve in this capacity but that they were not compatible with any current ferry docking facilities.

Jim Wunderman spoke on behalf of the Bay Area Council and noted that the Council recognizes the economic importance of creating a robust ferry service and the role ferries can play in emergency response. He noted the challenges of writing legislation when there is an existing agency involved, adding that the bill had been controversial in Vallejo and Alameda. He added that due to the current economic situation (budget discussions?) the legislation had been introduced at the last minute and Council was not able to include more land use language. He had hoped for more than \$250 million but they got "half the apple". He stated that the Bay Area Council stands ready to work with WETA to get the system in place. He offered the Council's congratulations to WETA and expressed hopes to have boats built in the Bay Area with less environmental impact and to make that vision a reality.

Hercules Mayor Balico offered his congratulations to the Board. He stated that Hercules is committed to building the state's first ferry/rail/bus terminal. Planning for the Parkway is 90% complete and that \$40 million in Measure J funding has been committed to the project including \$1.7 million for initial ferry service. He stated that the EIR will be complete in August 2008 and rail service will begin in October 2008. Overall, \$76 million has been committed to transit in Hercules, and he is looking forward to working with WETA.

Mike Savidge of the Golden Gate National Recreation Area spoke on the need for recreational ferry service to coordinate with park services. He welcomed the opportunity to partner with WETA.

Director Johnson commented that she appreciated Hercules' eager cooperation. She asks if there are any Bay Area builders who could build ferries. Mr. Castleberry noted that the WTA had never received any bids from Bay Area builders. Director Johnson asks if there is the potential for local bids. Mr. Castleberry stated that he did not know. Director Johnson notes that building locally would be an opportunity to revitalize Bay Area building and to support the local economy.

7. INFORMATIONAL PRESENTATION – EMERGENCY RESPONSE

Mr. Castleberry presented an overview of WETA's role in emergency response including:

- Existing organizational structure and infrastructure.
- Existing organizations and their roles in emergency response scenarios.
- Existing conditions for the transbay corridor and the need to allocate resources to increase East Bay evacuation capacity.
- The need for increased docking facilities at the Ferry Building in order to maximize both evacuation capacity and use of existing vessels.
- Add new fueling capacity easily accessible to vessels using the Easy Bay evacuation corridor.
- The need to Train crews, get charter agreements in place with other operators, increase docking capacity in Oakland, and coordinate with other transit operators.

Vice Chair Intintoli asks if we will have a surplus of boats and if we will need to maintain out of service vessels. Mr. Castleberry replies that this would be a nice problem to have but that it is not an issue we anticipate. Director Johnson asks if there is an Emergency Response Center. Mr. Castleberry responds that the MTC has one, as does each county, and that WETA would like to eventually build its own. Director Johnson noted that she would like a presentation from OES, and asks about interoperability of response plans with Joint Powers Authority. Jesús Vargas of VSCE stated that he recalled ferries from the Pacific Northwest being put in service in the Bay Area during the 1998 BART strike. He wondered about what the added capacity of those vessels might be in an emergency response scenario and if the Port of Oakland had docking facilities compatible with those vessels.

8. INFORMATIONAL PRESENTATION – STATUS OF WTA AGREEMENTS

Deputy Director of Finance and Administration Nina Rannells presented a memorandum on agreements transferred to WETA, noting that there were no changes to the agreements and that they had been transferred from the WTA to WETA per SB 976

Chair Johnson asked if there were any changes to the agreements. Ms. Rannells reiterated that there were no changes to the WTA agreements. Director Johnson asked if there would need to be changes to new employee agreements. Ms. Rannells indicated that there would be no changes to those agreements since employees were no longer LGS employees but employed directly by WETA.

9. ACTION ITEM – APPROVAL OF FISCAL YEAR 2007/08 BUDGET

Ms. Rannells presented a proposed FY 2007/08 budget, noting that it is a six-month budget for the period January 1, 2008 to June 30, 2008 as WETA did not exist prior to January 1. She also noted that it is essentially an extension of the WTA budget and that WETA does not yet have access to new capital funds through Proposition 1b.

Director Bellows asked if the budget included funds from the San Mateo County sales tax. Ms. Rannells indicated that San Mateo Measure A funds had not been authorized yet, but that San Mateo's decision was anticipated within the next few months. Mayor Gonzales commented that San Mateo would be releasing the Measure A funds in January 2009. Ms. Rannells clarified that Measure A sales tax funds were scheduled to be collected starting January 2009, but that WETA had requested an advance of these funds from the San Mateo County Transportation Authority. Mayor Gonzalez stated that they were waiting first to see how WETA would be funded.

Director Intintoli made a motion to approve the item. Director Johnson seconded the motion and the item carried unanimously.

10. ACTION ITEM – APPROVAL OF ADMINISTRATIVE CODE

Mr. Castleberry presented the WTA Administrative Code for use by WETA.

Director Johnson recommended that the Code be approved and reviewed by committee for any necessary changes. Director Bellows asked if there had been any changes with the Code in the past. Chair Johnson said there had not been. Director Bellows noted that there were clerical errors in the Code and that it needed to be updated. Vice Chair Intintoli asked if the Code could be approved and then changed in committee. Mr. Castleberry responded that it could. Director Bellows observed that the Code provided for more committees than may be necessary for a five member Board. Mr. Castleberry agreed and noted that that was on the Agenda for discussion.

Director Intintoli made a motion to approve the item and assign a Board Committee to develop amendments for further approval of the Board. Director Johnson seconded the motion and the item carried unanimously.

11. ACTION ITEM – APPROVAL OF HUMAN RESOURCES GUIDE

Ms. Rannells presented the WETA Human Resources guide for approval. She noted that a considerable amount of time was spent researching and creating the Guide based on those of similar sized Bay Area transit agencies.

Vice Chair Intintoli asked if the Guide complied with SB 976. Ms. Rannells stated that it did. Director Johnson asked if staff could bring back a comparison of the Guide with pertinent items from SB 976. Ms. Rannells said she could. Vice Chair Intintoli pointed to Article V in SB 976 as an example. Ms. Rannells reiterated that a review with SB 976 could be prepared. Chair Johnson suggested that the Guide could be approved and returned to staff for review to see if any changes would be required. Director Bellows pointed out errors with title and holiday listings. Director Johnson asked about retirement health care benefits. Ms. Rannells replied that under PERS there were partial benefits after 10 years employment. Director Johnson asked about GASB requirements and if staff could prepare a summary of employee benefits. Ms. Rannells offered to bring back a comprehensive summary for discussion. Director Johnson asked which PERS option employees had. Ms. Rannells replied that it was 2.5% at 55. Director Johnson asked what the arrangement was for current medical benefits. Ms. Rannells replied that a certain amount was paid and the employee covered the balance if they chose a plan that cost more than that amount.

Vice Chair Intintoli asked how often future Board meetings should be scheduled. Mr. Castleberry suggested monthly but that meetings could be more frequent. Vice Chair Intintoli suggested every two weeks.

Director Johnson made a motion to approve the item pending staff review with SB 976. Director Intintoli seconded the motion and the item carried unanimously.

12. ACTION ITEM – ESTABLISHMENT OF STANDING COMMITTEES

Manager of Community Relations Shirley Douglas reviewed the WTA original enabling legislations requirements for standing committees (SB428-1999) and reviewed the committees the WTA had established. She noted that the Community Advisory Committee (CAC) had been active and requested to continue under WETA.

Director Johnson asked if all the previous committees were listed in the Agenda Item. Ms. Douglas replied that they were. Vice Chair Intintoli asked if there were any committee requirements with SB 976. Ms. Douglas advised that no committees were required by the bill. Director Johnson asked if Alameda had been represented on the CAC. Mr. Castleberry advised Director Johnson that she was the Alameda representative and Director Johnson requested that the staff request a new CAC representative from the City of Alameda. Vice Chair Intintoli also requested that staff request a new CAC representative from the City of Vallejo since he had previously been Vallejo's representative. Mayor Gonzalez commented that he advocated for the creation of a CAC. Director Bellows asked about the Technical Advisory Committee (TAC) and was advised by Mr. Castleberry that it had not been well attended. Director Johnson suggested that a TAC could be formed that would be specific to emergency response.

Director Intintoli made a motion to approve creation of a CAC. Director Johnson seconded the motion and the item carried unanimously.

Director Johnson made a motion to advise staff to develop a proposal to create a TAC committee specific to emergency response. Director Bellows seconded the motion and the item carried unanimously.

13. INFORMATION/ACTION ITEM – PROPOSITION 1B SPENDING PRIORITIES

Mr. Castleberry presented initial recommendations for spending Proposition 1B funds not yet received. Vice Chair Intintoli noted that the size of the Vallejo maintenance facility should be addressed.

No action taken.

14. RECESS INTO CLOSED SESSION AND REPORT ON CLOSED SESSION

Chair Johnson called the meeting into closed session at 11:55 a.m. Upon reopening of the meeting at 12:30 p.m. Chair Johnson reported that the Board appoints Steve Castleberry as Executive Director, and accepts his resignation, effective May 9. For that period, he will be paid a salary of \$154,000 per year, and at the end of 6 weeks, he will be paid his accrued vacation and sick leave. In addition, he is directed to advertise and screen candidates for a replacement ED.

In addition, the Board appoints Stan Taylor as General Counsel under the same terms and conditions as the existing agreement and directs staff to come back to the Board at the next meeting with an amendment to the budget of the Nossaman agreement.

15. ADJOURNMENT

All business having concluded, the meeting was adjourned at 12:35 P.M.

Respectfully Submitted,

Board Secretary

MEMORANDUM

TO: Board Members

FROM: Steve Castleberry, Executive Director
Nina Rannells, Deputy Director of Finance & Administration

SUBJECT: Authorize Continued Use of Water Transit Authority Name

Recommendation

Authorize by motion the continued use of "Water Transit Authority" as the common business name for planned transit services provided by the Water Emergency Transportation Authority.

Background

Senate Bill 976 significantly changed the face of the Water Transit Authority (WTA) by both replacing it with a new name, the Water Emergency Transportation Authority (WETA), and by expanding the scope and scale of the new organization to include disaster response responsibilities and operation of existing ferry transit services. As envisioned, these new tasks will be integrated into plans originally developed by the WTA to expand ferry system access and capacity on the San Francisco Bay.

Rather than build an exclusive transit system or an exclusive emergency response system, the projects carried out by WETA will build a core transportation network to be used on a daily basis to provide regularly scheduled public transit services which can be quickly reconfigured to provide emergency response, evacuation and targeted transportation services in the event of a disaster in the Bay Area that cripples critical bridges or roadways. Given the dual role that WETA transportation services will play, WETA could consider identifying separate common business names to use to reference its different operating functions.

Discussion

The public transit arena is filled with agencies that operate under a common business name that is different from the legal name under which they have been created. Some examples of this concept in the Bay Area include Golden Gate Ferry representing the ferry operating arm of the Golden Gate Bridge, Highway and Transportation District and Vallejo Baylink representing the ferry operation sponsored by the City of Vallejo.

This practice is largely grounded in marketing efforts to provide a familiar and recognizable "brand" to its riders. WETA could follow this same model and use Water Transit Authority, a name that now has 8 years of use and public recognition, as the business name associated with its operating arm charged with planning, constructing and operating an expanded ferry system network on the Bay. Under this model, the WETA title would be used for official business (for items such as bank accounts, contracts, government interactions, etc.) and for use in emergency operations as a means to emphasize the different role and responsibilities required during emergencies.

If the Board supports moving in this direction, staff would work with the Attorney to register the WTA name and logo for continued use by WETA.

Financial Implications

It is estimated to cost a few thousand dollars to complete the state and federal trademark registration processes assuming that there are no complications. These costs would be balanced with savings from changing out the WTA designation on our signs and on our vessels. Funds are available in the FY 2007/08 budget to cover any additional cost of this work.

Options

WETA could abandon the use of the name Water Transit Authority in all respects and fully adopt the use of Water Emergency Transportation Authority for all lines of business.

END

MEMORANDUM

TO: Board Members

FROM: Steve Castleberry, Executive Director
Nina Rannells, Deputy Director of Finance & Administration
Melanie Jann, Manager, Administration & Business Services

SUBJECT: Authorize Agency Name Change and Signature Authority for Local Agency Investment Fund (LAIF) Account

Recommendation

Authorize by resolution the following actions related to the Local Agency Investment Fund (LAIF) account:

- a) Name change from San Francisco Bay Area Water Transit Authority (WTA) to San Francisco Bay Area Water Emergency Transportation Authority (WETA); and
- b) Signature authority to be vested with the Executive Director, Deputy Director of Finance & Administration and Manager of Administration & Business Services.

Background

Government Code 66540.10, as amended by SB 976, directs the transfer of all WTA financial reserves to WETA for use in carrying out the work now assigned from WTA to WETA. In order to minimize disruption to WETA's daily operation, staff will achieve this "transfer" by working with WTA's banking institutions to change the legal name on the accounts from WTA to WETA.

These accounts include a Bank of America account used to receive deposits of grant allocations, reimbursements and refunds, a Bank of the West account used by WETA's accounting group (Association of Bay Area Governments) to issue agency payments and the Local Agency Investment Fund (LAIF) account used to invest agency fund balances.

Discussion

The Local Agency Investment Fund (LAIF) program was created in 1977, through Section 16429.1 et seq. of the California Government Code, to provide an investment alternative for California's local governments and special districts. LAIF offers local agencies the opportunity to participate in a major portfolio, which invests hundreds of millions of dollars, using the investment expertise of the Treasurer's Office investment staff at no additional cost to the taxpayer. For WETA, transfer of funds to/from LAIF can only occur between authorized accounts, which include the Bank of America and Bank of the West accounts noted above.

Changes to the LAIF account structure and management require Board action. This item requests Board action to transfer WTA's LAIF account to WETA through action to change the agency name and establish new signatories on the account consistent with the WETA staff structure and lines of responsibility.

Financial Implications

None.

Options

No change.

END

MEMORANDUM

TO: Board Members

FROM: Steve Castleberry, Executive Director

SUBJECT: Approve Amendment Number 8 to the Agreement with Nossaman, Guthner, Knox & Elliott, LLP (NGKE) for the Provision of Legal Services

Recommendation

Approve by resolution Amendment Number 8 to the agreement with Nossaman, Guthner, Knox & Elliott, LLP (NGKE) for the provision of legal services and authorize the Executive Director to execute the amendment.

Discussion

The WTA Board approved the initial agreement for legal services with Nossaman, Guthner, Knox and Elliott, LLP (NGKE) on August 26, 2004. The contract for legal services is renewed annually.

In May 2007, the Board renewed the agreement through Amendment No. 6 for \$300,000 to cover FY 2007/08. The contract was amended in December 2007 for an additional \$100,000. Since that time, NGKE costs have been greater than anticipated. Total charges through the month of February exceed the contract amount by approximately \$73,000.

NGKE has requested an additional \$150,000 for FY 2007/08, bringing the total costs for this fiscal year to \$550,000. WETA will only be charged for the actual use of these services. NGKE believes that the transition from WTA to WETA constituted an extraordinary event that required a higher level of service than was anticipated and that would otherwise have been necessary. That event was compounded by the bankruptcy of the agency's vendor for construction of two ferry vessels. The NGKE contract history is as follows:

	Date	Amount
Original Agreement	8/26/04	\$70,000
Amendment No. 1	5/26/05	\$50,000
Amendment No. 2	5/26/05	\$120,000
Amendment No. 3	2/23/06	\$60,000
Amendment No. 4	5/25/06	\$200,000
Amendment No. 5	1/25/07	\$250,000
Amendment No. 6	5/24/07	\$300,000
Amendment No. 7	12/20/07	\$100,000
Amendment No. 8	Pending	\$150,000

Another amendment will be brought to the Board later this month when the WETA's annually renewed contracts are revisited.

Financial Implications

This amendment would commit the Authority to a not-to-exceed amount of \$550,000 for legal services through FY 2007/08. These funds will be included in the WETA's budget update.

Options

The Authority could negotiate a different amendment amount.

END

Attachment A

Proposition 1B Program of Projects

	Recommended Prop 1B Amount	Total Project Cost (000)	Project Notes
Projects Recommended for Funding			
1. Preliminary Investigation/Environmental Review Redwood City Antioch Richmond Martinez	2,000,000	2,000,000	This project would advance the Redwood City, Antioch, Richmond and Martinez services to the next phase of planning and environmental studies.
2. Final Design Berkeley Terminal Hercules Terminal	3,000,000	6,000,000	This project would advance Berkeley and Hercules services to final design pending the final outcome of environmental investigations underway.
3. Construction South San Francisco Terminal and Vessels	10,000,000	51,200,000	This project would support construction of South San Francisco ferry terminal and vessels.
4. Other Maintenance Barge and Floats	5,000,000	12,000,000	This project would conduct environmental review and associated studies related to potential WETA maintenance/fueling sites, facilities and floats. This project will support initial acquisition and/or rehabilitation of floats and barges.
Vallejo Maintenance Facility	5,000,000	22,000,000	Provides funds to advance Phases I and II of the Vallejo maintenance facility (fueling and floats) to construction and to support final design of Phase III maintenance building.
Total Recommended Program	25,000,000	93,200,000	

Projects Not Recommended for Program			
1. Oyster Point Marina/Park Security Guard Shack	750,000	750,000	Proposed by the San Mateo Harbor District to rehabilitate security guard facilities at the Marina.
2. Rehabilitate Downtown Ferry Terminal Facilities	935,000	935,000	Proposed by the Port of SF to rehabilitate Gate B and E facilities
3. China Basin Ferry Terminal Enhancements	10,000,000	10,000,000	Proposed by the Port of SF to rehabilitate the China Basin Ferry Terminal and construct a breakwater to expand the facility for use year-around and use in an emergency/disaster.
4. Pier 15 Water Taxi Landing/Emergency Terminal	3,000,000	3,000,000	Proposed by the Port of SF to design and install a dock facility at Pier 15 for water taxi and excursion docking, and to be used to expand emergency access to downtown SF.
Total Not Recommended for Program	14,685,000	14,685,000	
Total Projects Submitted	39,685,000	107,885,000	

ATTACHMENT B



OFFICE OF HOMELAND SECURITY
FY 08 Transit System Safety, Security and
Disaster Response Account Program

Grant Assurances
(All Applicants)

Name of Applicant: _____

Address: _____

City: _____ State: _____ Zip Code: _____

Telephone Number: (____) _____

Fax Number: (____) _____

E-Mail Address: _____

As the duly authorized representative of the applicant, I certify that the applicant named above:

1. Has the legal authority to apply for Transit System Safety, Security, and Disaster Response Account funds, and has the institutional, managerial and financial capability to ensure proper planning, management and completion of the grant provided by the State of California and administered by the California Office of Homeland Security (OHS).
2. Will assure that grant funds are only used for allowable, fair, and reasonable costs.
3. Will give the State of California generally and OHS in particular, through any authorized representative, access to and the right to examine all paper or electronic records, books, papers, or documents related to the award; and will establish a proper accounting system in accordance with generally accepted accounting standards or OHS directives.
4. Will provide progress reports and such other information as may be required by OHS.
5. Will initiate and complete the work within the applicable time frame after receipt of OHS approval.



OFFICE OF HOMELAND SECURITY

6. Will establish safeguards to prohibit employees from using their positions for a purpose that constitutes or presents the appearance of personal or organizational conflict of interest, or personal gain for themselves or others, particularly those with whom they have family, business or other ties.
7. Will comply with all California and federal statutes relating to nondiscrimination. These include but are not limited to:
 - a. Title VI of the Civil Rights Act of 1964 (P.L. 88-352), as amended, which prohibits discrimination on the basis of race, color or national origin;
 - b. Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683 and 1685-1686), which prohibits discrimination on the basis of sex;
 - c. Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. § 794) which prohibits discrimination on the basis of handicaps;
 - d. The Age Discrimination Act of 1975, as amended (42 U.S.C. §§ 6101-6107) which prohibits discrimination on the basis of age;
 - e. The Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255) as amended, relating to nondiscrimination on the basis of drug abuse;
 - f. The Comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism;
 - g. Sections 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. § 290dd-2), as amended, relating to confidentiality of alcohol and drug abuse patient records;
 - h. Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing;
 - i. Title 28, Code of Federal Regulations, Part 42, Subparts C, D, E and G;
 - j. Title 28, CFR, Part 35;
 - k. Any other nondiscrimination provisions in the specific statute(s) under which application for federal assistance is being made, and
 - l. The requirements on any other nondiscrimination statute(s) which may apply to the application.
8. Will comply, if applicable, with the flood insurance purchase requirements of Section 102(a) of the Flood Disaster Protection Act of 1973 (P.L. 93-234) which requires recipients in a special flood hazard area to participate in the program and to purchase flood insurance if the total cost of insurable construction and acquisition is \$10,000 or more.



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9. Will comply with applicable environmental standards which may be prescribed pursuant to California or Federal law. These may include, but are not limited to, the following:
 - a. California Environmental Quality Act (CEQA). California Public Resources Code Sections 21080-21098. California Code of Regulations, Title 14, Chapter 3 Sections 15000-15007.
 - b. institution of environmental quality control measures under the National Environmental Policy Act of 1969 (P.L. 91-190) and Executive Order (EO) 11514;
 - c. notification of violating facilities pursuant to EO 11738;
 - d. protection of wetlands pursuant to EO 11990;
 - e. evaluation of flood hazards in floodplains in accordance with EO 11988;
 - f. assurance of project consistency with the approved state management program developed under the Coastal Zone Management Act of 1972 (16 U.S.C. §§ 1451 et seq.);
 - g. conformity of federal actions to State (Clean Air) Implementation Plans under Section 176(c) of the Clean Air Act of 1955, as amended (42 U.S.C. § 7401 et seq.);
 - h. protection of underground sources of drinking water under the Safe Drinking Water Act of 1974, as amended, (P.L. 93-523); and
 - i. protection of endangered species under the Endangered Species Act of 1973, as amended, (P.L. 93-205).
10. Will comply, if applicable, with the Wild and Scenic Rivers Act of 1968 (16 U.S.C. §§ 1271 et seq.) related to protecting components or potential components of the national wild and scenic rivers system.
11. Will assist OHS, as appropriate, in assuring compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (16 U.S.C. § 470), EO 11593 (identification and preservation of historic properties), and the Archaeological and Historic Preservation Act of 1974 (16 U.S.C. §§ 469a-1 et seq).
12. Will comply with Standardized Emergency Management System (SEMS) requirements as stated in the California Emergency Services Act, Gov Code §§ 8607 et seq. and CCR Title 19, Sections 2445, 2446, 2447 and 2448.
13. Will:
 - a. Promptly return to the State of California all the funds received which exceed the approved, actual expenditures as accepted by OHS.
 - b. In the event the approved amount of the grant is reduced, the reimbursement applicable to the amount of the reduction will be promptly refunded to the State of California.
 - c. Separately account for interest earned on grant funds, and use all interest towards the project as approved by OHS.



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14. Will comply, if applicable, with the Intergovernmental Personnel Act of 1970 (42 U.S.C. §§ 4728-4763) relating to prescribed standards for merit systems for programs funded under one of the nineteen statutes or regulations specified in Appendix A of OPM's Standards for a Merit System of Personnel Administration (5 C.F.R. 900, Subpart F).
15. Agrees that equipment acquired or obtained with grant funds:
 - a. Will be made available under the California Disaster and Civil Defense Master Mutual Aid Agreement in consultation with representatives of the various fire, emergency medical, hazardous materials response services, and law enforcement agencies within the jurisdiction of the applicant.
 - b. Is consistent with needs as identified in the State Homeland Security Strategy and will be deployed in conformance with that Strategy.
 - c. Will be made available pursuant to applicable terms of the California Disaster and Civil Defense Master Mutual Aid Agreement and deployed with personnel trained in the use of such equipment in a manner consistent with the California Law Enforcement Mutual Aid Plan or the California Fire Services and Rescue Mutual Aid Plan.
16. Will comply, as applicable, with provisions of Title 28 of the Code of Federal Regulations applicable to grants and cooperative agreements, including:
 - a. Part 18, Administrative Review Procedures;
 - b. Part 20, Criminal Justice Information Systems;
 - c. Part 22, Confidentiality of Identifiable Research and Statistical Information;
 - d. Part 23, Criminal Intelligence Systems Operating Policies;
 - e. Part 30, Intergovernmental Review of Department of Justice Programs and Activities;
 - f. Part 35, Nondiscrimination on the Basis of Disability in State and Local Government Services;
 - g. Part 38, Equal Treatment of Faith-based Organizations;
 - h. Part 63, Floodplain Management and Wetland Protection Procedures;
 - i. Part 42, Nondiscrimination/Equal Employment Opportunities Policies and Procedures;
 - j. Part 61, Procedures for Implementing the National Environmental Policy Act;
 - k. Part 64, Floodplain Management and Wetland Protection Procedures; and Federal laws or regulations applicable to Federal Assistance Programs.
 - l. Part 66, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.
 - m. Part 67, Government-Wide Debarment and Suspension (Non-Procurement)
 - n. Part 69, New Restrictions on Lobbying
 - o. Part 70, Uniform Administrative Requirements for Grants and Cooperative Agreements (including sub-awards) with Institutions of Higher Learning, Hospitals and other Non-Profit Organizations.
 - p. Part 83, Government-Wide Requirements for a Drug Free Workplace (grants)



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17. Will comply, if applicable, with Subtitle A, Title II of the Americans with Disabilities Act (ADA) 1990.
18. Will, in the event a Federal or State court or Federal or State administrative agency makes a finding of discrimination after a due process hearing on the grounds of race, color, religion, national origin, sex, or disability against a recipient of funds, the recipient will forward a copy of the finding to OHS.
19. Will comply with the financial and administrative requirements set forth in the current edition of the Office of Justice Programs (OJP) Financial Guide.
20. Will comply with all applicable requirements of all other California and Federal laws, executive orders, regulations, program and administrative requirements, policies and any other requirements governing this program.
21. Understands that failure to comply with any of the above assurances may result in suspension, termination or reduction of grant funds.
 - a. The applicant certifies that it and its principals:
 - (1) Are not presently debarred, suspended, proposed for debarment, declared ineligible, sentenced to a denial of Federal benefits by a State or Federal court, or voluntarily excluded from covered transactions by any Federal department or agency;
 - (2) Have not within a three-year period preceding this application been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State, or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
 - (3) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State, or local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and (d) Have not within a three-year period preceding this application had one or more public transactions (Federal, State, or local) terminated for cause or default; and
 - b. Where the applicant is unable to certify to any of the statements in this certification, he or she shall attach an explanation to this application.



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As the duly authorized representative of the applicant, I hereby certify that the applicant will comply with the above certifications.

The undersigned represents that he/she is authorized by the above named applicant to enter into this agreement for and on behalf of the said applicant.

Signature of Authorized Agent: _____

Printed Name of Authorized Agent: _____

Title: _____ Date: _____

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MEMORANDUM

TO: Board Members

FROM: Steve Castleberry, Executive Director
Nina Rannells, Deputy Director of Finance & Administration

SUBJECT: Approve Proposition 1B Program of Projects and Authorize Agency Officials to Execute Program Requirements

Recommendation

Authorize, by resolution, the following actions related to the FY 2007/08 Proposition 1B Waterborne grant program:

- 1) Approve a list of FY 2007/08 Proposition 1B Waterborne program projects for transmittal to the State Office of Homeland Security; and
- 2) Authorize the Executive Director, Attorney and Deputy Director of Finance and Administration to execute grant program actions required to obtain funding.

Background

Proposition 1B funds in the amount of \$25 million were authorized as a part of the FY 2007/08 state budget for projects that increase the capacity of waterborne transit agencies to provide disaster response. The funds made available in FY 2007/08 represent the first year increment of a total of \$250 million authorized for the waterborne element of the Proposition 1B program. Per SB 976, WETA is the designated recipient of the Proposition 1B waterborne funds which are managed through the State Office of Homeland Security (State OHS).

At the March 31, 2008 meeting, staff provided an overview of Prop 1B priorities and identified an anticipated list of projects for the first year of funding as summarized below:

1. San Francisco Ferry Terminal dock expansion
2. East Bay dock expansion
3. WETA maintenance/fueling facility
4. Vallejo maintenance/fueling facility
5. Berkeley terminal and vessel design and construction
6. Richmond, Martinez, Antioch and Redwood City environmental studies

Discussion

On April 4, 2008 the State OHS issued draft program guidelines and an application kit for projects to be funded with the \$25 million 2007/2008 Proposition 1B waterborne program increment. In accordance with State OHS guidelines, interested parties were to prepare and submit Investment Justification applications directly to WETA for review and development of a project list for Board approval prior to May 8, 2008. Project submittal and selection was placed on a condensed schedule based upon OHS' deadline of May 15 to award projects in order to meet the State's bonding schedule for the year.

Requests for \$39.7 million in program funds to support projects totaling just over \$108 million were considered. Based upon staff's review of the projects developed, submitted and discussed with interested parties and OHS requirements to expend all project funds

within three years, staff recommends that the Board approve the following program of projects for transmittal to OHS for final funding approval:

<u>Project</u>	<u>Amount</u>
1. Preliminary Investigation/Environmental Review Redwood City, Richmond, Antioch and Martinez	2,000,000
2. Final Design for Berkeley and Hercules Terminals	3,000,000
3. SSF Terminal and Vessel Construction	10,000,000
4. Maintenance Barge and Emergency Floats	5,000,000
5. Vallejo Maintenance Facility	<u>5,000,000</u>
Total	25,000,000

This recommended program funds complete or partial project segments for each of the projects proposed. A more detailed description of these projects, along with a full list of the projects submitted for consideration, is provided in **Attachment A** to this report. Staff believes that this recommended program provides a well balanced set of projects that will deliver both tangible construction projects and critical planning and design work required to advance WETA's development of expanded emergency response capabilities on the San Francisco Bay.

The next steps in the grant process include OHS review and approval of the project list, submittal of formal applications and assurances related to the projects and the program funds and execution of funding agreements. Consistent with State OHS requirements, this item includes Board action to establish agency positions with the authority to carry out these administrative functions including executing the program Grant Assurances as contained in **Attachment B** to this report.

Options

Direct staff to submit an alternative mix of projects and funding to OHS.

END

MEMORANDUM

TO: Board Members

FROM: John Sindzinski, Manager, Planning & Development

SUBJECT: South San Francisco Terminal Project Update

Recommendation

No action required.

Discussion

The construction of the WETA's first ferry terminal in South San Francisco is divided into separate on-site construction packages, plus a fourth construction package for repairs at the Oakland terminal necessary to support the service and vessels.

Site preparation - Site preparation includes removal of existing marina docks in the Oyster Point Marina and dredging in the area of the new terminal. All of existing docks 9 and 10 are being removed to make room for the terminal and float. Docks 11 through 13 are being shortened to make the travel lane for the ferry vessels wider inside the marina. The dredging includes a ten-foot deep channel for the ferry vessels and an area 12 feet deep under the float.

Pier construction - Pier construction will include the fixed structure over the water on which passengers will queue while awaiting the ferry arrival. This construction contract will also include limited landside improvements, as well as a viewing platform adjacent to the terminal. The pier construction includes driving piles in the marina. This pile driving work may only be done between June and November to mitigate environmental impacts on marine life. This work window limitation can significantly affect the staging and completion of the project.

Float fabrication and installation - The third contract would be for the fabrication of the float, which is the part of the terminal that floats on the water and is the facility to which the vessels tie after docking. This construction package will also include the gangway, which is the short ramp connecting the pier to the float, and installation of the float. The contractor who builds these items will also be responsible for setting the piles for this part of the project at the time the gangway and float are connected to the terminal. This will insure that all components fit and work together as designed.

Oakland dock repairs - This work includes two new brow ramps to be installed on the existing float at Jack London Square, a new fender on one side and a taller one on the other as well as a new ADA compliant boarding platform, patronage signage and ticket processing equipment.

Current Status

The final design and procurement documents for the site preparation/pier and float/gangway construction packages are nearly complete and will be ready for release in the next month. Originally the dredging and dock demolition construction project was to be lead by the Harbor District. However, the WETA will retain the lead role on this procurement for ease of administration. These procurement documents are being written and should be ready for release at the same time the float and terminal construction packages are released.

Design and preparation of procurement documents for the Oakland dock repairs will occur after the Oyster Point work is awarded. These repairs are relatively minor in scope, in comparison to the other construction projects, and will take far less time to design and complete. It is anticipated that these three construction packages would be bid and awarded at the same time, but that the work for the dredging and demolition would need to take place before the work on the other construction packages.

Two obstacles remain before the work can be started. First the lease for the terminal needs to be signed by all parties. To date it has been approved by WTA, the Harbor District and the City of South San Francisco (who owns the property). The State Department of Boating and Waterways, which holds a loan to the Harbor District at the Marina, has yet to approve the lease. WETA cannot proceed with any construction activities until the agency has a clear legal path to make these improvements at the site.

The second obstacle is the allocation of the San Mateo Sales Tax funds for the terminal construction. While we have been in discussions with San Mateo Transportation Authority staff for the past 12 months, the Authority Board has yet to make an allocation. We expect to present the request to the Board in June, with the intention of receiving an allocation in July.

Assuming the lease is executed and funding allocated by July, we would release the procurement documents to the construction community in July. Bids would be received in September, with the WETA Board awarding the construction contracts at that time. Construction could start in October, possibly in time to complete the in-water construction prior to the November closing of the work window.

Financial Implications

The total project cost is estimated to be \$51.2 million. As shown below the project has several funding sources. Currently all the funding except San Mateo Measure A and Proposition 1B funds have been secured for the project. Staff is working with the County Transportation Authority to secure an allocation for the Measure A funds. This action is scheduled to occur in two parts and should be completed by July 2008. Since these funds would be allocated in advance of the collection of the new Measure A sales tax (begins January 2009), the San Mateo County Transportation Authority has indicated that there will be a cost associated with advancing these funds. The Transportation Authority has not yet determined their financing fee, so this has not been factored into the project cost at this time. As indicated in this Board agenda, the agency will be applying to the State Office of Homeland Security for the Proposition 1B funds.

Vessels	Amount of expenditure \$	Funding
Construction costs	20,500,000	Federal/RM 2
Pre-construction		
Environmental	700,000	RM 2
Design	3,750,000	
Mitigation (oysters)	350,000	
Total	4,800,000	
Property		
SMCHD lease	3,320,000	Measure A
Site prep/pier and terrace construction		
Construction	8,113,563	Measure A/Federal
Contingency	1,068,324	
Total	9,181,887	
Float fabrication and installation		
Construction	8,316,523	Federal/Prop 1B
Contingency	1,166,958	
Total	9,483,481	
Oakland terminal repairs		
Design	75,000	Prop 1B
Construction	325,000	
Contingency	100,000	
Total	500,000	
Other		
Owner's Contingency	1,700,000	Federal/Measure A
Construction/project management	1,715,000	
Total	3,100,000	

END

South San Francisco Ferry Terminal Design Discussion



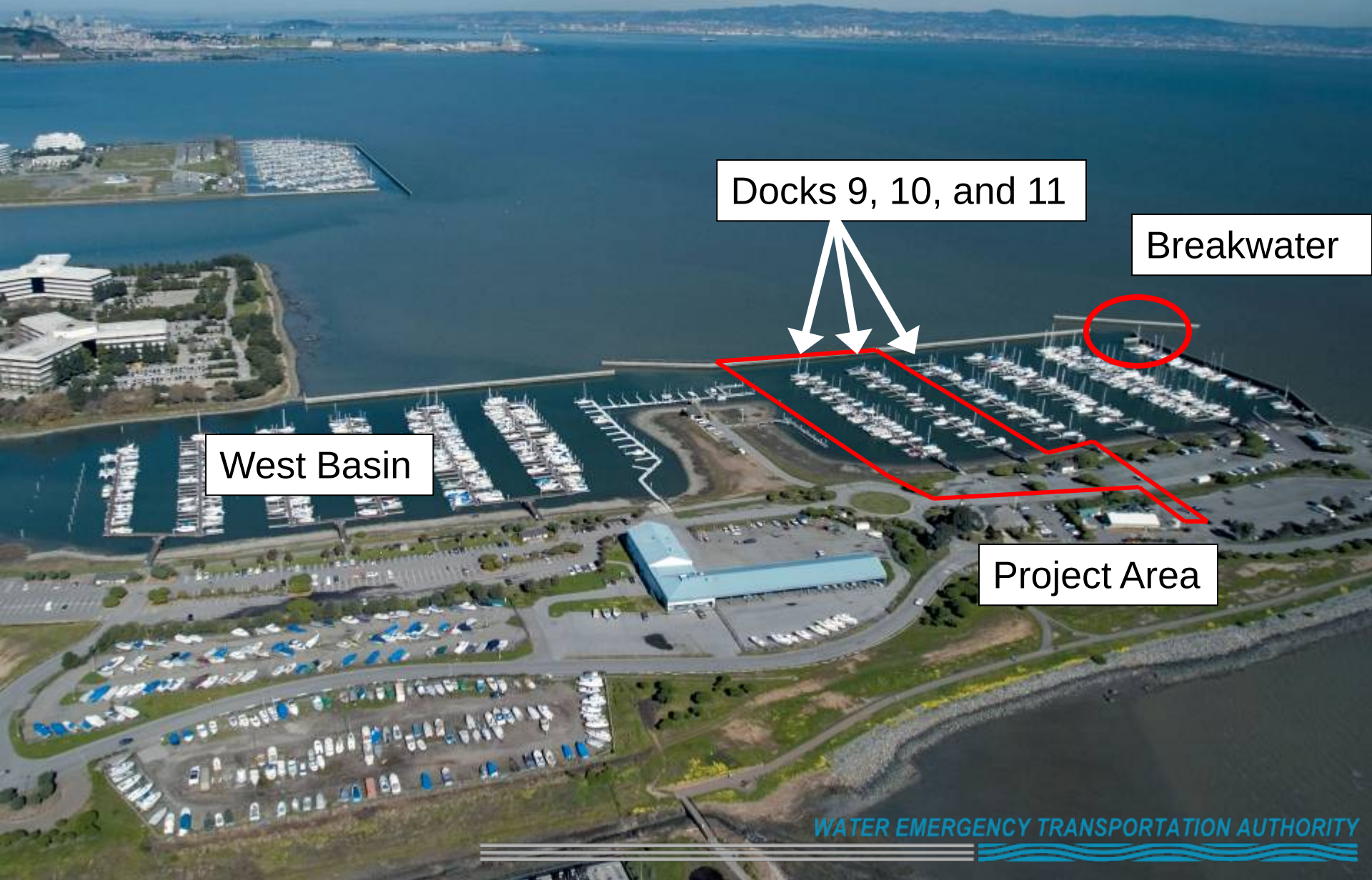
May 2008



WATER EMERGENCY TRANSPORTATION AUTHORITY

WETA

Oyster Point Marina



Docks 9, 10, and 11

Breakwater

West Basin

Project Area

Oyster Point Marina

Ferry Terminal Dock Removal and Dredging Construction Package

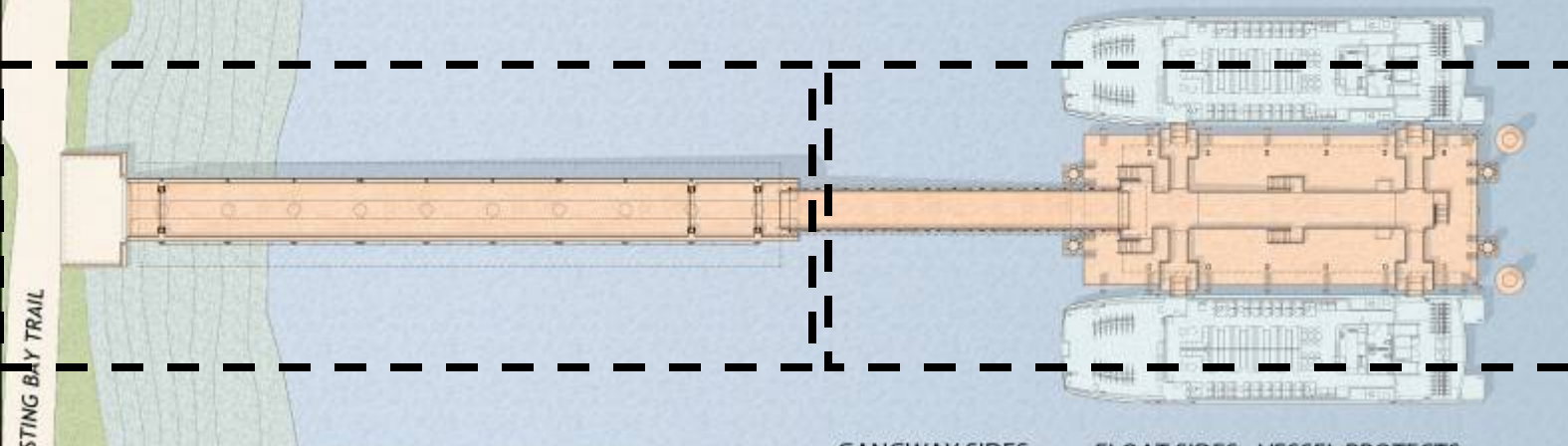
Dredging
Area

Docks to be
removed

STING BAY TRAIL

Pier and Viewing Platform Construction Package

WEST Float and Gangway Construction Package



South San Francisco Ferry Terminal - Oyster Point Marina

Prepared for the San Francisco Bay Area Water Transit Authority by ROMA Design Group in association with Moffatt & Nichol

MARCH 19, 2008



PRELIMINARY TERMINAL DESIGN CONCEPT South San Francisco Ferry Terminal - Oyster Point Marina

Prepared for the San Francisco Bay Area Water Transit Authority by ROMA Design Group in association with Moffatt & Nichol

APRIL 3, 2007

Project Schedule

- Marina dredging and dock removal: Summer 2008
- Terminal construction: Fall 2008-Fall 2009
- Float fabrication: Summer 2008-Fall 2009
- Project complete: Fall 2009

MEMORANDUM

TO: Board Members

FROM: Steve Castleberry, Executive Director
Mary Frances Culnane, Manager, Marine Engineering

SUBJECT: Authorize Negotiation with the City of Alameda for Interim Use and Release of RFP for Warranty Period Bareboat Charter Agreement for GEMINI and PISCES

Recommendation

Authorize by motion negotiation with the City of Alameda for interim use of GEMINI and PISCES.

In addition, authorize by motion the release of a Request for Proposals (RFP) for a Warranty Period Bareboat Charter Agreement.

Background

Staff estimates that the South San Francisco (SSF) terminal will be completed and the service will commence in late 2009 (assuming San Mateo Sales Tax funding will be available). However, the new vessels for the service, GEMINI and PISCES, will be delivered in September and December 2008, respectively. From Delivery Acceptance until the start of the SSF Service, WETA will require crews to be trained and preparations made to maintain, operate and berth the vessels during the one year Warranty Period per vessel.

Discussion

Staff had originally planned to address this issue in January of this year. However, due to the delay in Board appointments, there is now some urgency as the vessels are projected to arrive in approximately 4 months. While a number of options have been investigated to accommodate the early arrival of GEMINI and PISCES, only two options may likely be feasible to implement within the next 4 months.

- One option would be to identify an existing public operator to utilize the vessels in an existing service during the vessels Warranty Period. Staff has had discussions with the City of Alameda (City) and believes that operation of these vessels for the existing Harbor Bay service could benefit both the City and WETA. The cost for this option is unknown but it could benefit the City, who is currently struggling to maintain the existing Harbor Bay vessels.
- A second option would be to release a RFP for a Warranty Period Bareboat Charter. This agreement would make the vessels available to a private operator conditioned on specific items including a minimum number of operating hours and maintenance levels to insure the vessels receive an adequate shakedown during the Warranty Period. The agreement would specify that the vessels would be available to WETA for special events and marketing purposes, as well as for periodic inspections. This would be a low or no cost option.

Given the urgency, staff proposes to pursue both of these options concurrently. The top priority would be an agreement with the City that would put the vessels into a publicly operated commute service.

Financial Implications

There is no direct financial implication at this time. Once proposals are received and discussions proceed with Alameda, financial implications can better be assessed.

Options

One option would be to locate berthing facility for GEMINI and PISCES without a contract for operation. In this option, we would lose the benefits of the vessel Warranty Period as they would not be operated to identify potential defects and problems.

END

Maintenance and Berthing Facility



01 May 2008
Board Presentation

WETA

WATER EMERGENCY TRANSPORTATION AUTHORITY

San Francisco Bay Ferry Expansion

Ferry Building Planning and Improvements



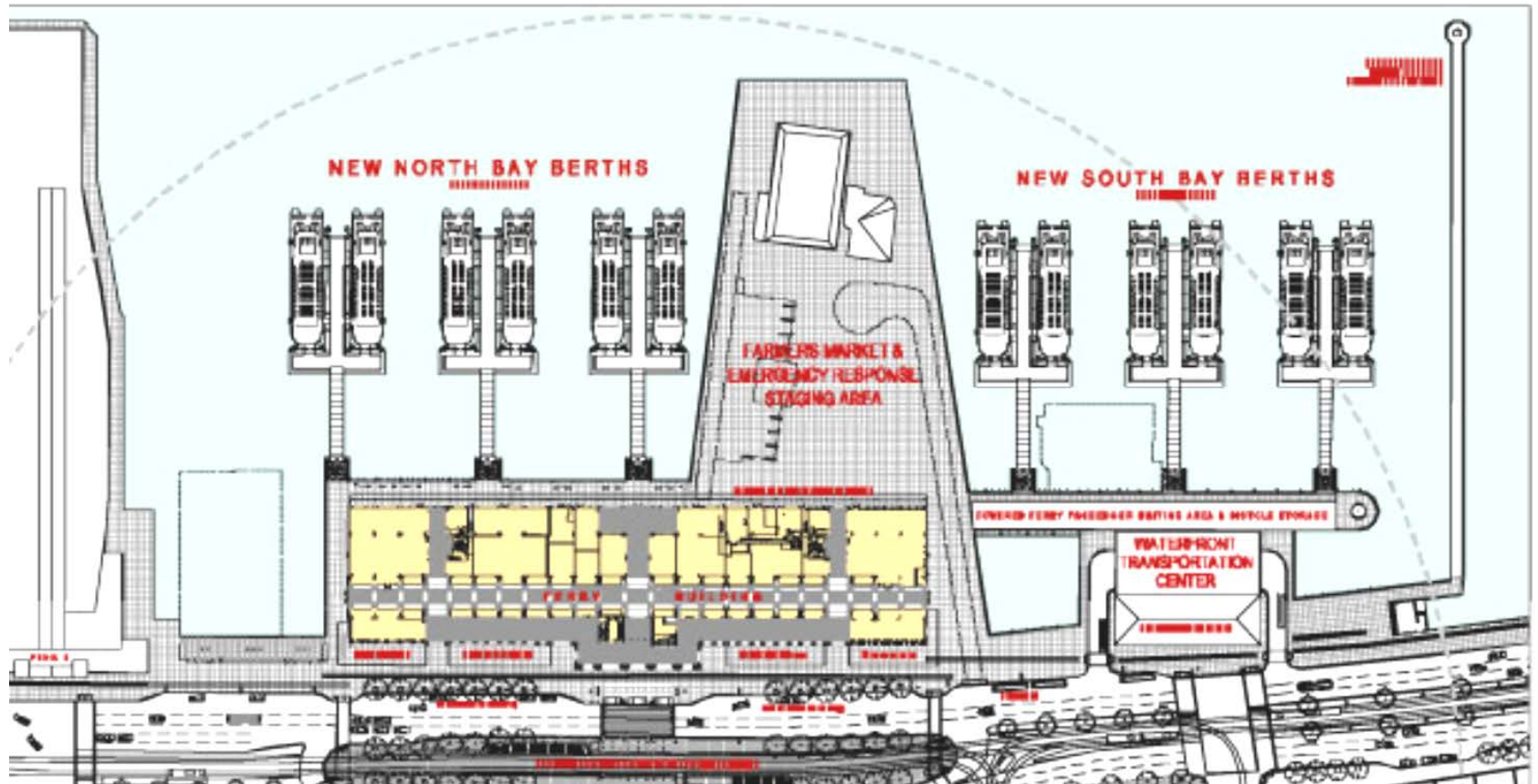
26 August 2004



WATER TRANSIT AUTHORITY

WTA

Maintenance and Berthing Facility



Water Transit Authority

Facility Needs Evaluation

December 9, 2004

SMWM

10 Year Facility Plan

	Current	2006	2010	2015
Routes in Service	0	1	3	5
# of Vessels	0	6	10	14
Administrative Staff	8	12	18	22
Crew	0	10-15	30-40	60-70
Admin Space Needs (300 sf/staff)	2,500 sf	3,600 sf	5,400 sf	6,600 sf
Crew Space (100 sf/crew)	0	1,500 sf	4,000 sf	7,000 sf
Storage Space (250 sf/vessel)	0	1,500 sf	2,500 sf	3,500 sf
Maintenance (1,000 sf/vessel)	0	6,000 sf	10,000 sf	14,000 sf



Pier 1

Pier 48





Pier 54

Pier 24



WTA Facility Needs – Pier 54 Update

March 2005



Preferred Facility Location – Near Ferry Building



Meets Program Needs

	Current	2006	2010	2015
Routes in Service	0	1	3	5
# of Vessels	0	6	10	14
Administrative Staff	8	12	18	22
Crew	0	10-15	30-40	60-70
Admin Space Needs (300 sf/staff)	2,500 sf	3,600 sf	5,400 sf	6,600 sf
Crew Space (100 sf/crew)	0	1,500 sf	4,000 sf	7,000 sf
Storage Space (250 sf/vessel)	0	1,500 sf	2,500 sf	3,500 sf
Maintenance (5,000 sf to 7,000 sf)	0	5,000 sf	5,000 sf	7,000 sf
Total Space Needs	2,500 sf	11,600 sf	16,900 sf	24,100 sf

Potential Sites



Pier 1



Agriculture Building

Potential Sites



Pier 24

Pier 26

Potential Sites



Pier 40

Pier 48



Potential Sites



Pier 54

Program Fulfillment

	admin offices	passenger	storage	crew space	public meetings	fueling	layover berthing	light maintenance	heavy maintenance	shipyard repairs
Pier 1	•				•					
Ag Building	•	•								
Pier 24	•		•	•			•	•		
Pier 40	•		•	•			•			
Pier 48	•	•	•	•			•	•	•	
Pier 54	•	•	•	•		•	•	•	•	
Alameda Point	•	•	•	•	•	•	•	•	•	
Treasure Island	•	•	•	•	•	•	•	•		

Progress report on Pier 54 Suitability Analysis

April 28, 2005



John Sindzinski

Manager of Planning and Development

WTA

WATER TRANSIT AUTHORITY



Alameda Site Vicinity



Alameda Site Location



Preliminary Master Plan



Current Conditions

Seaplane Lagoon: Eastside Site



South

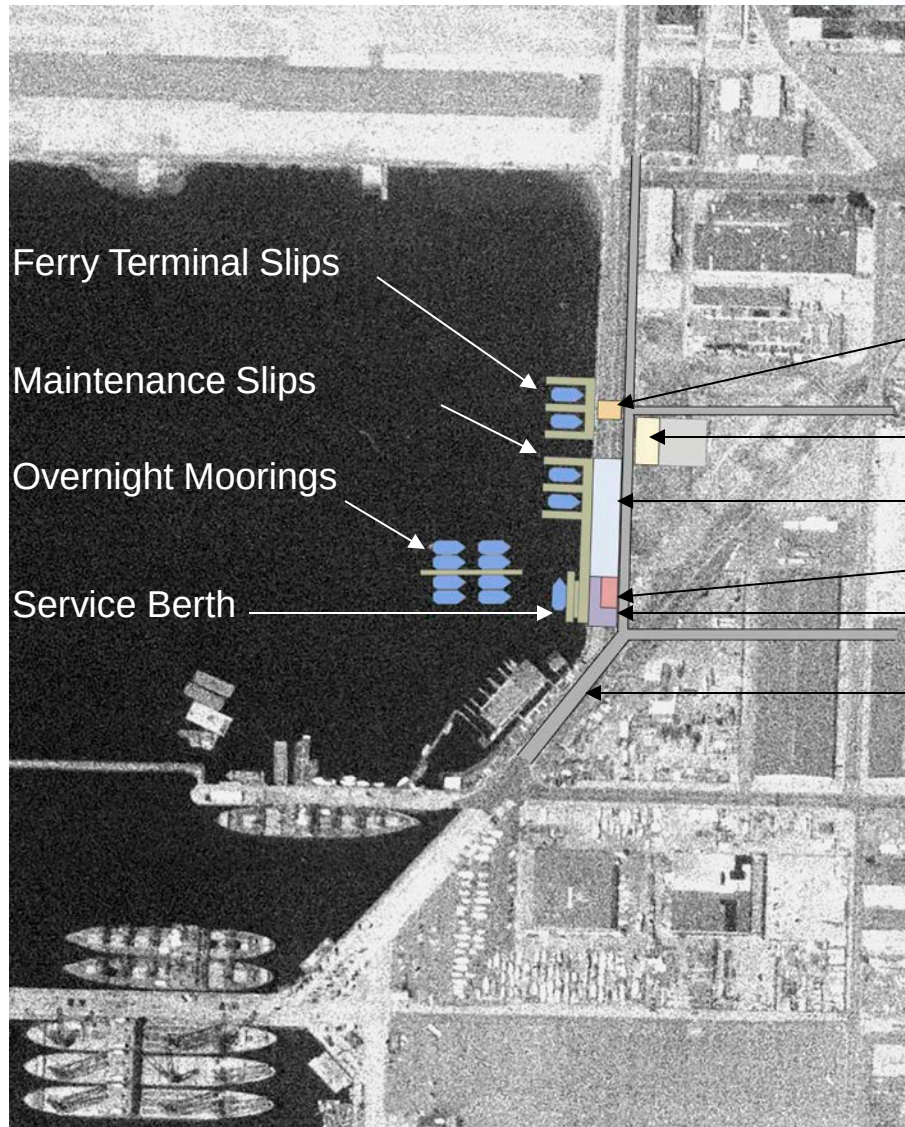


North



West

Program Test Fit



Ferry Terminal (2,000 s.f.)

WTA Office (5,000 s.f.) with parking

Maintenance Shed (16,000 s.f.)

Fuel Depot

Engineering (4,000 s.f.)

Streets per
Master Plan

WTA Berthing/Maintenance Facility

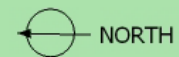
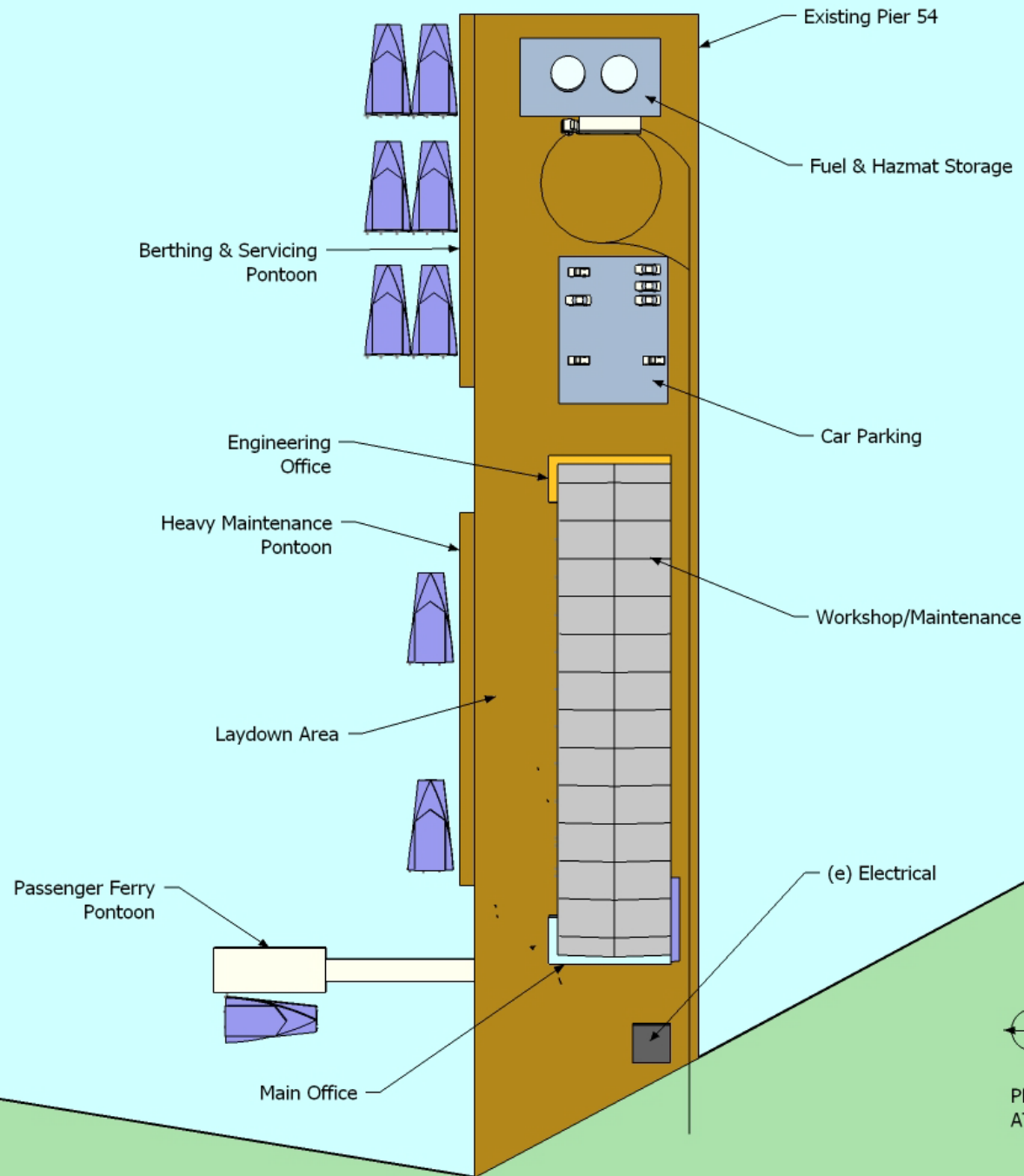
June 23, 2005



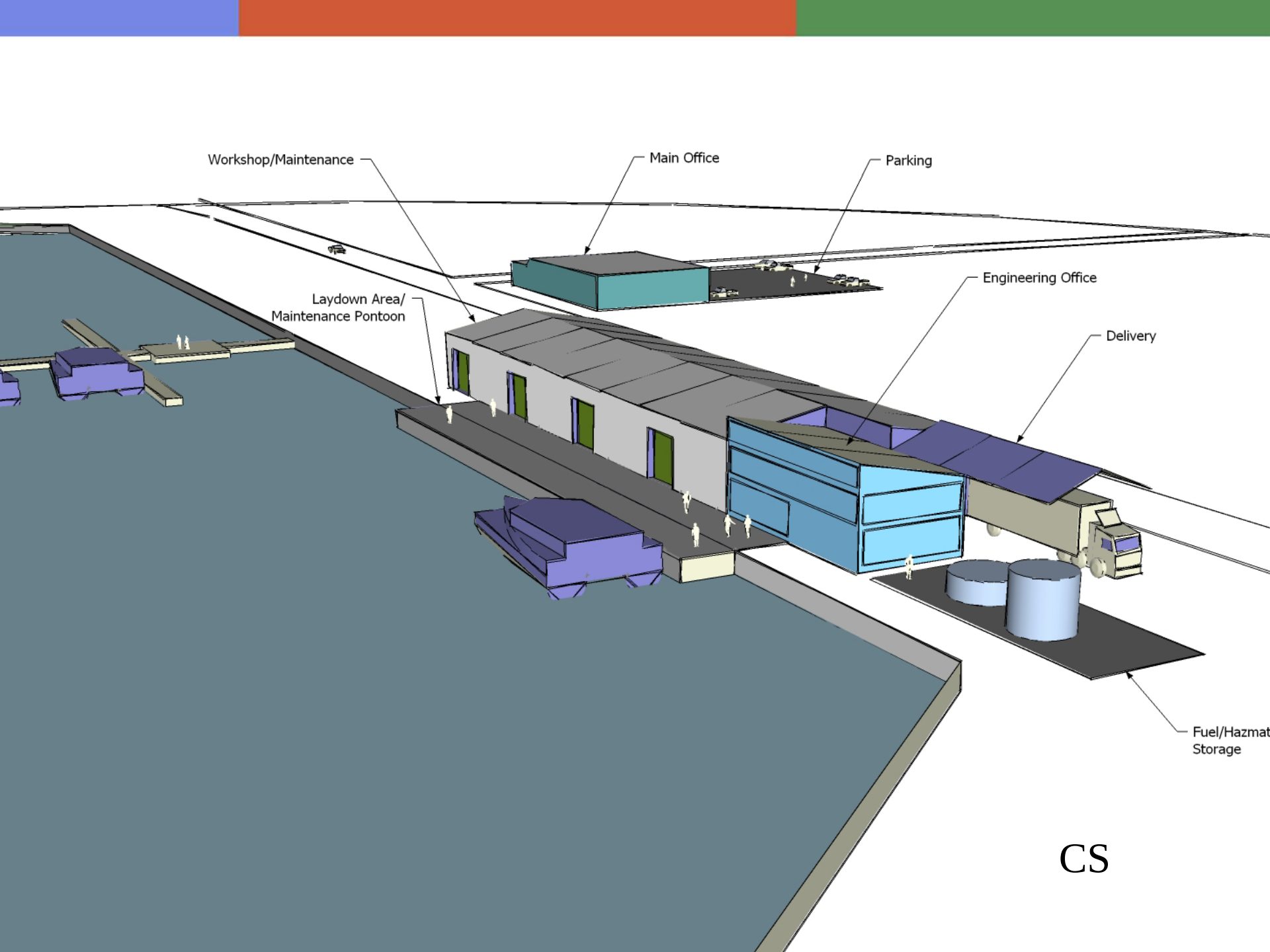
John Sindzinski
Manager, Planning & Development

WTA

WATER TRANSIT AUTHORITY



PROPOSED WTA FACILITY
AT PIER 54 - SFCA



Workshop/Maintenance

Main Office

Parking

Laydown Area/
Maintenance Pontoon

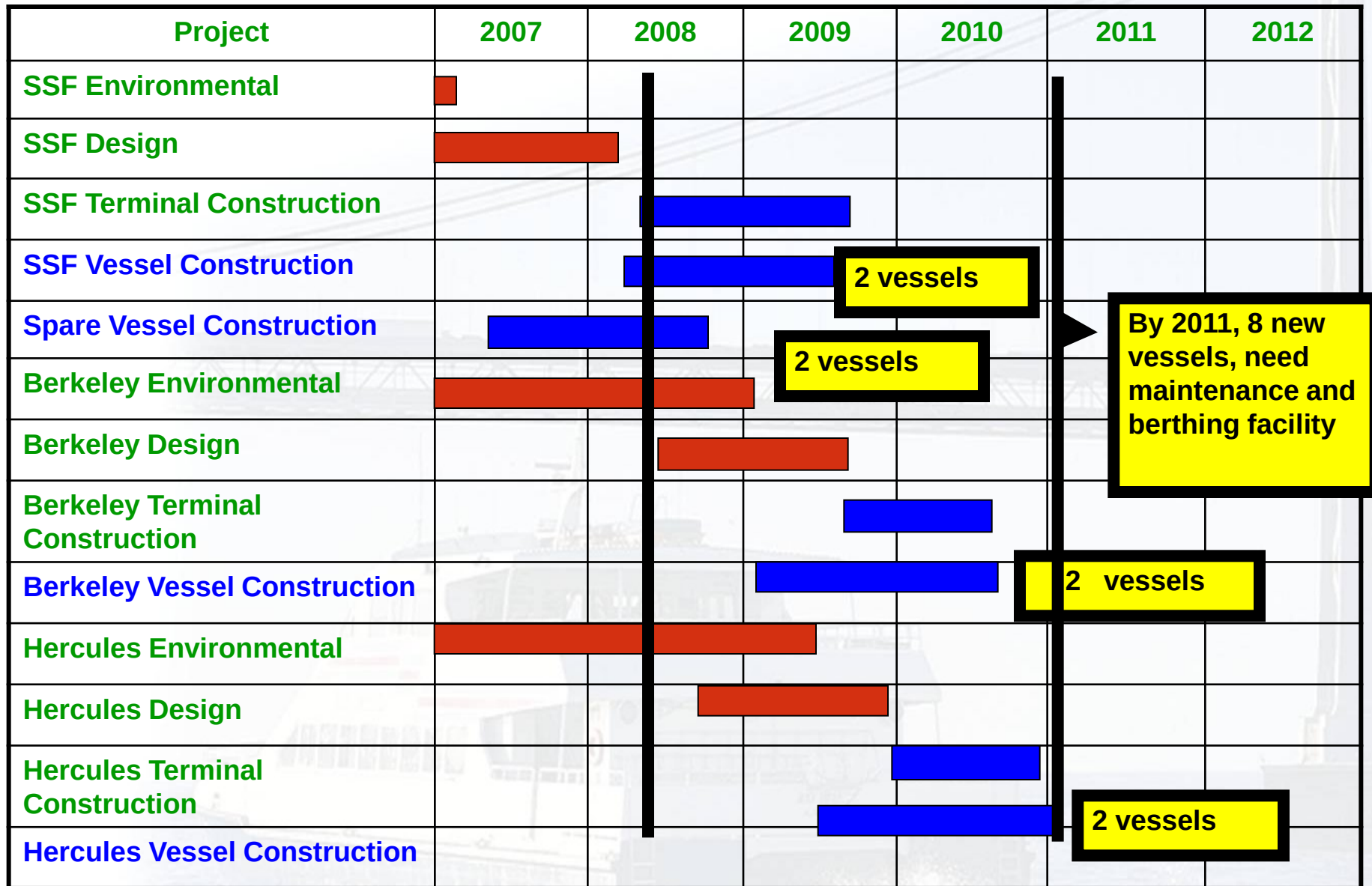
Engineering Office

Delivery

Fuel/Hazmat
Storage

CS

WETA Master Schedule

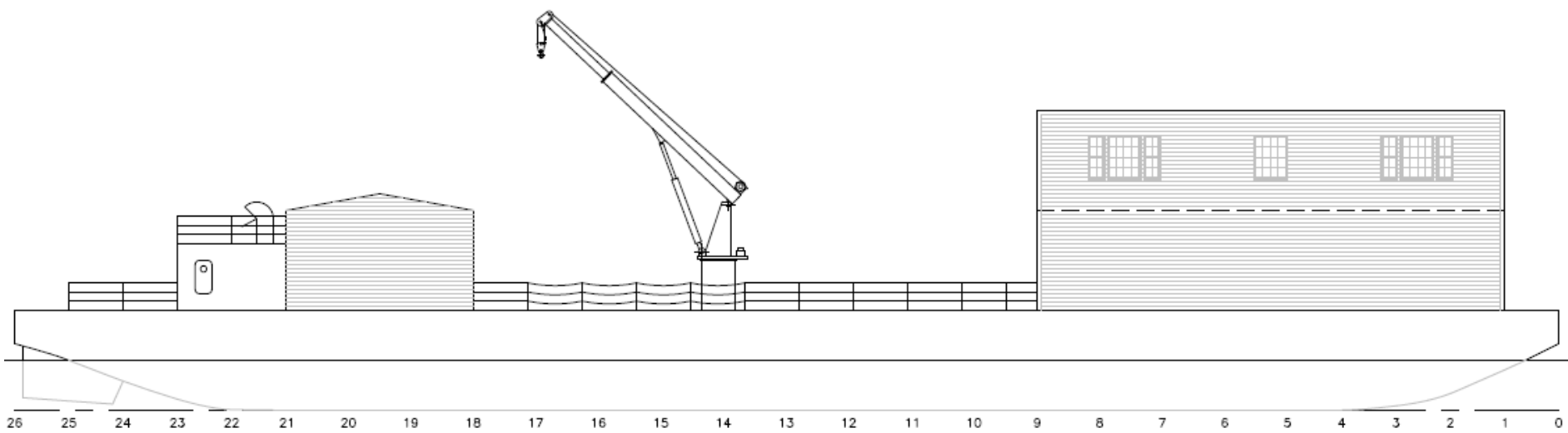


Action Items

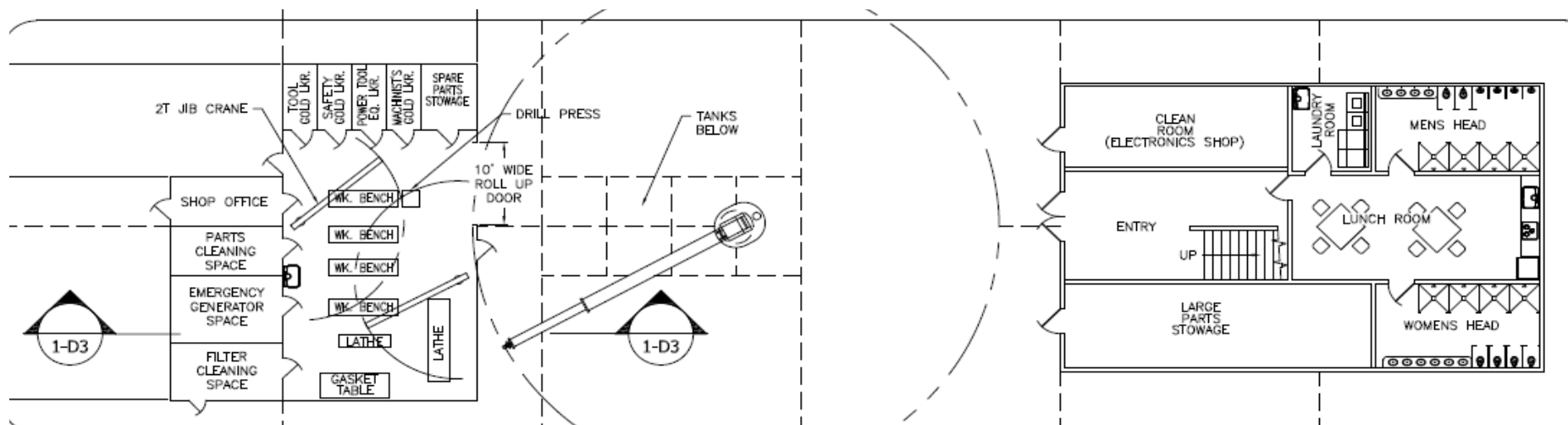
- **Uncertainty of location dictates need for flexibility – maintenance activities based on a barge**
- **Pursue Richmond, Alameda Point and Pier 70 concurrently both for capacity and availability**
- **Continue Pier 9 design and permitting as Richmond, Alameda Point or Pier 70 may not be available by Fall 2008**
- **Purchase float for use in any of the locations**
- **Select environmental consultant to provide necessary environmental clearance once maintenance site is selected**

Action Items

- **Uncertainty of specific location dictates need for flexibility – maintenance activities based on a barge**



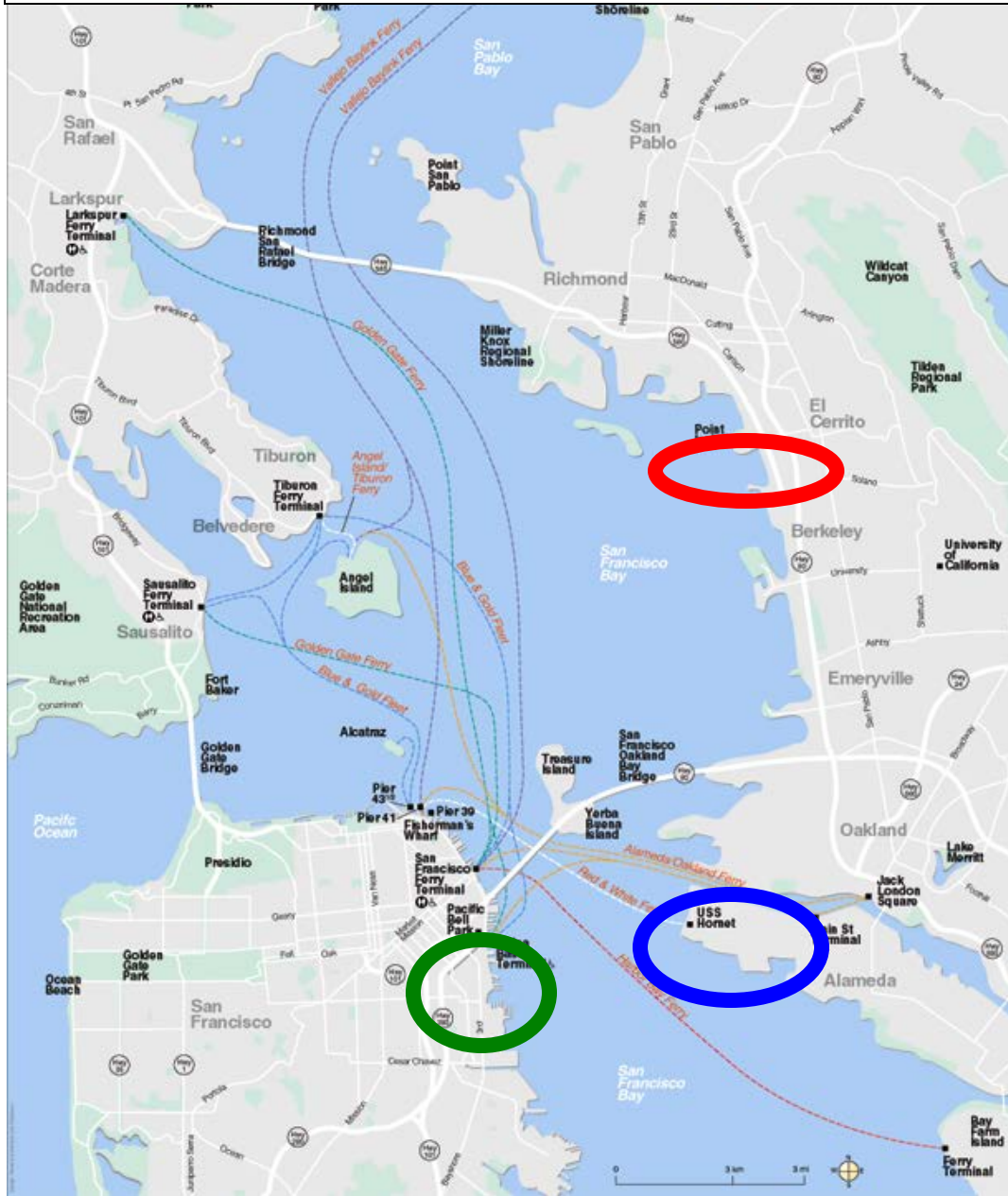
26 25 24 23 22 21 20 19 18 17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1 0



Action Items

- **Pursue Richmond, Alameda Point and Pier 70 concurrently both for capacity and availability**

Maintenance & Berthing Facility



Kaiser Shipyard

Alameda Point

Pier 70 Vicinity

Action Items

- **Continue Pier 9 design and permitting as Richmond, Alameda Point or Pier 70 may likely not be available by Fall 2008**

Action Items

- **Purchase float for utilization at any available location**

Action Items

- **Select environmental consultant to provide necessary environmental clearance once a maintenance site is selected**

Action Items

- **Uncertainty of location dictates need for flexibility – maintenance activities based on a barge**
- **Pursue Richmond, Alameda Point and Pier 70 concurrently both for capacity and availability**
- **Continue Pier 9 design and permitting as Richmond, Alameda Point or Pier 70 may not be available by Fall 2008**
- **Purchase float for use in any of the locations**
- **Select environmental consultant to provide necessary environmental clearance once maintenance site is selected**

Maintenance and Berthing Facility



MEMORANDUM

TO: Board Members

FROM: John Sindzinski, Manager, Planning & Development

SUBJECT: Award of Consultant Contract for Environmental Review and Clearance Services for the WETA Berthing and Maintenance Facility

Recommendation

Approve by resolution to award the firm of Jones and Stokes to undertake necessary environmental reviews and clearances for the WETA's berthing and maintenance facilities and authorizing the Executive Director to execute the agreement.

Background

On September 29, 2005 the WTA Board awarded, upon completion of a competitive procurement process as set forth in the agency's Administrative Code, a contract for environmental review services relating to the agency's proposed berthing and maintenance facility. That contract was never finalized as the agency was unable, for a variety of reasons, to locate sites for such a detailed analysis. Since that time, Jones and Stokes was reselected to be on the WTA's list of pre-qualified environmental consultants.

The scope for this work will consider a number of sites around the region as the agency's mission and service area is large and different routes may require different maintenance sites. Candidate locations include Pier 70, Alameda Point and the Kaiser shipyards in Richmond.

Locating both berthing and maintenance sites is now a priority with the first vessels due to the WETA this fall and the second two approximately a year later. The proposed scope of work will examine a range of sites and provide an environmental clearance for those that make the most sense for berthing and/or maintenance purposes. This work scope is consistent with the original RFP and will include a systematic examination of each site from environmental, operational, economic and related factors. As such it will help the agency decide the most prudent course of action to take when siting and building these facilities.

Financial Implications

This project is budgeted at a total cost of \$500,000 and will be funded with Proposition 1B grants awarded to the agency for this purpose.

Options

Approve or reject.

END

MEMORANDUM

TO: Board Members

FROM: Steve Castleberry, Executive Director
Keith Stahnke, Manager, Operations

SUBJECT: Release of RFQ for Emergency Planning Services and Agreement with William McCammon

Recommendation

Approve by motion of the Release of a Request for Qualifications for Emergency Planning Consulting Services, and approve by motion an agreement with William McCammon for a not-to exceed amount of \$25,000 to assist staff with emergency response activities.

Discussion

SB 976 greatly expands the agency's role in emergency response and requires preparation of an Emergency Water Transportation System Management Plan. Over the past several years, WTA staff has participated in developing the water transportation response in both MTC's Regional Transportation Response Plan and the OES Regional Transportation Coordination and Recovery Plan. Building on that work, the scope of work in this RFQ will be to develop a specific plan for emergency water transportation services.

Previous staff work on emergency response has focused on coordination among ferry operators. We expect that the Emergency Water Transportation System Management Plan will go beyond those efforts, for example, suggesting training programs and exercises to be held with all the existing ferry operators.

To date, our efforts to coordinate with emergency responders have been limited. To assist with that effort, staff proposes an agreement with William (Bill) McCammon. Bill would help staff with consultant selection, coordinate with emergency response organizations and generally insure that WETA's plans are well integrated into the efforts of an emergency responder. Bill is the retired Alameda County Fire Chief and has extensive experience in emergency response planning (resume attached).

Financial Implications

Release of an RFQ does not commit the WTA to any expenditure. A budget for the consultant services will be developed after a consultant is selected. The consultant work and the agreement with Mr. McCammon will be paid for through either RM 2 operating or RM 2 capital funds. This work will be included in the FY 2008/09 budget.

Options

Direct staff to complete this work without consultant support.

END

William (Bill) J. McCammon
2832 Foothill Oaks Terrace
Pleasanton CA. 94588

Bill is the contract Executive Director of the East Bay Regional Communication System Authority, responsible for the overall development and operations of a communications system serving over 35 jurisdictions in Alameda and Contra Costa counties. Prior to assuming this position Bill served for over 13 years as the Fire Chief of the Alameda County Fire Department (ACFD). The district and contract service areas are approximately 460 square miles and serve a population of over 250,000. Born and raised in the City of Oakland, Bill received a B.S. degree in Agricultural Science and Management from the University of California at Davis. After completing his education he sought a career in the fire service working first for the Dublin San Ramon Services District Fire Department where he spent 2 years before moving to the San Leandro Fire Department (SLFD). During the 14 years Bill spent with the SLFD, he held the ranks of Firefighter, Engineer, Captain, Battalion Chief, and Deputy Chief/Fire Marshal before becoming the Fire Chief.

When Alameda County consolidated its unincorporated fire protection responsibilities into the ACFD, Bill became the first Fire Chief of the newly formed department in 1993. The Department has doubled in size since 1993 with the addition of contracts for service with the City of San Leandro in 1995, the City of Dublin in 1997, and the Lawrence Berkeley National Laboratory in 2002.

Bill has introduced and implemented programs that include retrofitting and expansion of the San Leandro City Hall, Public Safety building, City's fire stations, and new construction of several fire stations; implementation of water rescue, and heavy rescue programs and a Haz Mat Response Team that provides mutual aid to the entire county. Bill served as a key negotiator representing Alameda County for an ambulance contract for county-wide services which provides for the first time that all jurisdictions staff paramedics on fire engines receive reimbursement from the private provider. An advocate of regionalization, Bill fostered and promoted the idea of creating a regional fire dispatch center within the county. Since its creation in 1999 six jurisdictions receive dispatch services from the center at the Lawrence Livermore National Laboratory with County wide fire and EMS mutual aid coordinated through the center.

The following involvement illustrates Bill's commitment to addressing fire and emergency medical services issues on the local, state and national levels.

- Past President of the California Fire Chiefs Association, served two years as President Elect and two years as President. During these terms Bill lead the California Fire Service through some difficult times including the selection of a new Fire and Building code and the Southern California fire siege of 2003. As President Bill testified before State Senate and Assembly Committees and the United States Congress on issues related to homeland security and the fire service.
- Appointed by Governor Davis to the Emergency Response Training Advisory Committee, which oversees policy development as it relates to training issues facing first responders in their new roles responding to weapons of mass destruction and terrorism.
- Appointed by the Governor's Director of Homeland Security to serve on an advisory committee to develop policy for the distribution of Federal Terrorism funding.
- Selected by the Governor's Director of the Office of Emergency Services (OES) to serve as a Board member on FIRESCOPE, the Board advising OES on mutual aid and incident management issues.
- Appointed by Governor Schwarzenegger to a Blue Ribbon Fire Commission to study and make recommendations regarding the Wild Fire Siege in Southern California in 2003
- Past President of the Metropolitan Fire Chiefs Association. The Association represents the largest fire departments in the United States, Canada and the world.

Bill is a Harvard University Fellow of the Executive Development Program for senior governmental officials; served for five years as the President of RotaCare of the Bay Area, a non-profit organization which provides free medical care to the uninsured through 9 clinics from San Rafael to Monterey; serves as the Treasurer of the Las Positas College Foundation. Bill also serves as a Board member on the Alameda County Fair Board of Directors. Bill is married with three children and lives in Pleasanton.