



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, June 19, 2008, 1:00 P.M. to 3:00 P.M.
**San Francisco Bay Conservation & Development Commission
McAteer-Petris Room**
50 California Street, 26th Floor
San Francisco

A supplemental materials 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 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> | Information |
| 2. <u>ROLL CALL/PLEDGE OF ALLEGIANCE</u> | Information |
| 3. <u>REPORT OF BOARD CHAIR</u> | Information |
| 4. <u>REPORTS OF DIRECTORS</u> | Information |

**Water Emergency Transportation Authority
June 19, 2008 Meeting of the Board of Directors**

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| 5. <u>REPORTS OF STAFF</u> | Information |
| 6. <u>CONSENT CALENDAR</u>
a. Minutes of June 5, 2008 | Action |
| 7. <u>APPROVAL OF FISCAL YEAR 2008/09 BUDGET</u> | Action |
| 8. <u>AWARD OF CONTRACTS FOR FOUR FERRY TERMINAL ENVIRONMENTAL ASSESSMENTS</u> | Action |
| 9. <u>INFORMATIONAL PRESENTATION – FERRY CONSTRUCTION</u> | Information |
| 10. <u>RECESS INTO CLOSED SESSION</u>
a. <u>PUBLIC EMPLOYEE APPOINTMENT/PUBLIC EMPLOYMENT</u>
Title: Executive Director | Action
To Be Determined |
| b. <u>CONFERENCE WITH REAL PROPERTY NEGOTIATORS</u>
Property: San Mateo County Harbor District, South San Francisco Small Boat Harbor
Agency Negotiators: Nina Rannells and John Sindzinski, San Francisco Bay Area Water Emergency Transportation Authority
Negotiating Parties: San Mateo County Harbor District
Under Negotiation: Terms and conditions to the cooperative agreement/lease with the San Mateo County Harbor District for the South San Francisco service | Action
To Be Determined |
| 11. <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 |
| 12. <u>OPEN TIME FOR PUBLIC COMMENT FOR ITEMS NOT ON THE AGENDA</u> | |

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

(June 5, 2008)

The Board of Directors of the San Francisco Bay Area Water Emergency Transportation Authority met in regular session at the offices of the San Francisco Bay Conservation & Development Commission, San Francisco, CA.

1. ROLL CALL AND CALL TO ORDER

Chair Charlene Haught Johnson called the meeting to order at 1:02 p.m. Directors present were Chair Johnson, Vice Chair Anthony Intintoli and Directors Beverly Johnson and John O'Rourke. Vice Chair Intintoli led the Pledge of Allegiance.

2. REPORT OF BOARD CHAIR

Chair Johnson had no report but reminded the Directors and Staff that a Board retreat had been discussed. Vice Chair Intintoli suggested that a retreat should take place as soon as possible. Manager of Community Relations Shirley Douglas suggested that a retreat should take place after an Executive Director is named and agreed to follow up with Board members on a possible retreat in August. Chair Johnson also reiterated that WETA should schedule future board meetings in Alameda and Vallejo.

3. REPORT OF DIRECTORS

None.

4. REPORTS OF STAFF

Interim Executive Director Nina Rannells updated the Board on the status of SB 1093. She noted that the bill had passed out of the State Senate with amendments which to a large degree were the amendments that WETA had been working on with the cities of Alameda and Vallejo. One additional amendment that the cities are interested in and that did not make it into the bill deals with permanent Board representation for the cities. Ms. Rannells noted that the bill is next scheduled to be heard by the Assembly Transportation Committee on June 16. One additional change being worked on is language that would allow MTC to allocate RM2 funds to WETA related to the transition plan.

5. CONSENT CALENDAR (Item 6)

Vice Chair Intintoli made a motion to approve the minutes from the May 15, 2008 Board of Directors meeting. Director O'Rourke seconded the motion and the item carried unanimously.

6. INFORMATIONAL ITEM – DISCUSSION REGARDING LEED CERTIFICATION FOR FERRY TERMINALS

Manager of Planning and Development John Sindzinski presented an overview of the process required for LEED certification, including the costs associated with certifying a project and the scoring system. He explained that because the LEED scoring system is designed to apply to enclosed buildings, a ferry terminal is not well suited to accruing points for key LEED items such as heating and HVAC systems. Mr. Sindzinski added that the South San Francisco project would present additional challenges because it is being built over the water and specifically designed not to penetrate a clay capped landfill, so LEED points based on water infiltration

would actually be environmentally counterproductive to the project. He noted that sites in Berkeley and Hercules would present similar scenarios.

Mr. Sindzinski added that there were many other ways WETA terminal design can be environmentally responsible, including sensitivity to dredging issues, reduced vehicular trips, and minimizing impact on habitat areas.

Mr. Sindzinski then introduced Boris Dramov and Bonnie Fisher of Roma Design. Director Johnson asked for examples of ways the terminals could be made green. Mr. Dramov indicated that although LEED certification is not a good metric for ferry terminals, a key objective of the WETA system is to meet environmental goals and that terminal design can be environmentally friendly by focusing on issues specific to each site. He noted several aspects of the South San Francisco design that specifically minimized environmental impacts to the site. Ms. Fisher added although terminals may not be appropriate for LEED certification, some aspects of LEED such as sensitivity to local habitats and drought resistant landscaping do apply and are incorporated where appropriate.

Director O'Rourke suggested that a photovoltaic installation could be a possible revenue enhancement. Mr. Dramov replied that a solar installation could potentially reduce meter readings to zero but would not provide a revenue stream. He suggested wind power as a more appropriate alternative since it would operate at all hours. Director O'Rourke noted photovoltaic installations such as those at his office and at the ballpark generate more power than they use. He further suggested that there were opportunities to partner with a utility for solar installation and that it is important to take advantage of situations where WETA can put energy back into the grid to reduce our dependence of foreign fuel. Mr. Sindzinski referenced a previous presentation to the WTA Board regarding solar options and noted that the Board had decided against a South San Francisco installation at that time.

Director O'Rourke suggested that the terminal be built with conduit so that it may be ready to accept photovoltaic installations in the future. Ms. Fisher noted an interesting alternative for terminal power called a "windspire". Mr. Dramov said that a windspire would be appropriate for terminal installations and specifically the South San Francisco terminal due to inherently windy conditions at the site. Additionally, he felt the windspires were an intriguing possibility for a visual trademark for WETA terminals. Ms. Fisher noted that windspires have a cost starting at approximately \$5,000. Mr. Dramov further noted that wind had the advantage as solar power would create a net heat gain in the terminal and was much more expensive to install.

Director Johnson suggested that the terminal be compatible with potential alternative energy sources that might be added at a later date. She added that it might make sense to consider being a provider of power rather than a customer. Mr. Dramov noted that Denmark is a net exporter of energy due to its success with wind power. Chair Johnson expressed her interest in windspire but noted that she wished to avoid and Rube Goldberg style designs. Mr. Sindzinski added that the Berkeley terminal designers would also be looking into alternative power sources for that project.

7. ACTION ITEM – AUTHORIZE THE EXECUTIVE DIRECTOR TO FILE APPLICATIONS WITH FTA AND EXECUTE GRANT CONTRACTS, CERTIFICATIONS AND ASSURANCES

Ms. Rannells presented this item to transfer WTA grants to WETA and establish WETA as an FTA grantee.

Director Johnson made a motion to approve the item. Director O'Rourke seconded the motion and the item carried unanimously.

8. ACTION ITEM – ADOPTION OF A FINAL MITIGATED NEGATIVE DECLARATION FOR THE PIER 9 LAYOVER FERRY BERTHING FACILITY PROJECT AND PROJECT APPROVAL

Manager of Operations Keith Stahnke presented this item regarding the CEQA process for the Pier 9 berthing project. Mr. Stahnke noted that the Port of San Francisco had requested documentation regarding WETA's legal authority to act as lead agency for the project, that the issue had been addressed by staff and legal counsel and that subsequently the Port issued no formal comment. Mr. Stahnke added that after the comment period had closed, BCDC had asked staff for clarification on the project and that WETA continues to work with BCDC on permitting requirements.

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

At this time Chair Johnson asked Mr. Sindzinski for a status update on the oyster mitigation and monitoring project at the South San Francisco terminal site. Mr. Sindzinski indicated that oysters were found and that phase 2 of the study would be on hold until after dredging. He noted that the study would continue for several years and that the oyster population had been estimated at 12,000. He added that the oysters were an important for the health of the Bay and a food source for several endangered species, and that they were also present at the Berkeley sites.

9. ACTION ITEM – AUTHORIZE RELEASE OF RFP FOR CONSULTING SERVICES TO PREPARE A SERVICE TRANSITION PLAN

Ms. Rannells summarized SB 976's requirement for a Transition Plan to be adopted by July 1, 2009 and noted that the scope of creating the plan was beyond current staff resources. The plan will outline both operational and capital aspects of WETA's consolidation of Alameda and Vallejo ferry services and assets.

Chair Johnson asked if WETA's relationship with the Alameda and Vallejo continued to be positive. Director Intintoli and Director Johnson answered that it had. Ms. Rannells agreed and noted that all involved realized the importance of a positive approach.

WETA counsel Stanley Taylor added that WETA had entered into a stipulated stay of the litigation between the City of Vallejo and WETA and that hopefully SB 1093 would resolve any remaining concerns and that any remaining litigation would be dismissed.

Director Intintoli made a motion to approve the item. Director O'Rourke seconded the motion and the item carried unanimously.

10. INFORMATIONAL ITEM – OVERVIEW OF SAN FRANCISCO FERRY TERMINAL BERTHING PROJECT

Mr. Sindzinski gave a presentation regarding the expansion of the terminal facilities at the Ferry Building that will be required for both emergency response capacity and to meet the need of increased commuter services. He noted that the Ferry Building is a hub for public transit, with BART, MUNI, Amtrak and ferry services all available within a five minute walking radius. He noted that the current docking facilities were already at maximum occupancy and that without additional terminals, adding new commuter services such as the upcoming Treasure Island and Berkeley routes would create an unacceptable backlog situation with vessels waiting in line for docking space. He further noted that this would cause regular 10-15 minute delays for commuters that would ultimately degrade ridership.

Mr. Sindzinski presented three options prepared by Roma Design for locating two new terminals behind the Agricultural Building (Ag Building). Option #1 would consist of building an apron around the Ag Building without involving the Ag Building in any way. Option #2 would still not touch the Ag Building but would be built to essential structure to withstand any earthquake and fill in an open space in the existing pier area to create additional public space. Option #3 would add improvements to the Ag Building and bring it up to essential structure as well.

Director Johnson asked if there were any plans to build a maintenance facility at this location. Mr. Sindzinski replied that there was no intention of building a maintenance facility at the Ferry Building. Director Johnson asked why WETA was considering any role at all regarding improvements to the Ag Building. Mr. Sindzinski replied that there was an expectation that WETA may be involved to some degree as part of the process of getting permits for the new facilities. Chair Johnson indicated that previous investigations regarding the Ag Building had determined that rehabilitation was not financially viable. Mr. Sindzinski added that this is something that may be done by a private developer and that WETA's focus is not the Ag Building but building the additional berthing facilities. He further noted the urgency of engaging the Port in these discussions in preparation of completing new environmental documents prior to the arrival of new ferry services.

Chair Johnson asked if the Port was pushing for WETA's involvement with the Ag Building. Mr. Sindzinski said he did not believe it was the Port's official position but felt that there was some indication that this was the case and that they likely see some of the \$20 million RM2 funding for the berthing project as going toward the Ag Building. Ms. Rannells added that she believed the Port also has Measure K funds available for the project. Mr. Sindzinski added that even with Option #1 of building an apron around the Ag Building, the project would cost about \$35 million in construction and an additional cost of \$10 million in environmental and design work. Option #2 would still not touch the Ag Building and would cost an additional \$15 million. Mr. Sindzinski said that this option was in ongoing discussion with the Port along with Option #3, which would include some participation by WETA with the Ag Building. He further explained that WETA would not have the lead role in any CEQA process regarding Option #3, but in Options #1 and #2 WETA would be required to assess any impact the berthing facilities would have on the Ag Building.

Director Johnson asked why WETA would be involved in any discussion whatsoever regarding work on the Ag Building and Chair Johnson agreed. Vice Chair Intintoli suggested that unless there was some formal action requiring WETA's involvement with the Ag Building, Option #3 should not be under consideration by the Board. Chair Johnson acknowledged the need for beginning the process for the new docking facilities as soon as possible and asked what the next step should be. Ms. Rannells suggested that WETA continue ongoing discussions with the Port and that a recommendation for how to move forward would be brought back to the Board.

Public Comment:

Veronica Sanchez of Masters Mates & Pilots offered a historical background on funding issues surrounding the Ag Building and her observation that the Port may have shifted its focus to seawall development and that the Ag Building may not be as much of a priority at this time due to both the complexity of the project with minimal revenue returns for any private developers.

She also noted that prior to Steve Castleberry's departure from WETA, Mr. Castleberry had been active regarding lot 351 and parking issues at the Port which will be helpful in moving the project forward.

11. RECESS INTO CLOSED SESSION AND REPORT ON CLOSED SESSION

Chair Johnson called the meeting into closed session at 2:25 p.m. Upon reopening of the meeting at 2:45 p.m. Chair Johnson reported that no action had been taken.

12. ADJOURNMENT

All business having concluded, the meeting was adjourned at 3:10 P.M.

Respectfully Submitted,

Board Secretary

MEMORANDUM

TO: Authority Members

FROM: Nina Rannells, Interim Executive Director

SUBJECT: Approval of Fiscal Year 2008/09 Budget

Recommendation

Approve by motion the proposed Fiscal Year 2008/09 Budget.

Background

Chapter 5, Article 4, Section 66540.41 of the Authority's administrative code requires preparation and implementation of annual budgets to support the agency's operation. This item contains the proposed combined operating and capital budget for Fiscal Year 2008/09.

Discussion

The proposed FY 2008/09 Budget, as provided in **Attachment 1** to this report, totals approximately \$43 million in expenses, including \$3.5 million in administrative operating expense and \$39.5 million in capital projects expense. Revenues to support this budget are available from Regional Measure 2 capital and operating grants, federal planning and capital grants, State Proposition 1B infrastructure bond and San Mateo sales tax measure funds.

General work activities reflected in the FY 2008/09 Operating Budget include overall staffing and agency administrative activities, minor planning activities, continued support of real-time information systems for the region's ferry services and minor marketing activities, such as Lunch Bunch lunchtime ferry rides and a celebration to receive the first two Spare Vessels into the Bay Area, to promote Authority programs and regional ferry services in general.

New budgeted activities in FY 2008/09 include the development of service transition and emergency response plans, as required per Senate Bill 976 and 1093, that will define how WETA will move forward to carry-out its new mission to operate a comprehensive emergency public water transportation system for the Bay Area region. As required, the service transition plan will outline the capital and operating elements associated with building out the Authority's expanded ferry system and incorporating existing Alameda/Oakland, Harbor Bay and Vallejo ferry services into this system. The emergency response plan will define how the Authority will manage, operate and coordinate the emergency activities of all water transportation and related facilities within the Bay Area Region in the event of an emergency that leaves bridges, highways or other facilities inoperable. The total incremental expense budgeted for these activities is \$500,000, to be funded out of future federal planning and/or new Regional Measure 2 funds allocated for this purpose. Until these funds are secured, work activities on these plans will be largely limited to in-house staff efforts.

In addition, FY 2008/09 will present a new and unique challenge for the Authority as our first two vessels are slated for delivery this year, and will need to be placed into service

to maximize their benefit to the region. Staff is currently exploring how these spare vessels might be used by other public ferry transit service providers in the region, and has been provided Board approval to also investigate bareboat charter options. Due to the evolving nature of this activity, no revenues or expenses associated with the housing, care or operation of these vessels has been factored into the FY 2008/09 budget at this time. Once a plan is developed for the use of these vessels, and related revenues and expenses associated with this use are identified, staff will bring back a plan and associated budget adjustment for discussion and approval by the Board.

The Capital Budget includes 12 projects with project budgets totaling \$96.8 million and estimated FY 2008/09 expenditures totaling \$39.5 million. This program includes construction of Spare and SSF ferry vessels, construction of the SSF ferry terminal and construction of a layover berthing facility at Pier 9. It also includes environmental and design work for Hercules and Berkeley terminals, new environmental studies for four new terminal sites in Richmond, Redwood City, Antioch and Martinez, and initial work associated with the purchase and refurbishment or construction of core infrastructure float and maintenance barge projects. Environmental work associated with building additional berthing facilities at the Downtown SF ferry terminal is not included in the proposed budget at this time, but will be brought forward for consideration once staff and the Port of San Francisco agree on the scope of this work and identify funds to move this project forward.

A more extensive discussion of the proposed FY 2008/09 Operating and Capital budgets follows.

Operating Expense

Wages and Fringe Benefits	FY 2008/09 wages and fringe benefits are budgeted at \$1.59 million. This figure assumes full staffing (9 FTEs) for twelve months and includes a 3.2% cost of living increase to wages based upon the one-year (April 2007-April 2008) change in the Consumer Price Index for the San Francisco Bay Area. This also includes the cost of existing benefits, which are approximately 30% of salaries.
Services	Contract and professional services are budgeted to cost \$1.43 million in FY 2008/09. This includes \$928,000 for basic professional service contracts to support core agency activities such as legal, lobbying, accounting, finance, human resources, information technology, marketing, minor planning, and other management and technical services. This also includes \$500,000 to support work on the development of the transition and emergency response plans required as a part of Senate Bill 976.
Materials And Supplies	Materials and Supplies are budgeted to cost \$57,000 in FY 2008/09. This expense category includes printing, office supplies, furniture and equipment, freight and postage, and promotional materials. This amount is \$20,000 more than estimated FY 2007/08 expenses, which is reflective of a full year of Board meetings and agency activities as well as the need to upgrade IT operating systems.
Utilities	Utilities are budgeted to cost \$17,000 in FY 2008/09. This expense category includes such items as electric, gas, water and telephone expenses.

Insurance	Insurance is budgeted to cost \$35,000 in FY 2008/09 for property, errors and omissions and general liability coverage. This amount includes an inflation increment over the prior year expense of approximately 10%. Insurance costs will increase when vessels are delivered later in the year. The exact amount of increase is unknown at this time and will depend upon the final arrangements for the use of the vessels.
Miscellaneous Expense	The FY 2008/09 budget for Miscellaneous Expense is \$83,000. This budget category includes items such as dues and subscriptions, travel and meetings, advertising, and other miscellaneous expenses. This amount on par with the FY 2007/08 budget.
Leases and Rentals	Leases and Rentals are budgeted to cost \$290,000 in FY 2008/09. This includes a full year of rent at the Pier 9 location as well as meeting facility rent, tenant improvements and equipment leases. The proposed FY 2008/09 amount represents a \$10,000 increase from FY 2007/08 and covers annual inflationary increases stipulated in WETA's lease with the Port of San Francisco.

Operating Revenue

Regional Measure 2	Up to \$3 million Regional Measure 2 funds are available on a reimbursement basis to support annual administrative and planning operating expenses. The FY 2008/09 budget anticipates use of the full \$3 million to support ongoing Authority activities and contracts.
Other	This revenue category includes \$500,000 in grant subventions including Federal Section 5303 funds and Regional Measure 2 operating funds to support new transition plan and emergency response planning initiatives required of WETA in FY 2008/09. This also includes \$50,000 in interest revenue.

Capital Program of Projects **Continuing Projects**

2 Spare Vessels	This \$17 million project includes construction of 2 new vessels to be used to support Authority and other Bay Area spare vessel needs. Work associated with this project includes vessel construction and delivery, construction management, inspection services and purchase of spare parts. Construction of these vessels is nearing completion and vessels are scheduled for delivery in September and December of 2008.
SSF Vessels	This \$20.5 million project will construct two 199 passenger-only ferry vessels and purchase spare parts for use in Authority services. Proposed FY 2008/09 expenditures, totaling \$10 million, will support the construction of the first vessel, scheduled for delivery in July 2009, and a significant portion of the construction of the second vessel, scheduled for delivery in December 2009.

SSF Terminal Design	This \$3 million project supports development of final design documents for the South San Francisco/Oyster Point ferry terminal and terminal facilities. Work on this project began in January 2007 and is largely completed. Funds included in the FY 2008/09 budget and future years will be used to support issuing final documents and providing design review resources through construction.
SSF Permitting/ Mitigation Study	This \$275,000 project includes funds to support oyster monitoring studies in Oyster Point as required by the SSF EIR mitigation plan and as approved by the Board in May 2007.
SSF Terminal Construction	This \$29 million project is for the construction of SSF terminal and related facilities at the Oyster Point Marina, as well as vessel compatibility improvements to the Oakland docking facility. Staff will issue an RFP for construction this year, with construction slated to take approximately 12 months. Outstanding issues to date relate to State Department of Boating and Waterways approval of the property lease and San Mateo County Transportation Authority allocation of local sales tax funds available to support the project.
Berkeley Environmental	This \$1.78 million project includes development of the environmental studies for the Berkeley/Albany ferry terminal and service. An integral part of this work is development of the conceptual design for the proposed terminal and site. Environmental and conceptual design contracts were awarded in September 2005 and April 2006, respectively, and revised by the Board in September 2006 to expand the number of sites studied as a part of the environmental process. It is anticipated that the final environmental documents will be available for review and comment in Summer 2008, and can be considered for certification in Fall 2008.
Hercules Environmental	This \$1.08 million project includes development of a conceptual terminal design and layout and completing environmental studies related to the Hercules ferry terminal and associated multi-modal transit facilities. Environmental and conceptual design contracts were awarded in April 2006. It is anticipated that preliminary environmental documents will be circulated for review and comment in Summer 2008, and that the final environmental document can be considered for certification in the Fall 2008.
Pier 9 Mooring/ Floats	This \$2.75 million project includes design and implementation of mooring improvements/floats in order to enable vessels to dock at the Pier 9 administration/operations facility. Staff anticipates bringing an item forward for Board action to approve construction activities in Summer 2008.

New Projects

Environmental Studies/ Conceptual Design	This \$3 million project supports development of environmental studies and related conceptual design work for the development of new ferry terminals and services from the cities of Redwood City, Richmond, Antioch and Martinez, consistent with plans developed by the Water Transit Authority. This work represents the first step in moving these projects forward to construction and will involve examining the physical, environmental, social, transportation, air and energy impacts of locating ferry terminals at specific locations. Staff anticipates contract award in Summer 2008, and completing approximately 2/3 of this work in FY 2008/09. Proposition 1B infrastructure bond funds are currently available to support the estimated FY 2008/09 expenses (\$2 million). Staff will work to secure future year Proposition 1B, Regional Measure 2 or other available funds to support the balance of the estimated project cost.
Hercules Terminal Design	This \$3.2 million project supports development of final design documents for the Hercules ferry terminal facilities. Moving forward with this project is predicated on completing and certifying a final environmental document for this service, which is scheduled for consideration this Fall. The FY 2008/09 budget and expense figures for this project are preliminary at this time, and will be revised, as appropriate, when a contract is brought forward for Board approval for this work. State Proposition 1B infrastructure bond funds are currently available in the amount of \$1.5 million to support completing this project through approximately 50% design.
Berkeley Terminal Design	This \$3.2 million project supports development of final design documents for the Berkeley ferry terminal facilities. Moving forward with this project is predicated on completing and certifying a final environmental document for this service, which is scheduled for consideration this Fall. The FY 2008/09 budget and expense figures for this project are preliminary at this time, and will be revised, as appropriate, when a contract is brought forward for Board approval for this work. State Proposition 1B infrastructure bond funds in the amount of \$1.5 million are currently available to support completing this project through to approximately 50% design.
Terminal Floats and Maintenance Barge	This \$12 million project supports preliminary investigation, environmental and design work and purchase/construction of moveable maintenance and float projects that will provide core support infrastructure for existing and future regional ferry services. This includes development of a maintenance barge facility that can be stationed in the San Francisco/East Bay area and used for basic maintenance activities as well as the procurement and development of a series of moveable floats configured with gangways and ramping systems which would be available to support existing and/or emergency services as necessary. \$2.5 million in expense is budgeted in FY 2008/09 to support initial investigation, planning and purchase activities associated with this project. The Board previously approved award of a contract for up to \$500,000 for the initial planning and environmental investigations associated with this project. Any expense beyond these activities would be subject to Board discussion and action.

Capital Revenues

Regional Measure 2	\$12.84 million Regional Measure 2 capital funds are budgeted to support WETA's capital planning and construction activities, supporting 33% of the planned FY 2008/09 project expenses.
San Mateo Sales Tax	San Mateo Measure A sales tax funds in the amount of \$7.76 million are budgeted to be used in FY 2008/09 to support construction of the SSF ferry terminal. Staff continues to work with the City of South San Francisco, which is the designated recipient of these funds, and the San Mateo County Transportation Authority to secure an allocation of these funds.
Federal	Federal capital construction funds in the amount of \$6.24 million are available from the Ferry Boat Discretionary program and SAFETEA-LU earmarks to support the construction of the SSF terminal and vessels.
State Proposition 1B	\$12.64 million State Proposition 1B funds are budgeted to support SSF Terminal and Vessel construction, Environmental Studies, Hercules and Berkeley Terminal Design and Terminal Floats and Maintenance Barge projects. This represents approximately one-half of the \$25 million Proposition 1B funds available to WETA at this time, and will support approximately 32% of the planned FY 2008/09 expenses.

Financial Implications

This item establishes the work plan and related annual expenses for FY 2008/09.

Options

Approve or revise expenditure plan to meet different priorities for delivering plans and services.

END

MEMORANDUM

TO: Board Members

FROM: John Sindzinski, Manager, Planning & Development

SUBJECT: Award of Contracts for Four Ferry Terminal Environmental Assessments

Recommendation

Approve by resolutions the award of professional services contracts for the environmental assessments for ferry terminals in the cities of Antioch to the firm of ESA, Martinez to the firm of URS, Redwood City to the firm of PBS+J and Richmond to the firm of Circle Point.

Background

Following up on the award of Proposition 1B funding the staff has initiated a competitive procurement process, using a list of pre-qualified firms, to select consultants to complete environmental assessments of ferry services and terminals proposed for the cities of Antioch, Martinez, Redwood City and Richmond.

The scope of work for each study is to include a process that complies with the requirements of CEQA/NEPA to identify and assess the impacts of locating a WETA ferry terminal and operating service from each of these cities to San Francisco. The initial work will advise WETA and the jurisdiction if locating a ferry terminal is feasible from an environmental standpoint or if there are "fatal flaws" that might preclude development of the terminal in that jurisdiction. Each project consultant will undertake the CEQA/NEPA process preparation of an Administrative Draft environmental document for FTA review; preparation of a draft report for public comment and a final report addressing comments on the draft; certification of the document and, at WETA's option, assistance in permitting the project with responsible jurisdictions such as the BCDC, DMMMO, etc.

Discussion

Each jurisdiction assisted WETA staff with the evaluations. Martinez was represented by the Acting City Manager, Karen Majors, Victor Carniglia represented Antioch, Allan Wolken participated from Richmond and Mike Giari represented the Redwood City Port. The recommendations in this memo represent a consensus of WETA and city evaluations.

A total of 11 proposals were received for the four proposed studies as follows:

Antioch: Proposals were received from Aspen; CH2MHill; CirclePoint; Impact Sciences; and ESA

Martinez: Proposals were received from CH2MHill; Impact Sciences; and URS

Redwood City: Proposal was received from PBS+J

Richmond: Proposals were received from Circle Point and ESA

Proposals were reviewed and ranked using criteria that considered cost, project understanding, team and individual qualifications and the ability for the firms to complete the work in a timely manner.

Financial Implications

Proposition 1B funding has been secured to fund these studies.

Options

Approve or reject

Board of Directors Meeting



19 June 2008

WATER EMERGENCY TRANSPORTATION AUTHORITY

WETA

Vessel Construction Processes And Procedures



Mary Frances Culnane
Marine Engineering Manager

WATER EMERGENCY TRANSPORTATION AUTHORITY

WETA

Vessel Construction

RFP Process

- **Instruction to Offerors**
- **Offerors Conference**
- **Two-step sealed bid process**
- **Award of construction contract based on concept of "Best Value"**

Vessel Construction RFP Process

Offerors Conference



Offerors question
proposals
and
presentations
on an
s



Vessel Construction RFP Process Technical Proposals

Evaluation utilizing a weighted scale based on key factors with the following categories on:

1. Technical
2. Management & Resources
3. Contractor Reliability
4. Compliance with Public Policy
5. Life cycle and Maintenance

Vessel Construction RFP Process

Cost Proposals

Evaluation based on price

1. Vessel Price
2. Schedule of Values
3. Propulsion Extended Warranty Price
4. Propulsion Service Contract Price



Vessel Construction RFP Process Best Value

- Proposal Evaluation Team determines “best value” proposal and submits results to CEO
- CEO submits results to Board
- Notice of Intent to Award is issued
- Protest Period
- Award



WATER EMERGENCY TRANSPORTATION AUTHORITY

















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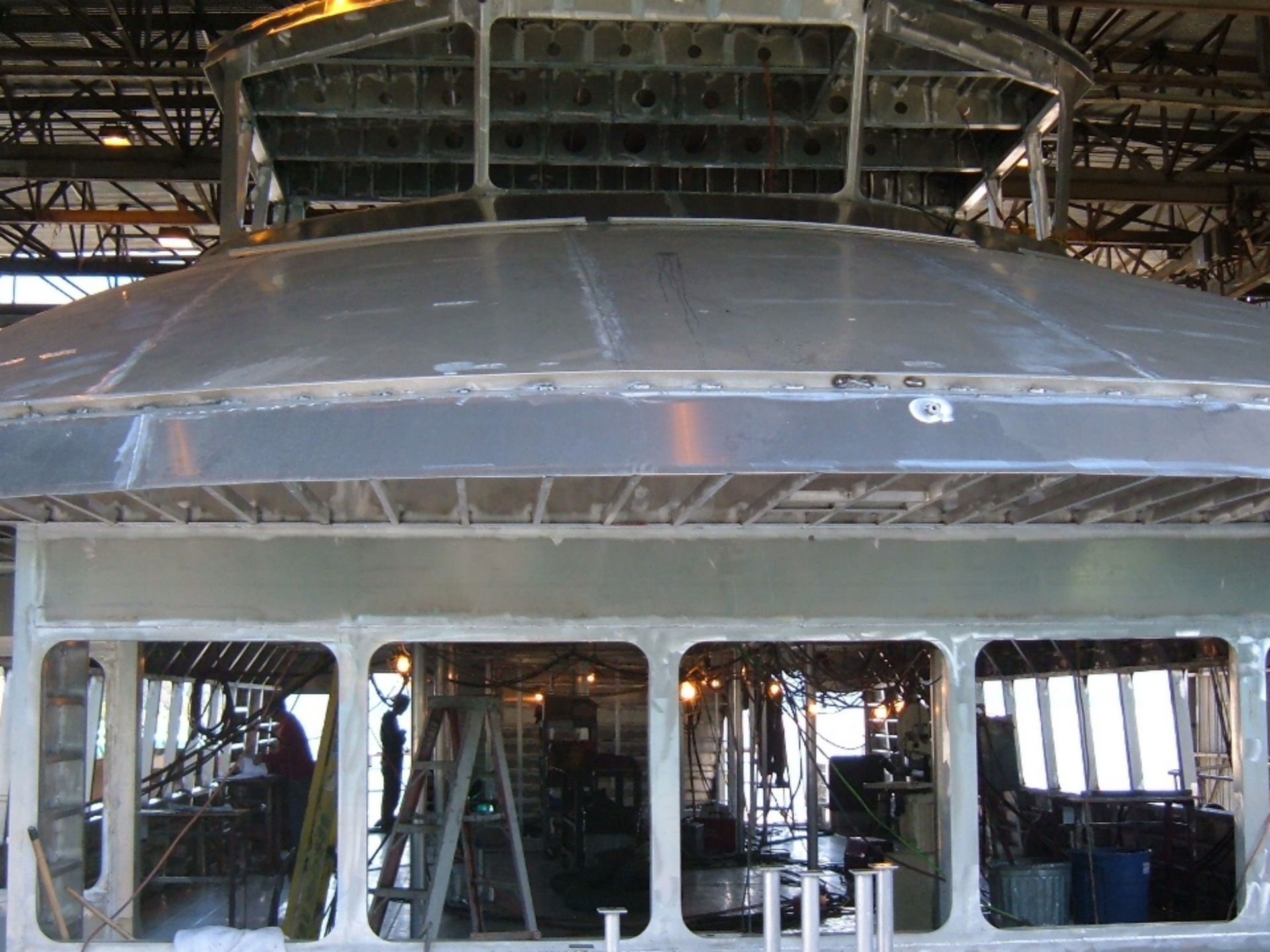














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