

**Members of the Board**

Jody Breckenridge, Chair  
Jeffrey DelBono  
Timothy Donovan  
Anthony J. Intintoli, Jr.  
James Wunderman, Vice Chair

**BOARD OF DIRECTORS' MEETING**  
*Thursday, January 12, 2017 at 1:00 p.m.*  
**San Francisco Bay Area**  
**Water Emergency Transportation Authority**  
Port of San Francisco  
Pier 1; San Francisco

*The full agenda packet is available for download at [sanfranciscobayferry.com/weta](http://sanfranciscobayferry.com/weta)*

**AGENDA**

1. CALL TO ORDER – BOARD CHAIR
2. PLEDGE OF ALLEGIANCE/ROLL CALL
3. REPORT OF BOARD CHAIR *Information*
4. REPORTS OF DIRECTORS *Information*
5. REPORTS OF STAFF *Information*
  - a. Executive Director's Report
  - b. Monthly Review of Financial Statements
  - c. Legislative Update
6. CONSENT CALENDAR *Action*
  - a. Board Meeting Minutes – December 8, 2016
  - b. Authorize Filing Applications for FY 2016/17 through FY 2019/20 Federal Transit Administration Formula Program Funds to Support Various Capital Projects
  - c. Authorize Filing an Application with the Metropolitan Transportation Commission for Regional Measure 2 Capital Funds to Support the Downtown San Francisco Ferry Terminal Expansion Project
  - d. Authorize Release of a Request for Proposals for the MV *Taurus* Quarter-Life Refurbishment Project
7. AWARD CONSTRUCTION MANAGER AT RISK CONTRACT FOR PHASE ONE WORK TO POWER ENGINEERING CONSTRUCTION FOR THE DOWNTOWN SAN FRANCISCO FERRY TERMINAL EXPANSION PROJECT *Action*
8. APPROVE AMENDMENT NO. 4 TO AGREEMENT WITH ROMA DESIGN GROUP FOR DESIGN AND ENGINEERING SERVICES FOR THE DOWNTOWN SAN FRANCISCO FERRY TERMINAL EXPANSION PROJECT *Action*
9. APPROVE ENTERING INTO A MEMORANDUM OF UNDERSTANDING WITH THE PORT OF SAN FRANCISCO FOR THE DEVELOPMENT OF A MISSION BAY FERRY LANDING *Action*

**Water Emergency Transportation Authority**  
**January 12, 2017 Meeting of the Board of Directors**

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**10. CLOSED SESSION**

In the event of any urgent matter requiring immediate action which has come to the attention of WETA after the agenda has been issued and which is an item appropriately addressed in Closed Session, WETA may discuss and vote whether to conduct a Closed Session under Brown Act (California Government Code Sections 54954.2(b)(2) and 54954.5).

**Action  
To Be Determined**

If WETA enters into Closed Session under such circumstances, WETA will determine whether to disclose action taken or discussions held in Closed Session under the Brown Act (California Government Code Section 54957.1).

**11. REPORT OF ACTIVITY IN CLOSED SESSION**

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

**ADJOURNMENT**

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

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

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

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

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

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

Under California Government Code Section 84308, Directors are reminded that they must disclose on the record of the proceeding any contributions received from any party or participant in the proceeding in the amount of more than \$250 within the preceding 12 months. Further, no Director shall make, participate in making, or in any way attempt to influence the decision in the proceeding if the Director has willfully or knowingly received a contribution in an amount of more than \$250 within the preceding 12 months from a party or such party's agent, or from any participant or his or her agent, provided, however, that the Director knows or has reason to know that the participant has a financial interest in the decision. For further information, Directors are referred to Government Code Section 84308 and to applicable regulations.

**AGENDA ITEM 1**  
**CALL TO ORDER**

**AGENDA ITEM 2**  
**ROLL CALL**

**AGENDA ITEM 3**  
**REPORT OF BOARD CHAIR**

**AGENDA ITEM 4**  
**REPORTS OF DIRECTORS**

**NO MATERIALS**

**M E M O R A N D U M**

TO: WETA Board Members

FROM: Nina Rannells, Executive Director

DATE: January 12, 2017

RE: Executive Director's Report

**CAPITAL PROJECT IMPLEMENTATION UPDATE**

**Vessel Replacement – Central Bay**

The MV *Encinal* and *Harbor Bay Express II* are included in the Capital Budget for replacement as they have reached the end of their useful lives (generally 25 years) and staff has secured funding commitments for replacement vessels. In December 2013, the Board of Directors approved a contract with Aurora Marine Design (AMD) for vessel construction management services and with Kvichak Marine Industries, now Vigor Kvichak (Vigor), in April 2015 for the construction of two new replacement vessels. Vessel construction began in early September 2015.

Vessel 1 MV *Hydrus* –Commissioning and seatrials are to be conducted January 2017 and delivery of this vessel to San Francisco is anticipated in February 2017.

Vessel 2 MV *Cetus* - Fabrication of the hull and cabin structures are well underway. Delivery of this vessel is anticipated in late May 2017.

**Vessel Replacement/New Construction - North Bay Vallejo and Richmond**

This project will construct three new high-speed vessels including one to replace the MV *Vallejo* and two to support initiation of new Richmond ferry service. In December 2015, the Board of Directors approved a contract with Fast Ferry Management for vessel construction management services. On September 1 the Board of Directors approved a contract award to Dakota Creek Industries for vessel construction, a Notice to Proceed was issued, and a project Kick-Off meeting was held on October 7. Design, engineering work and materials ordering is progressing on schedule. The first vessel is scheduled for delivery in December 2018.

**New Vessel Construction – Central Bay Vessels 3 and 4**

This project will construct two new 400-passenger vessels. On October 6, 2016 the Board of Directors approved a contract award to Vigor Kvichak for vessel construction. Progress to date has included purchase of main propulsion engines and material for hull construction. Hull construction has started for both vessels.

**MV *Pisces* Quarter-Life and Passenger Capacity Increase Project**

This project provides for a general refurbishment of the vessel and will include the following components: refurbish shafts, propellers, rudders, replace bearings, replace and re-upholster seating, replace carpets, renew deck coatings, touch up interior finishes, overhaul main engines, HVAC, electrical, plumbing, emission, fire and lifesaving safety systems. In addition, the scope of work for this project includes increasing the passenger capacity from 149 to 225. On October 6 the Board of Directors approved a contract award to Marine Group Boat Works, a Notice to Proceed was issued, and a project Kick-Off meeting was held on November 11. Work has begun on this project which is scheduled for completion in Spring 2017.

### **MV Mare Island Propulsion Train Subcomponent Replacement Project**

This project provides for replacement of the major propulsion train subcomponents of the MV *MARE ISLAND*. On November 10 the Board of Directors approved a contract award to Marine Group Boat Works. A Notice to Proceed has been issued and a project Kick-Off meeting was held on November 21, 2016. On the trip to San Diego the vessel hit a wave that broke a window and caused water damage to main deck carpeting and some equipment. Marine Group has accepted responsibility and is making all required repairs. Work on the project is on schedule for completion in early 2017.

### **North Bay Operations and Maintenance Facility**

This project constructed a new ferry operations and maintenance facility located on Mare Island in Vallejo. Construction of the facility is nearly complete. The team is working on a project close out punchlist with the construction contractors. A ribbon-cutting ceremony for the project was held on October 26, 2016. Operations and maintenance activities began transitioning into the new facility during the first week of January 2017.

### **Central Bay Operations and Maintenance Facility**

This project will construct a new ferry operations and maintenance facility at Alameda Point to serve as the base for WETA's existing and future central bay ferry fleet.

The Board of Directors awarded a construction contract to Overaa/Power, a Joint Venture, in July 2016. Last month, the contractor completed the installation of soldier piles for construction of the new seawall and is now moving forward with completing construction of the new seawall. The contractor is scheduled to begin landside construction activities later this month. This project is scheduled for completion in Spring 2018.

### **Downtown San Francisco Ferry Terminal Expansion Project**

This project will expand berthing capacity at the Downtown San Francisco Ferry Terminal in order to support new and existing ferry services to San Francisco. The proposed project would also include landside improvements needed to accommodate expected increases in ridership and to support emergency response capabilities.

On December 9th, staff submitted a Building Permit application to the Port of San Francisco for Early Construction Work, including demolition, dredging, and pile driving, which is scheduled to begin on June 1, 2017. On December 23rd, the the U.S. Army Corps of Engineers issued a Clean Water Act Section 404 and Rivers and Harbors Act Section 10 permit for placement of fill into waters of the United States and for approval of dredging for the project. Staff is continuing its negotiation of long-term Lease and License Agreements for the project with the Port of San Francisco consistent with the Project Memorandum of Understanding (MOU) approved in 2015 and Lease Disposition and Development Agreement approved in 2016.

This month's Board meeting agenda includes items requesting Board approval of a contract award for construction of the project and Board approval of a contract amendment for design and engineering services in support of the project.

## **SERVICE DEVELOPMENT UPDATE**

### **Richmond Ferry Service**

This service will provide an alternative transportation link between Richmond and downtown San Francisco. The conceptual design includes plans for replacement of an existing facility (float and gangway) and a phased parking plan. The WETA Board adopted a Funding Agreement and MOU with the Contra Costa Transportation Authority at its March 2015 meeting that funds the operation for a minimum period of 10 years.

A contract was awarded to Ghirardelli Associates in September 2016 to provide construction management services. Staff anticipates beginning waterside construction activities in summer 2017.

All resource agency permits have been approved with the exception of an administrative BCDC permit, which WETA staff has diligently been working towards through an early consultative process with BCDC staff since 2011. Staff has been working with the City of Richmond, Orton Development and Ford Point LLC to develop lease and shared maintenance agreements for the terminal property. An RFP for construction and a Project Labor Agreement are also in draft stages and nearing completion. Staff is preparing a package of Board actions including the RFP, PLA and property agreements to bring forward for Board consideration in February. All project approvals will need to be secured by March 2017 if the project is to stay on schedule for construction this year. In the event that BCDC does not issue the project permit this month, staff may recommend moving forward with the February actions without the finalization of the BCDC permit but make the start of construction contingent on BCDC's action.

### **Treasure Island Service**

This project, which will be implemented by the Treasure Island Development Authority (TIDA), the San Francisco County Transportation Authority (acting in its capacity as the Treasure Island Mobility Management Authority), and the prospective developer will institute new ferry service to be operated by WETA between Treasure Island and downtown San Francisco in connection with the planned Treasure Island Development Project. The anticipated start of operations would be 2021 given the current project schedule.

WETA staff is working with City of San Francisco staff to support development of this project, including participating in regular meetings of the City's Technical Advisory Committee convened to update and further develop the Treasure Island Mobility Management Program, which will include new ferry service provided in conjunction with the development project. Staff has begun negotiation of a MOU with the City that would set forth the terms and conditions under which WETA would operate the future Treasure Island ferry service. The finalization and execution of the MOU for the Treasure Island service would be subject to consideration by the WETA Board.

### **Alameda Seaplane Lagoon Ferry Terminal**

In April 2016, the Alameda City Council and WETA Board of Directors adopted a MOU defining a future service concept for western Alameda and identifying the terms and conditions under which a new Seaplane Lagoon Ferry Service would be implemented. The MOU defines roles and responsibilities for each party pertaining to the proposed construction of a new ferry terminal along Seaplane Lagoon on the former Naval Air Station at Alameda Point, future operation of the service, and the pursuit of funds necessary to support the new service. Staff will continue to work with the City to fulfill WETA's commitments under the MOU with the common goal of achieving the start of service by 2020.

### **Mission Bay Ferry Terminal**

The Port of San Francisco released an engineering feasibility and site selection study for a future Mission Bay ferry terminal in March 2016. WETA staff participated in the study and provided input regarding ferry operations and potential service models. The Port Commission authorized release of a Request for Proposals for design and permitting services at its July 2016 meeting. To support the effort, the City of San Francisco has placed \$7 million in its capital budget. A project MOU between the Port and WETA was developed for consideration by the Port Commission in December and the WETA Board in January 2017.

### **Redwood City Ferry Terminal**

A Redwood City Ferry Terminal site feasibility report was completed in draft in 2012 in an effort to identify site opportunities, constraints and design requirements, and better understand project feasibility and costs associated with the development of a terminal and service to Redwood City. During the summer of 2016, staff from the Port, WETA and the City of Redwood City had met to redefine the project, shifting the development towards a public facility available to multiple ferry operators in advance of formal WETA service given the lack of project funds for such service at this time. This alternative development model will allow the Port and City to move forward with construction of a terminal, allowing time for WETA and the City to advocate for operational and vessel funding for eventual WETA service. Staff has been working with City and Port officials on a project MOU. City and Port staff are reaching out to also include the San Mateo Transportation Authority, which will provide funding for the design and development stages of the project, as a partner in the MOU.

### **SYSTEM PLANS/STUDIES**

#### **Alameda Terminals Access Study**

WETA initiated work on an Alameda Terminals Access Study in 2014 as a means to identify immediate, medium and long-term solutions to improve customer access to these terminals. As an outgrowth of this work, the City of Alameda Transportation Commission formed an Ad Hoc Subcommittee, made up of Transportation Commission members and City of Alameda, WETA, AC Transit, and local community organization staff to investigate potential City improvements for ferry terminal access during Spring 2015.

Initial work identified through the study outreach and taken up by the Ad Hoc Subcommittee focused on parking improvements to the Harbor Bay Terminal area and restoring AC Transit feeder bus service to the Alameda Main Street Terminal.

City staff has coordinated with the Harbor Bay Master Homeowner's Association to develop a strategy for addressing overflow parking in the vicinity of the Harbor Bay Terminal. The strategy proposes to institute a residential parking permit program, thereby eliminating overflow parking on the surrounding arterial and residential streets. In addition, the Homeowner's Association requests that WETA consider a parking fee at the lot and that potential revenue from parking fees help fund a free shuttle program for Harbor Bay residents. WETA Staff has engaged a parking specialist consultant and will be evaluating potential parking fee programs not just for Harbor Bay but for the entire WETA system. A program of systemwide parking fee program policy goals was approved by the WETA Board in November and these will be used to guide the development of a specific paid parking program for the Harbor Bay terminal site.

At Main Street, WETA staff has worked with City staff since spring 2015 to open the Officer's Club parking lot as an overflow lot for the many riders parking on dirt lots or on the shoulders of Main Street. WETA funded a new crosswalk and minor improvements to the lot, which opened to ferry riders on May 24, 2016. Aside from parking, installation of 20 bicycle lockers at the Main Street terminal -- funded through a grant from the Bay Area Air Quality Management District -- occurred on February 22. Staff will shift its focus to additional improvements that can be made related to alternative terminal access modes such as buses, shuttles, bicycles, and pedestrian improvements after the parking improvements are underway.

#### **Berkeley Environmental Studies**

The proposed Berkeley service will provide an alternative transportation link between Berkeley and downtown San Francisco. Staff has coordinated with Federal Transit Administration (FTA) staff to discuss the process for completion of the Final EIS/EIR. FTA has indicated that it will not be able to complete the NEPA process and issue a Record of Decision because a long-term operational funding source is not available for the service at this time. After coordination

between WETA staff and Berkeley elected officials, Berkeley Mayor Tom Bates recently submitted a letter supporting development of a ferry terminal in Berkeley, and has pledged to work cooperatively with WETA towards project implementation.

## **OTHER BUSINESS**

### **CPUC Organizational Changes**

Staff is monitoring CPUC reorganization efforts as they relate to transferring transportation related responsibilities to the California State Transportation Agency (CalSTA). Once initial plans are developed, staff, with the support of Directors Breckenridge and Wunderman, will engage in consultative discussions with state officials as warranted to help ensure that planning for a ferry regulatory oversight transition is done in a manner that supports WETA's legislative authority and ability to provide safe and effective public transit service.

### **Emergency Response Activities Update**

WETA's enabling legislation, SB 976 as amended by SB 1093, directs the agency to provide comprehensive water transportation and emergency coordination services for the Bay Area region. Staff is currently working on the following emergency response related activities:

#### Maritime Transportation System Response and Recovery (MTSRR) Coalition:

In response to a gap identified in the Bay Area Earthquake Plan by the U.S. Army Corp of Engineers and the U.S. Coast Guard (USCG) during a 2015 exercise, both agencies partnered with the Port of San Francisco to create a workshop and a table top exercise as part of the 2016 San Francisco Fleet Week exercise to define the agencies involved, and the process for reopening the ports of the San Francisco bay following a catastrophic event. The exercise focused on estimating and validating the timeline of port reopening after such an event, through clarification of the roles and responsibilities of involved agencies. It also focused on a goal of receiving resources and moving people for response and recovery. The participating agencies agreed that the MTSRR coalition be created to continue these efforts.

In preparation for an event that could impact Northern California maritime transportation system infrastructure, navigable waterways and intermodal transportation system, the MTSRR Coalition will:

- Help clarify planning assumptions and enhance mitigation efforts through workshops and exercises
- Champion cohesive relationships within the maritime community
- Partner and synchronize response and recovery best practices
- Create playbooks to provide flexible options to respond to a catastrophic event

The MTSRR Coalition will include eight subcommittees based on capabilities identified. WETA will be leading the Emergency Ferry Transportation subcommittee. Once subcommittees start meeting, staff will provide more information on the MTSRR Coalition and specifically the efforts of the Emergency Ferry Transportation subcommittee.

2016 WETA Staff Exercise: As a part of WETA's training and exercise program, WETA held an emergency response exercise on December 6, 2016. The exercise included a communications drill to evaluate and validate WETA's procedures and processes in the Emergency Operations Plan to initiate and maintain communications during an emergency incident utilizing M-SAT Satellite Phones and P25 800Mhz radios as well as a second exercise module requiring the preparation of an incident action plan to move survivors and/or first responders in response to a Cal OES request. Participants for the communications drill included Blue & Gold Fleet, the Port of San Francisco, and the California Office of Emergency Services. A representative from the California Office of Emergency Services participated as an observer for both exercise modules.

The communications drill tested connectivity using this equipment with the North Bay Operations and Maintenance Facility EOC, Blue & Gold Fleet's Pier 41 Dispatch, the California Office of Emergency Services (Cal OES), and the Port of San Francisco. While contact was confirmed with all locations and outside agencies, there were connectivity issues with the handheld satellite phones and the M-SAT satellite phone at the North Bay Operations and Maintenance Facility EOC. Staff is working on resolving these issues.

### **Coast Guard Manning Requirements**

In response to a 2015 USCG initiative, staff worked closely with the USCG Inspections unit (San Francisco Sector) in 2015 to review and verify the current manning levels required on WETA's fleet of vessels. As a result of this work, the WETA vessels' current manning levels remain in place; this is noted in the vessel files and on each vessel Certificate of Inspection.

### **Hazard Mitigation Plan**

WETA is preparing a new Hazard Mitigation Plan (HMP) in accordance with the Federal Disaster Mitigation Act of 2000 (DMA 2000), which requires local governments to develop and submit HMPs as a condition of receiving Hazard Mitigation Grant Program and other mitigation project grant funding. This includes pre-disaster mitigation funding and post-disaster mitigation funding for existing WETA facilities. The essential steps of hazard mitigation are to identify and profile hazards that affect the local area surrounding existing facilities, analyze the people and facilities at risk from those hazards, and develop mitigation actions to lessen or reduce the impact of the profiled hazards. WETA staff is working with a consultant to prepare the HMP. The process includes coordination with stakeholder agencies with jurisdictions that might interface with WETA during a disaster response. The process also includes opportunity for public comment. The HMP was sent to the Governor's Office of Emergency Services (Cal OES) and the Federal Emergency Management Agency (FEMA) for review and approval in October. Comments on the Draft HMP were received from Cal OES in December. Staff is working to respond to those comments and will submit the draft to FEMA. After the Cal OES and FEMA approvals are received, the HMP will be presented to the Board for adoption.

### **FTA Drug and Alcohol Program Compliance Audit**

WETA received a notification letter from the FTA that it has been randomly selected for a drug and alcohol compliance audit. This visit will take place Thursday, February 16 and Friday, February 17, and will be comprised of an in-depth analysis of the federally-mandated testing programs.

### **KEY BUSINESS MEETINGS AND EXTERNAL OUTREACH**

On December 9, Lauren Gularte attended the monthly Regional Business Outreach Committee (BOC) meeting. FTA Region IX's Regional Civil Rights Officer also attended the BOC meeting.

On December 13, Kevin Connolly attended the San Francisco Port Commission, which adopted the Mission Bay Project MOU.

On December 14, Lauren Gularte attended the monthly California Unified Certification Program (CUCP) cluster teleconference meeting.

On December 14, Nina Rannells and Kevin Connolly attended MTC's Commission Workshop where the Commission discussed future Regional Bridge Toll funding increases.

On December 15, Nina Rannells and Kevin Connolly attended the Core Capacity Transit Study Executive Team meeting at MTC.

On January 8<sup>th</sup> – 11<sup>th</sup> Mike Gougherty and Chad Mason attended and presented at the 2017 Annual Meeting of the Transportation Research Board in Washington D.C.

**OPERATIONS REPORT**

**Monthly Operating Statistics** - The Monthly Operating Statistics Report for November 2016 is provided as Attachment A.

\*\*\*END\*\*\*

## Attachment A

### Monthly Operating Statistics Report November 2016

			Alameda/ Oakland	Harbor Bay	South San Francisco	Vallejo*	Systemwide	
<b>Boardings</b>	<i>vs. last month</i>	Total Passengers November 2016	78,403	25,264	11,148	71,099	185,914	
		Total Passengers October 2016	103,107	27,322	11,566	84,420	226,415	
		Percent change	-23.96%	-7.53%	-3.61%	-15.78%	-17.89%	
	<i>vs. same month last year</i>	Total Passengers November 2016	78,403	25,264	11,148	71,099	185,914	
		Total Passengers November 2015	71,258	22,486	9,847	64,056	167,647	
		Percent change	10.03%	12.35%	13.21%	11.00%	10.90%	
	<i>vs. prior FY to date</i>	Total Passengers Current FY To Date	557,389	133,622	56,723	445,639	1,193,373	
		Total Passengers Last FY To Date	536,842	127,991	51,911	425,212	1,141,956	
		Percent change	3.83%	4.40%	9.27%	4.80%	4.50%	
			Avg Weekday Ridership November 2016	3,134	1,263	557	2,985	7,939
	<b>Ops Stats</b>		Passengers Per Hour	150	186	68	132	137
			Revenue Hours	523	136	163	539	1,361
		Revenue Miles	6,380	3,000	2,599	14,310	26,288	
<b>Fuel</b>		Fuel Used (gallons)	38,091	10,491	14,943	123,468	186,993	
		Avg Cost per gallon	\$1.87	\$1.87	\$1.87	\$2.11	\$2.03	

\* Vallejo ridership includes ferry + Route 200 bus passengers. November bus ridership totaled 5638.

MEMORANDUM

**TO: Board Members**

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

**SUBJECT: Monthly Review of FY 2016/17 Financial Statements for Five Months  
Ending November 30, 2016**

**Recommendation**

There is no recommendation associated with this informational item.

**Summary**

This report provides the attached FY 2016/17 Financial Statements for five months ending November 30, 2016.

**Operating Budget vs. Actual**

	Prior Actual	Current Budget	Current Actual
<b>Revenues - Year To Date:</b>			
Fare Revenue	7,487,754	7,624,179	8,406,851
Local Bridge Toll Revenue	4,678,082	8,202,477	5,203,596
Other Revenue	141,627	165,827	1,050
<b>Total Operating Revenues</b>	<b>12,307,463</b>	<b>15,992,482</b>	<b>13,611,497</b>
<b>Expenses - Year To Date:</b>			
Planning & Administration	1,047,136	1,257,534	780,340
Ferry Services	11,260,327	14,734,948	12,831,156
<b>Total Operatings Expenses</b>	<b>12,307,463</b>	<b>15,992,482</b>	<b>13,611,497</b>
<b>System-Wide Farebox Recovery %</b>	<b>66%</b>	<b>52%</b>	<b>66%</b>

**Capital Actual and % of Total Budget**

	YTD Actual	% of FY 2016/17 Budget
<b>Revenues:</b>		
Federal Funds	9,044,030	25.45%
State Funds	7,688,747	15.09%
Bridge Toll Revenues	3,417,585	12.21%
Other Local Funds	1,117,935	43.18%
<b>Total Capital Revenues</b>	<b>21,268,298</b>	<b>18.17%</b>
<b>Expenses:</b>		
<b>Total Capital Expenses</b>	<b>21,268,298</b>	<b>18.17%</b>

**Fiscal Impact**

There is no fiscal impact associated with this informational item.

\*\*\*END\*\*\*

**San Francisco Bay Area Water Emergency Transportation Authority**  
**FY 2016/17 Statement of Revenues and Expenses**  
**For Five Months Ending 11/30/2016**

% of Year Elapsed of Year Elapsed 41.9%

	Current Month	Year - To - Date			% of Year FY 2016/17 Total <sup>1</sup>	% of Total Budget
		FY2015/16 Actual	FY 2016/17 Budget	FY 2016/17 Actual		
<b>OPERATING EXPENSES</b>						
<b><u>PLANNING &amp; GENERAL ADMIN:</u></b>						
Wages and Fringe Benefits	\$88,083	\$502,237	\$595,233	\$382,284	1,420,000	26.9%
Services	64,938	520,769	714,070	429,751	1,703,500	25.2%
Materials and Supplies	2,251	5,507	27,666	6,931	66,000	10.5%
Utilities	1,828	7,935	11,318	6,518	27,000	24.1%
Insurance	-	-	11,737	1,178	28,000	4.2%
Miscellaneous	48,775	36,648	95,992	103,087	229,000	45.0%
Leases and Rentals	29,932	120,492	135,395	132,047	323,000	40.9%
Admin Overhead Expense Transfer	(51,851)	(146,453)	(333,875)	(281,455)	(796,500)	35.3%
<b>Sub-Total Planning &amp; Gen Admin</b>	<b>\$183,955</b>	<b>\$1,047,136</b>	<b>\$1,257,534</b>	<b>\$780,340</b>	<b>3,000,000</b>	<b>26.0%</b>
<b><u>FERRY OPERATIONS:</u></b>						
<b><u>Harbor Bay FerryService</u></b>						
Purchased Transportation	\$113,709	\$633,028	\$778,372	\$648,580	1,856,900	34.9%
Fuel - Diesel & Urea	19,647	126,960	189,510	111,627	452,100	24.7%
Other Direct Operating Expenses	28,165	151,780	236,165	144,442	563,400	25.6%
Admin Overhead Expense Transfer	6,571	25,478	43,175	35,910	103,000	34.9%
<b>Sub-Total Harbor Bay</b>	<b>\$168,092</b>	<b>\$937,246</b>	<b>\$1,247,222</b>	<b>\$940,559</b>	<b>2,975,400</b>	<b>31.6%</b>
<b>Farebox Recovery</b>	<b>71%</b>	<b>62%</b>	<b>50%</b>	<b>66%</b>	<b>50%</b>	
<b><u>Alameda/Oakland Ferry Service</u></b>						
Purchased Transportation	\$506,787	\$2,476,329	\$2,998,297	\$3,322,454	7,152,800	46.4%
Fuel - Diesel & Urea	71,333	446,775	844,183	465,053	2,013,900	23.1%
Other Direct Operating Expenses	74,358	309,019	640,378	410,056	1,527,700	26.8%
Admin Overhead Expense Transfer	21,502	66,519	141,682	116,636	338,000	34.5%
<b>Sub-Total Alameda/Oakland</b>	<b>\$673,980</b>	<b>\$3,298,643</b>	<b>\$4,624,540</b>	<b>\$4,314,199</b>	<b>11,032,400</b>	<b>39.1%</b>
<b>Farebox Recovery</b>	<b>57%</b>	<b>73%</b>	<b>52%</b>	<b>67%</b>	<b>52%</b>	
<b><u>Vallejo FerryService</u></b>						
Purchased Transportation	\$802,248	\$4,105,226	\$4,346,835	\$4,246,153	10,369,900	40.9%
Fuel - Diesel & Urea	260,162	1,339,493	2,143,299	1,620,298	5,113,100	31.7%
Other Direct Operating Expenses	88,603	405,122	651,487	482,388	1,554,200	31.0%
Admin Overhead Expense Transfer	19,881	24,545	125,544	108,380	299,500	36.2%
<b>Sub-Total Vallejo</b>	<b>\$1,170,894</b>	<b>\$5,874,387</b>	<b>\$7,267,165</b>	<b>\$6,457,218</b>	<b>17,336,700</b>	<b>37.2%</b>
<b>Farebox Recovery</b>	<b>57%</b>	<b>71%</b>	<b>59%</b>	<b>69%</b>	<b>59%</b>	
<b><u>South San Francisco FerryService</u></b>						
Purchased Transportation	\$133,114	\$819,913	\$1,105,373	\$797,590	2,637,000	30.2%
Fuel - Diesel & Urea	27,984	161,281	241,572	151,720	576,300	26.3%
Other Direct Operating Expenses	24,252	138,945	225,602	149,341	538,200	27.7%
Admin Overhead Expense Transfer	3,897	29,912	23,474	20,529	56,000	36.7%
<b>Sub-Total South San Francisco</b>	<b>\$189,246</b>	<b>\$1,150,052</b>	<b>\$1,596,021</b>	<b>\$1,119,180</b>	<b>3,807,500</b>	<b>29.4%</b>
<b>Farebox Recovery</b>	<b>41%</b>	<b>30%</b>	<b>23%</b>	<b>38%</b>	<b>23%</b>	
<b>Total Operating Expenses</b>	<b>\$2,386,167</b>	<b>\$12,307,463</b>	<b>\$15,992,482</b>	<b>\$13,611,497</b>	<b>38,152,000</b>	<b>35.7%</b>
<b>OPERATING REVENUES</b>						
Fare Revenue	\$1,250,254	\$7,487,754	\$7,624,179	\$8,406,851	18,188,400	46.2%
Local - Bridge Toll	1,135,913	4,678,082	8,202,477	5,203,596	19,568,000	26.6%
Local - Alameda Tax & Assessment	-	-	165,827	-	395,600	0%
Local - Other Revenue	-	141,627	-	1,050	-	0%
<b>Total Operating Revenues</b>	<b>\$2,386,167</b>	<b>\$12,307,463</b>	<b>\$15,992,482</b>	<b>\$13,611,497</b>	<b>38,152,000</b>	<b>35.7%</b>

<sup>1</sup> Includes budget adjustments approved on 11/10/2016 to support changes to the Vallejo Ferry Service.

**San Francisco Bay Area Water Emergency Transportation Authority**  
**FY 2016/17 Statement of Revenues and Expenses**  
**For Five Months Ending 11/30/2016**

Project Description	Current Month	Project Budget	Prior Years Actual	FY2016/17 Budget	FY2016/17 Actual	Future Year	% of Total Project Budget
<b>CAPITAL EXPENSES</b>							
<b>FACILITIES:</b>							
<b>Maintenance and Operations Facilities</b>							
North Bay Operations & Maintenance Facility	\$67,378	\$31,082,000	\$28,592,897	\$2,489,103	\$753,726	\$0	94%
Central Bay Operations & Maintenance Facility	928,024	69,500,000	4,425,134	32,962,866	10,476,992	32,112,000	21%
<b>Terminal Improvement</b>							
Electronic Bicycle Lockers	-	79,500	46,661	32,839	-	-	59%
Terminal Access Improvement	-	250,000	67,528	182,472	2,318	-	28%
Replace Terminal Fendering - East Bay Terminals	-	92,000	-	92,000	-	-	0%
<b>FERRY VESSELS:</b>							
<b>Major Component Rehabilitation / Replacement</b>							
Selective Catalyst Reduction (SCR) System Overhaul	2,213	1,400,000	61,008	1,338,992	23,457	-	6%
Major Component Rehabilitation - Solano	1,785	430,000	-	430,000	5,701	-	1%
Vessel Engine Overhaul - Bay Breeze	-	650,000	-	650,000	-	-	0%
Vessel Engine Overhaul - Scorpio	-	625,000	-	625,000	930	-	0%
Major Component & Waterjets Rehab - Mare Island	1,170	3,600,000	-	3,600,000	29,489	-	1%
<b>Vessel Mid-Life Repower/Refurbishment</b>							
Vessel Qtr-Life Refurb & Capacity Increase - Gemini	-	3,507,000	2,053,446	1,453,554	1,276,742	-	95%
Vessel Qtr-Life Refurb & Capacity Increase - Pisces	719,012	4,100,000	-	4,100,000	722,434	-	18%
Vessel Qtr-Life Refurbishment - Taurus	1,192	2,400,000	-	2,400,000	2,069	-	0%
<b>Vessel Expansion/Replacement</b>							
Purchase Replacement Vessel - Express II & Encinal	1,495,258	33,951,000	19,724,430	14,226,570	4,571,684	-	72%
Purchase Replacement Vessel - Vallejo	5,840	23,372,000	56,940	8,447,060	41,042	14,868,000	0%
<b>CAPITAL EQUIPMENT / OTHER:</b>							
Purchase Heavy Duty Forklift	-	105,000	-	105,000	81,616	-	78%
Purchase Utility Vehicles	-	50,000	-	50,000	42,201	-	84%
CCTV and LCD Network Integration	537	400,000	-	300,000	537	100,000	0%
<b>SERVICE EXPANSION:</b>							
<b>Terminal/Berthing Expansion Construction</b>							
Downtown Ferry Terminal Expansion - South Basin	306,472	79,580,000	5,569,989	8,279,011	2,599,916	65,731,000	10%
Richmond Ferry Terminal	259,884	18,000,000	1,383,228	4,403,772	550,566	12,213,000	11%
<b>Expansion Ferry Vessels</b>							
Richmond Ferry Vessels - 2 each	11,680	46,745,000	105,789	16,897,211	72,190	29,742,000	0%
Two New 400-Passenger Vessels	14,686	33,400,000	-	14,000,000	14,686	19,400,000	0%
<b>Total Capital Expenses</b>	<b>\$3,815,131</b>	<b>\$353,318,500</b>	<b>\$62,087,050</b>	<b>117,065,450</b>	<b>\$21,268,298</b>	<b>\$174,166,000</b>	
<b>CAPITAL REVENUES</b>							
Federal Funds	\$1,286,851	\$67,154,384	\$13,093,526	\$35,539,068	\$9,044,030	\$18,521,790	33%
State Funds	1,139,388	221,811,825	37,429,974	50,946,164	7,688,747	133,435,687	20%
Local - Bridge Toll	1,020,241	58,233,891	8,584,455	27,990,913	3,417,585	21,658,523	21%
Local - Alameda Sales Tax Measure B / BB	368,114	4,950,000	2,949,095	2,000,905	1,117,398	-	82%
Local - Alameda TIF / LLAD	537	18,400	-	18,400	537	-	3%
Local - San Francisco Sales Tax Prop K	-	1,100,000	-	550,000	-	550,000	0%
Local - Transportation Funds for Clean Air	-	50,000	30,000	20,000	-	-	60%
<b>Total Capital Revenues</b>	<b>\$3,815,131</b>	<b>\$353,318,500</b>	<b>\$62,087,050</b>	<b>\$117,065,450</b>	<b>\$21,268,298</b>	<b>\$174,166,000</b>	

MEMORANDUM

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**TO: Board Members**

**FROM: Peter Friedmann, WETA Federal Legislative Representative  
Ray Bucheger, WETA Federal Legislative Representative**

**SUBJECT: WETA Federal Legislative Board Report – January 5, 2017**

This report covers the following topics:

1. New FHWA Formula Yields More Funding for WETA
2. Seeking Additional Funding for the FTA Grant Program
3. Looking Out for the Next Round of FTA Funding

**It's a good feeling** when a new strategy and a lot of lobbying produce tangible results. How many tangible results? Over \$300,000 per year in increased Federal Highway Administration funding to WETA. This year we will work to protect this expanded revenue stream, while expanding the Federal Transit Administration (FTA) ferry program in order to add to the \$7 million WETA has already received from the program. We are already hard at it.

**New FHWA Formula Yields More Funding for WETA**

The Federal Highway Administration (FHWA) has finally released ferry formula program funding for FY15 and FY16. WETA's FY15 allocation is \$449,045 and the FY16 allocation is \$842,669. Note that the FY16 funding level is \$393,624 higher than the FY15 funding level. This has much to do with the improved formula that we were able to get included in the Fixing America's Surface Transportation Act (FAST Act) (P.L. 114-94). Recall that the Moving Ahead for Progress in the 21st Century Act (MAP-21) (P.L.112-141) originally created the FHWA formula program, but the formula put a heavy emphasis on length of route segments and number of vehicles carried, which disadvantaged WETA. The FAST Act, due in large part to WETA's lobbying efforts, gave more weight to the number of passengers carried, while decreasing the weight associated with vehicles and route segments. The FAST Act also increased the overall level of funding available for the FHWA program from \$67 million per year to \$80 million per year. This increase in funding offset any losses that other systems would have suffered under the new formula, and was key to WETA preventing opposition to our efforts.

**Seeking Additional Funding for the FTA Grant Program**

There continues to be a lot of talk about Congress taking up a big infrastructure bill in the new year. While this talk is coming from President Elect Donald Trump and Congressional leaders, there is no clarity on when such a bill would be considered, what the bill would look like (will it include funding for transit?), and how much funding the bill would provide. While it is looking like any infrastructure bill will take a back seat to confirmation of Trump's cabinet nominees, Congressional Republicans' regulatory (roll-back) agenda, and the (possible) dismantling of the Affordable Care Act, it has not stopped us from advocating for additional funding for passenger ferries.

We have been meeting with staff for each member of the San Francisco Bay Area Congressional delegation, and key Washington State Congressional offices, since before the election to put together a strategy to try to achieve our objective of increasing the amount of money available through the FTA ferry grant program. Currently, only \$30 million is available each year for all public ferry systems to

compete over for the entire nation every year. WETA has received two FTA grants totaling \$7 million since the program was created. Increasing the level of funding for this program would increase the potential for even more funding for WETA down the road.

As part of our strategy, we are working to leverage the political clout of our friends in organized labor, and the political clout of members of Congress representing ferry systems in states outside of California and Washington. Similar to WETA's Congressional delegation, members of Congress from other states with public ferry systems are members of Congressional leadership and/or are members of committees that will be writing any big transportation bill, and are therefore in a position to advocate for our interests.

**Looking Out for the Next Round of FTA Funding**

We are also on the lookout for FTA's next Notice of Funding Availability (NOFA) for the ferry grant program. When that NOFA is released, we will work with the Congressional delegation to convey support to FTA for whatever project WETA seeks funding for. We are also working with members of the Congressional delegation to ensure that FTA is upfront about how it will distribute funding in FY17 and FY18 (i.e. will it distribute a single year of funding, or combine two years of funding at a time as it has done over the past two rounds?). Our objective in doing this is to maximize the amount of federal funding WETA receives from the FTA program.

\*\*\*END\*\*\*

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

*(December 8, 2016)*

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

**1. CALL TO ORDER – BOARD CHAIR**

Chair Jody Breckenridge called the meeting to order at 2:02 p.m.

**2. ROLL CALL**

Chair Breckenridge, Director Jeffrey DelBono, Director Timothy Donovan, and Director Anthony Intintoli were in attendance.

**3. REPORT OF BOARD CHAIR**

Chair Breckenridge said the public was excited about WETA's new vessels under construction.

**4. REPORTS OF DIRECTORS**

No reports from Directors.

**5. REPORTS OF STAFF**

Executive Director Nina Rannells shared her written report with Directors and welcomed questions. She noted that the Solano Transportation Authority and SolTrans Boards of Directors were poised to take action the following week to extend one late night bus trip into San Francisco in order to provide a late night public transit link from San Francisco to Vallejo in place of the cancelled Route 200 bus. Ms. Rannells said the MV *Hydrus* was preliminarily expected to be delivered in late January, and that a christening for the vessel would be planned in February or in conjunction with the March Board meeting.

**6. ADOPT A RESOLUTION OF APPRECIATION FOR CAROLYN HORGAN**

Director Donovan made a motion to adopt a Resolution of Appreciation for retiring Blue & Gold Fleet President Carolyn Horgan in recognition of her contribution to the development of ferry service on the San Francisco Bay.

Director DelBono seconded the motion and the Resolution was unanimously adopted.

Yeas: Breckenridge, DelBono, Donovan, Intintoli. Nays: None. Absent: Wunderman.

**7. CONSENT CALENDAR**

Chair Breckenridge asked that staff consult with counsel to confirm WETA's retention policy for audio and written materials. She also asked that an emergency response component specifically be included in the Request for Qualifications for the Marketing and Public Information Services Request for Qualifications.

Director Intintoli made a motion to approve the consent calendar which included:

- a. Board Meeting Minutes – November 10, 2016
- b. Authorize Release Request for Qualifications for Marketing and Public Information Services
- c. Approve Use of Brief Summary Style Minutes to Record WETA Board Meeting Proceedings

Director Donovan seconded the motion and the consent calendar carried unanimously.

Yeas: Breckenridge, DelBono, Donovan, Intintoli. Nays: None. Absent: Wunderman.

**8. ACCEPT THE INDEPENDENT AUDITOR'S ANNUAL FINANCIAL REPORTS FOR THE FISCAL YEAR 2015/16**

Ms. Rannells presented this item to accept the independent auditor's annual financial reports for the fiscal year 2015/16. She introduced Maze & Associates auditing Supervisor and CPA Cody Smith who provided a brief presentation on the audit and the resulting written reports provided to Directors. Mr. Smith said that no compliance issues or concerns had been discovered in the audit process and noted that Lynne Yu, WETA's Finance & Grants Manager, had done an excellent job preparing materials to support a clean and solid audit process.

Director Intintoli made a motion to approve the item.

Director Donovan seconded the motion and the item carried unanimously.

Yeas: Breckenridge, DelBono, Donovan, Intintoli. Nays: None. Absent: Wunderman.

**9. APPROVE CONTRACT AWARD TO MANSFIELD OIL COMPANY FOR PURCHASE OF FUEL FOR NORTH BAY FERRY OPERATIONS**

Operations Manager Keith Stahnke presented this item to approve a contract award to Mansfield Oil Company for purchase of fuel for North Bay ferry operations for up to five years and authorize the Executive Director to negotiate and execute an agreement and take other related actions as may be necessary to support this effort.

Director DelBono made a motion to approve the item.

Director Donovan seconded the motion and the item carried unanimously.

Yeas: Breckenridge, DelBono, Donovan, Intintoli. Nays: None. Absent: Wunderman.

**10. INFORMATIONAL PRESENTATION ON THE TRANSBAY/CORE CAPACITY STUDY**

Planning & Development Manager Kevin Connolly presented this informational update on the Transbay/Core Capacity Study. He said the study, led by the Metropolitan Transportation Commission with funding and technical support from San Francisco, BART, AC Transit and WETA, began in 2015 and was expected to conclude in mid-2017. Mr. Connolly said the study was already about two thirds complete, and he shared a slideshow of a high level summary of the study's findings to date, along with future areas of study and implications for regional support of WETA's Strategic Plan services. It was understood that once concluded, the study would not necessarily dictate or limit which routes or projects would receive future bridge toll or other regional funding.

**11. OPEN TIME FOR PUBLIC COMMENTS FOR NON-AGENDA ITEMS**

There were no public comments.

All business having been concluded, the meeting was adjourned at 3:03 p.m.

Respectfully Submitted,  
Board Secretary

MEMORANDUM

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**TO:** Board Members

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

**SUBJECT:** Authorize Filing Applications for FY 2016/17 through FY 2019/20 Federal Transit Administration Formula Program Funds to Support Various Capital Projects

**Recommendation**

Authorize filing applications for Fiscal Year (FY) 2016/17 through FY 2019/20 Federal Transit Administration (FTA) Section 5307 Urbanized Area, Section 5337 State of Good Repair, and Section 5339 Bus & Bus Facilities (together referred to as FTA Formula Program) grant funds to support various capital improvement projects, commit the necessary local match, assure completion of the projects and take other necessary actions to support securing these funds.

**Background**

On December 4, 2015, President Obama signed the Fixing America's Surface Transportation (FAST) Act into law. The FAST Act provides funding authorizations for FY 2015/16 through FY2019/20 federal transportation funds. The Act maintains the same FTA Formula Program as the previous authorization, Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21). FTA Formula Program grant funds will be programmed by the Metropolitan Transportation Commission (MTC) to support the implementation of the region's capital improvement project priorities, including a number of WETA projects.

MTC is responsible for programming FTA Formula Program funds to eligible transit operators in the San Francisco Bay region through their Transit Capital Priorities (TCP) Process and Criteria programming guidelines. Under MTC's current policy, these funds are programmed for certain transit capital replacement and rehabilitation projects, preventative maintenance and ADA-related operating assistance. Once these funds are programmed by MTC and annual program funds are appropriated by Congress, individual project sponsors can secure these funds through grant applications and execution of grant funding agreements directly with FTA.

**Discussion**

Consistent with MTC's TCP programming guidelines, WETA is eligible for, and staff recommends, that WETA apply for FTA Formula Program funds for the following eligible projects contained in WETA's FY 2015/16 to FY 2024/25 Short Range Transit Plan and 10-Year Capital Plan:

1. Ferry Major Component Rehabilitation/Replacement
2. Ferry Propulsion Systems Repower/Refurbishment
3. Ferry Vessel Replacement
4. Ferry Fixed Guideway Connectors Rehabilitation/Replacement

Staff has begun preparation of the required grant materials and requests Board approval to submit WETA's FY 2016/17 through FY 2019/20 FTA Formula Program of Projects to MTC and FTA. These projects are listed above and described in more detail in **Attachment A**. This programming process represents the first step in securing funds to support these necessary capital rehabilitation and replacement projects scheduled for implementation over the next several years.

**Fiscal Impact**

This item would provide up to \$50,014,178 in FY 2016/17 through FY 2019/20 FTA Formula Program funds to support the implementation of the various ferry capital improvement projects. These capital projects are included in WETA's 10-Year Capital Program.

\*\*\*END\*\*\*

**Attachment A  
Program of Projects**

**FY2016/17 Transit Capital Priorities Projects**

Project Title	Project Description	Federal Funds Requested	Local Match	Total Project Cost
Purchase New Ferry Vessels	This project will provide partial funding for the purchase of two passenger-only vessels to be used in the Richmond ferry service.	\$10,000,000	\$2,500,000	\$12,500,000
<b>Total FY 2016/17 TCP Projects</b>		<b>\$10,000,000</b>	<b>\$2,500,000</b>	<b>\$12,500,000</b>

**FY2017/18 Transit Capital Priorities Projects**

Project Title	Project Description	Federal Funds Requested	Local Match	Total Project Cost
MV Solano: Mid-life Refurbishment	This project will support the necessary engine work to comply with the CARB Harborcraft Rules for diesel exhaust emissions. The project will also include passenger cabin refurbishment and major component replacement.	\$7,568,000	\$1,892,000	\$9,460,000
Vallejo Ferry Terminal Channel Dredging	This project will remove and dispose of sediment from in and around the Vallejo Ferry Terminal.	\$2,560,000	\$640,000	\$3,200,000
Purchase New Ferry Vessels	This project will provide partial funding for the purchase of two passenger-only vessels to be used in the Richmond ferry service.	\$4,868,858	\$1,217,215	\$6,086,073
<b>Total FY 2017/18 TCP Projects</b>		<b>\$14,996,858</b>	<b>\$3,749,215</b>	<b>\$18,746,073</b>

**FY2018/19 Transit Capital Priorities Projects**

Project Title	Project Description	Federal Funds Requested	Local Match	Total Project Cost
MV <i>Gemini</i> : Major Component Rehabilitation	This project will support the 7,000 hour MV <i>Gemini</i> engine overhaul. The manufacture of the main engines provides overhaul service intervals. The required work removes the engines from the vessel and replaces internal sub-components. This engine work is necessary to achieve full useful life of the vessel. The project will also include the rehabilitation of the vessel's propellers, shafts, rudders and hull.	\$816,000	\$204,000	\$1,020,000
MV <i>Taurus</i> : Major Component Rehabilitation	This project will rehabilitate the MV <i>Taurus</i> propellers, shafts, rudders and hull.	\$176,000	\$44,000	\$220,000
MV <i>Hydrus</i> : Major Component Rehabilitation	The project will support the MV <i>Hydrus</i> 10,000 hour upper end engine overhaul per engine manufacturer's service intervals. The required work includes replacing engine internal sub-components. This engine work is necessary to achieve full useful life of the asset. The project will also include rehabilitating the vessel's propellers, shafts, rudders and hull.	\$812,000	\$203,000	\$1,015,000
MV <i>Bay Breeze</i> : Vessel Replacement	This project will replace the MV <i>Bay Breeze</i> as it will reach the end of its economic useful life in 2019. The proposed replacement vessel will have a passenger capacity of 400.	\$15,306,920	\$3,826,730	\$19,133,650
MV <i>Intintoli</i> : Major Component Rehabilitation	This project will support the quarter-life refurbishment of the MV <i>Intintoli</i> . Work will include the complete refurbishment of interior passenger spaces and upgrades to navigation electronics.	\$2,584,000	\$646,000	\$3,230,000
MV <i>Mare Island</i> : Major Component Rehabilitation	This project will support the quarter-life refurbishment of the MV <i>Mare Island</i> . Work will include the complete refurbishment of interior passenger spaces and upgrades to navigation electronics.	\$2,584,000	\$646,000	\$3,230,000
<b>Total FY 2018/19 TCP Projects</b>		<b>\$22,278,920</b>	<b>\$5,569,730</b>	<b>\$27,848,650</b>

**FY2019/20 Transit Capital Priorities Projects**

Project Title	Project Description	Federal Funds Requested	Local Match	Total Project Cost
MV <i>Peralta</i> : Major Component Rehabilitation	The project will support the MV <i>Peralta</i> 20,000 hour major engine overhaul. The manufacture of the main engines provides overhaul service intervals. The required work removes the engines from the vessel and replaces internal sub-components. This engine work is necessary to achieve full useful life of the asset. This project will also rehabilitate the vessel's propellers, shafts, rudders and hull.	\$1,060,000	\$265,000	\$1,325,000
MV <i>Scorpio</i> : Major Component Rehabilitation	The project will support the MV <i>Scorpio</i> 7,000 hour engine overhaul. The manufacture of the main engines provides overhaul service intervals. The required work removes the engines from the vessel and replaces internal sub-components. This engine work is necessary to achieve full useful life of the asset. This project will also rehabilitate the vessel's propellers, shafts, rudders and hull.	\$839,200	\$209,800	\$1,049,000
MV <i>Cetus</i> : Major Component Rehabilitation	The project will support the MV <i>Cetus</i> 10,000 hour upper end engine overhaul per engine manufacturer's service intervals. This engine work is necessary to achieve full useful life of the asset. This project will also replace internal sub-components and rehabilitate propellers, shafts, rudders and hull.	\$839,200	\$209,800	\$1,049,000
<b>Total FY 2019/20 TCP Projects</b>		<b>\$2,738,400</b>	<b>\$684,600</b>	<b>\$3,423,000</b>

**Total FY2016/17 through FY2019/20 TCP Projects**

**\$50,014,178 \$12,503,545 \$62,517,723**

**SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY**

**RESOLUTION NO. 2017-01**

**AUTHORIZE FILING APPLICATIONS FOR FEDERAL TRANSIT ADMINISTRATION FORMULA PROGRAM FUNDING FOR VARIOUS FERRY CAPITAL PROJECTS AND COMMITTING THE NECESSARY LOCAL MATCH FOR THE PROJECTS AND STATING THE ASSURANCE OF SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY TO COMPLETE THE PROJECTS**

**WHEREAS**, Fixing America's Surface Transportation (FAST) Act (Public Law No. 114-94) continues and establishes new Federal Transit Administration formula programs (23 U.S.C. §53) and continues the Surface Transportation Program (23 U.S.C. § 133); and

**WHEREAS**, pursuant to FAST, and the regulations promulgated thereunder, eligible project sponsors wishing to receive Federal Transit Administration (FTA) Section 5307 Urbanized Area, Section 5337 State of Good Repair, or Section 5339 Bus and Bus Facilities (collectively, FTA Formula Program) grants for projects shall submit an application first with the appropriate metropolitan transportation planning organization (MPO), for review and inclusion in the MPO's Transportation Improvement Program (TIP); and

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

**WHEREAS**, San Francisco Bay Area Water Emergency Transportation Authority (WETA) is an eligible project sponsor for FTA Formula Program; and

**WHEREAS**, WETA wishes to submit grant applications to MTC for funds from the FY 2016/17 through FY 2019/20 FTA Formula Program for the following projects: Ferry Major Components, Ferry Propulsion Systems, Ferry Vessel Replacement and Ferry Fixed Guideway Connectors; and

**WHEREAS**, MTC requires, as part of the application, a resolution stating the following:

- 1) the commitment of necessary local matching funds of at least of 20% for FTA Formula Program funds; and
- 2) that the sponsor understands that the FTA Formula Program funding is fixed at the programmed amount, and therefore any cost increase cannot be expected to be funded with FTA Formula Program funds; and
- 3) the assurance of the sponsor to complete the project as described in the application, and if approved, as programmed in MTC's TIP; and
- 4) that the sponsor understands that FTA Formula Program funds must be obligated within three years of programming, or the project may be removed from the program;

now, therefore, be it

**RESOLVED** by the Board of Directors that WETA is authorized to execute and file applications for funding under the FTA Formula Program for up to \$50,014,178 for Ferry Major Components, Ferry Propulsion Systems, Ferry Vessel Replacement and Ferry Fixed Guideway Connectors; and be it further

**RESOLVED** that the Board of Directors, by adopting this resolution, does hereby state that:

- 1) WETA will provide up to \$12,503,545 in local matching funds; and

- 2) WETA understands that the FTA Formula Program funding for these projects is fixed at \$50,014,178, and that any cost increases must be funded by WETA from local matching funds, and that WETA does not expect any cost increases to be funded with FTA Formula Program funds; and
- 3) Ferry Major Components, Ferry Propulsion Systems, Ferry Vessel Replacement and Ferry Fixed Guideway Connectors will be built as described in this resolution and, if approved, for the amount shown in the MTC Transportation Improvement Program (TIP) with obligation occurring within the timeframe established below; and
- 4) The program funds are expected to be obligated within three years of programming; and
- 5) WETA will comply with FTA requirements and all other applicable Federal, state and Local laws and regulations with respect to the proposed projects; and be it further

**RESOLVED**, that WETA is an eligible sponsor of projects in the program for FTA Formula Program; and be it further

**RESOLVED**, that WETA is authorized to submit applications for FTA Formula Program funds for Ferry Major Components, Ferry Propulsion Systems, Ferry Vessel Replacement and Ferry Fixed Guideway Connectors; and be it further

**RESOLVED**, that there is no legal impediment to WETA making applications for FTA Formula Program; and be it further

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

**RESOLVED**, that WETA agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution 3866; and be it further

**RESOLVED** that a copy of this resolution will be transmitted to MTC prior to MTC programming the FTA Formula Program funded projects in the TIP; and be it further

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

#### **CERTIFICATION**

The undersigned, Board Secretary, does hereby certify that the foregoing is a full, true and correct copy of a resolution duly and regularly adopted at a special meeting of the San Francisco Bay Area Water Emergency Transportation Authority held on January 12, 2017.

YEA:

NAY:

ABSTAIN:

ABSENT:

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/s/ Board Secretary

2017-01

\*\*\*END\*\*\*

MEMORANDUM

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**TO: Board Members**

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

**SUBJECT: Authorize Filing an Application with the Metropolitan Transportation Commission for Regional Measure 2 Capital Funds to Support the Downtown San Francisco Ferry Terminal Expansion Project**

**Recommendation**

Authorize the Executive Director, or her designee, to execute and submit an application, related assurances and allocation request with the Metropolitan Transportation Commission (MTC) for Regional Measure 2 (RM2) funds in the amount of \$20,095,710 to support the *Downtown San Francisco Ferry Terminal Expansion (DFTX)* project.

**Background/Discussion**

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

The RM2 program included \$48,000,000 to support WETA's water transit facility improvements, spare vessels and environmental review costs. These funds are made available through allocation by MTC. To date, \$27,904,290 has been allocated to WETA from this program, leaving a balance of \$20,095,710 to support the DFTX project.

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

In October 2014, with Board authorization, WETA submitted an application to MTC for \$1,872,500 RM2 funds to support the final design of the DFTX project. This application would be for the balance of RM2 funds available to the project and would be used to support final design and construction of the project.

**Fiscal Impact**

The *Downtown San Francisco Ferry Terminal Expansion* project is included in the FY2016/17 Capital Budget in the amount of \$79,580,000. This project is funded as follows: \$7,407,654 Federal Transit Administration funds (9%), \$21,968,210 Regional Measure 2 (RM2) funds (28%), \$1,100,000 San Francisco Proposition K fund (1%) and \$49,104,136 State Propositional 1B funds (62%). This item authorizes all actions necessary in order to secure remaining RM2 funds in the amount of \$20,095,710 to support this project.

\*\*\*END\*\*\*

**SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY**

**RESOLUTION NO. 2017-02**

**AUTHORIZE FILING AN APPLICATION WITH THE METROPOLITAN TRANSPORTATION COMMISSION FOR REGIONAL MEASURE 2 CAPITAL FUNDS TO SUPPORT THE DOWNTOWN SAN FRANCISCO FERRY TERMINAL EXPANSION PROJECT**

**WHEREAS**, SB 916 (Chapter 715, Statutes 2004), commonly referred to as Regional Measure 2, identified projects eligible to receive funding under the Regional Traffic Relief Plan; and

**WHEREAS**, the Metropolitan Transportation Commission (MTC) is responsible for funding projects eligible for Regional Measure 2 funds, pursuant to Streets and Highways Code Section 30914(c) and (d); and

**WHEREAS**, MTC has established a process whereby eligible transportation project sponsors may submit allocation requests for Regional Measure 2 funding; and

**WHEREAS**, allocations to MTC must be submitted consistent with procedures and conditions as outlined in Regional Measure 2 Policy and Procedures; and

**WHEREAS**, the San Francisco Bay Area Water Emergency Transportation Authority (WETA) is an eligible sponsor of transportation projects in Regional Measure 2, Regional Traffic Relief Plan funds; and

**WHEREAS**, the *Downtown San Francisco Ferry Terminal Expansion* project is eligible for consideration in the Regional Traffic Relief Plan of Regional Measure 2, as identified in California Streets and Highways Code Section 30914(c) or (d); and

**WHEREAS**, the Regional Measure 2 allocation request, attached hereto in the Initial Project Report (IPR) and incorporated herein as though set forth at length, lists the project, purpose, schedule, budget, expenditure and cash flow plan for which WETA is requesting that MTC allocate Regional Measure 2 funds; now, therefore, be it

**RESOLVED**, that WETA, and its agents shall comply with the provisions of the Metropolitan Transportation Commission's Regional Measure 2 Policy Guidance (MTC Resolution No. 3636); and be it further

**RESOLVED**, that WETA certifies that the project is consistent with the Regional Transportation Plan (RTP); and be it further

**RESOLVED**, that the year of funding for any design, right-of-way and/or construction phases has taken into consideration the time necessary to obtain environmental clearance and permitting approval for the project; and be it further

**RESOLVED**, that the Regional Measure 2 phase or segment is fully funded, and results in an operable and useable segment; and be it further

**RESOLVED**, that WETA approves the updated IPR, attached to this resolution; and be it further

**RESOLVED**, that WETA approves the cash flow plan, attached to this resolution; and be it further

**RESOLVED**, that WETA has reviewed the project needs and has adequate staffing resources to deliver and complete the project within the schedule set forth in the updated IPR, attached to this resolution; and, be it further

**RESOLVED**, that WETA is an eligible sponsor of projects in the Regional Measure 2 Regional Traffic Relief Plan, Capital Program, in accordance with California Streets and Highways Code 30914(c); and be it further

**RESOLVED**, that WETA is authorized to submit an application for Regional Measure 2 funds for Downtown San Francisco Ferry Terminal Expansion Project in accordance with California Streets and Highways Code 30914(c); and be it further

**RESOLVED**, that WETA certifies that the projects and purposes for which RM2 funds are being requested is in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.) and if relevant the National Environmental Policy Act (NEPA), 42 USC Section 4-1 et seq. and the applicable regulations thereunder; and be it further

**RESOLVED**, that there is no legal impediment to WETA making allocation requests for Regional Measure 2 funds; and be it further

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

**RESOLVED**, that WETA agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution 3866; and be it further

**RESOLVED**, that WETA indemnifies and holds harmless MTC, its Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of WETA, its officers, employees or agents, subcontractors, or any of them in connection with its performance of services under this allocation of RM2 funds. In addition to any other remedy authorized by law, so much of the funding due under this allocation of RM2 funds as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages, and be it further

**RESOLVED**, that WETA shall, if any revenues or profits from any non-governmental use of property (or project) that those revenues or profits shall be used exclusively for the public transportation services for which the project was initially approved, either for capital improvements or maintenance and operational costs, otherwise the Metropolitan Transportation Commission is entitled to a proportionate share equal to MTC's percentage participation in the project; and be it further

**RESOLVED**, that assets purchased with RM2 funds including facilities and equipment shall be used for the public transportation uses intended, and should said facilities and equipment cease to be operated or maintained for their intended public transportation purposes for their useful lives, that the Metropolitan Transportation Commission (MTC) shall be entitled to a present day value refund or credit (at MTC's option) based on MTC's share of the Fair Market Value of the said facilities and equipment at the time the public transportation uses ceased, which shall be paid back to MTC in the same proportion that Regional Measure 2 funds were originally used; and be it further

**RESOLVED**, that WETA shall post on both ends of the construction site at least two signs visible to the public stating that the Project is funded with Regional Measure 2 Toll Revenues; and be it further

**RESOLVED**, that WETA authorizes its Executive Director, or her designee, to execute and submit an allocation request with MTC for Regional Measure 2 funds in the amount of \$20,095,710 for the project, purposes and amounts included in the project application attached to this resolution; and be it further

**RESOLVED**, that the Executive Director, or her designee, is hereby delegated the authority to make non-substantive changes or minor amendments to the IPR as she deems appropriate.

**RESOLVED**, that a copy of this resolution shall be transmitted to MTC in conjunction with the filing of WETA application referenced herein.

### **CERTIFICATION**

The undersigned, Board Secretary, does hereby certify that the foregoing is a full, true and correct copy of a resolution duly and regularly adopted at a meeting of the San Francisco Bay Area Water Emergency Transportation Authority held on January 12, 2017.

YEA:

NAY:

ABSTAIN:

ABSENT:

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/s/ Board Secretary

2017-02

\*\*\*END\*\*\*

MEMORANDUM

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**TO: Board Members**

**FROM: Nina Rannells, Executive Director  
Keith Stahnke, Manager, Operations**

**SUBJECT: Authorize Release of a Request for Proposals for the  
MV *Taurus* Quarter-Life Refurbishment Project**

**Recommendation**

Authorize release of a Request for Proposals (RFP) for the MV *Taurus* Quarter-Life Refurbishment Project.

**Background/Discussion**

Aluminum catamaran ferry vessels have a lifecycle of approximately 25 years. Refurbishment projects during the lifecycle of a vessel generally include a minor refit when the vessel has reached its quarter life (at approximately 6 years), a major refit at the vessel's midlife (at approximately 12 years), another minor refit at the vessel's three quarter life (at approximately 18 years), and replacement when the vessel is approximately 25 years old.

The MV *Taurus* was built for WETA by Kvichak Marine Industries in 2010. The MV *Taurus* has been in service for over 6 years and is ready for a minor refit project to improve vessel reliability and passenger amenities. This minor refit project is required to ensure the vessel operates reliably and safely and is necessary to support operation of this vessel in revenue service for its full 25 year life expectancy.

This project provides for a general refurbishment of the vessel and will include the following components:

- Refurbish shafts, propellers and rudders and replace bearings
- Passenger cabin: seating, replace carpets, renew deck coatings, and touch up interior finishes
- Vessel systems: overhaul HVAC, electrical, plumbing, fire and lifesaving safety systems

The MV *Taurus* refit is planned for Spring 2016/17 and will be coordinated with the vessel's required periodic U.S. Coast Guard dry-docking and inspection. Staff anticipates being in a position to return to the Board with a recommendation for contract award for this work in March or April.

**Fiscal Impact**

There is no fiscal impact associated with the release of the project RFP. This project is included in the FY 2016/17 Capital Budget with a total project budget of \$2.4 million and is funded with Federal Transit Administration (FTA) grant funds and Regional Measure 1 – 2% Capital (RM1 – 2%) funds.

\*\*\*END\*\*\*

**MEMORANDUM**

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**TO: Board Members**

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

**SUBJECT: Award Construction Manager at Risk Contract for Phase One Work to Power Engineering Construction for the Downtown San Francisco Ferry Terminal Expansion Project**

**Recommendation**

Approve the following related actions for the award of a Construction Manager at Risk contract for Phase One Work for the Downtown San Francisco Ferry Terminal Expansion:

1. Approve a Construction Manager at Risk contract award to Power Engineering Construction for an initial amount of \$14,819,500 to support Phase One work; and
2. Authorize the Executive Director to negotiate and enter into a contract for this work and take any other related actions as may be necessary to support this work.

**Background**

The Downtown San Francisco Ferry Terminal Expansion (DFTX) project is being developed by WETA to expand and improve facilities at the existing ferry terminal in Downtown San Francisco. The project will include construction of two new ferry gates (Gates F and G) and reconstruction of existing Gate E, landside pedestrian circulation improvements, installation of amenities such as weather-protected areas for queuing, and covering of the current “lagoon” area south of the Ferry Building to enhance WETA’s emergency response capabilities and support future system expansion.

On October 6, 2016 the Board of Directors authorized release of a Request for Proposals (RFP) for a Construction Manager at Risk (CMAR) contractor for the Downtown San Francisco Ferry Terminal Expansion which was issued to prospective proposers on October 7, 2016. The RFP set forth a “best value” procurement process, whereby the selection of a CMAR will be based on qualification and pricing information submitted for both Phase One and Phase Two Work associated with the project. Phase One work includes Early Construction Work (demolition, dredging, and pile driving) to be completed by November 30, 2017, as well as Pre-construction Services in support of WETA’s efforts to finalize construction documents for the project. Phase Two Work includes the remaining work required to fully construct the project following completion of Phase One Work.

The initial contract award for this RFP will be limited to the scope and compensation required to complete the Phase One Work. The Independent Cost Estimate prepared for the Early Construction Work is in the range of \$13 million, while a maximum not-to-exceed amount of

\$175,000 has been set for the Pre-construction Services. If WETA and the CMAR awarded the contract for the Phase One Work are able to negotiate and agree to a Guaranteed Maximum Price (GMP) to complete the Phase Two Work, then the Board would be requested to approve an amendment to the CMAR agreement authorizing the contractor to proceed with Phase Two Work. If WETA and the CMAR are unable to agree to a GMP for any portion of the Phase Two Work, then WETA would have the option to procure the Phase Two Work through a separate procurement process. The current cost budget estimate for the Phase Two Work is in the range of \$48 to 53 million.

**Discussion**

On November 9, 2016 WETA received proposals from four teams in response to the RFP. All four proposers were determined by the Proposal Evaluation Committee to be within the competitive range. Each proposer submitted a Technical Proposal that provides information on the firm's qualifications and approach to completing both the Phase One Work (Early Construction Work and Pre-construction Services) and the Phase Two Work. Each proposer also submitted a Price Proposal including lump-sum bids for the Phase One Work, as well as a fixed fee percentage for home-office overhead and profit for the Phase Two Work.

The Committee evaluated each proposal and conducted interviews with each firm to further assess their qualifications and seek clarifications on their Technical and Price Proposals. Subsequent to the receipt of proposals, staff also instructed firms to incorporate minor updates to the project and issued a request for Best and Final Offers. The scores for each proposer are presented below:

<b>Proposer</b>	<b>Technical Proposal Score (A)</b>	<b>Pre-Construction Services</b>	<b>Early Construction Work</b>	<b>Phase Two Fee</b>	<b>Price Proposal Score (B)</b>	<b>Total Score (A+B)</b>
The Dutra Group	<b>50.4</b>	\$149,762	\$10,979,075	13.0%	<b>39.7</b>	<b>90.1</b>
Manson/Kiewit JV	<b>51.0</b>	\$175,000	\$13,494,050	17.5%	<b>32.1</b>	<b>83.1</b>
Power Engineering	<b>57.6</b>	\$175,000	\$12,998,750	14.0%	<b>33.9</b>	<b>91.5</b>
Shimmick/Vortex JV	<b>40.2</b>	\$175,000	\$12,370,752	12.0%	<b>35.9</b>	<b>76.1</b>

Based on the scores above, Power Engineering Construction was identified as the "best value" proposer. The lump sum bid submitted by Power Engineering Construction for the Early Construction Work is \$12,998,750 which is approximately equal to the Independent Cost Estimate of \$13 million. Pursuant to provisions of the RFP, staff initiated limited negotiations with Power Engineering Construction to finalize the scope of Pre-construction Services provided as part of the Phase One Work and incorporate elements of their proposal into a final draft Agreement.

Staff recommends that the Board approve a CMAR contract award to Power Engineering Construction for the Phase One Work in the amount of \$14,819,500, which includes the \$12,998,750 lump-sum bid for the Early Construction Work and \$175,000 to provide Pre-construction Services, plus a 12.5% Owner's Contingency (\$1,645,750) for potential changes due to future unforeseen project circumstances that may arise during construction. Pending Board approval of a contract award, staff will negotiate and execute a contract with Power Engineering and issue a Notice to Proceed for Phase One Work.

As part of the Phase One Work, Power Engineering Construction will provide Pre-construction Services to assist WETA and ROMA Design Group, the Designer of Record for the project (see

Agenda Item 8), to finalize the project design. As part of the Pre-construction Services, Power Engineering Construction will also develop a GMP for the Phase Two Work. Should staff agree with the GMP proposed by Power Engineering Construction, a recommendation would be made to the Board to amend the Agreement to authorize the contractor to proceed with the Phase Two Work. Staff anticipates that the Phase Two Work will be authorized in multiple stages starting as early as spring 2017.

**DBE/SBE Participation**

The WETA's overall annual Disadvantaged Business Enterprise (DBE) goal and Small Business Enterprise (SBE) goal for Federal Fiscal Year 2016/17 is 1.78 percent and 5.04%, respectively, for all FTA-assisted contracts. Staff has reviewed the DBE/SBE materials provided by Power Engineering Construction and has determined that they have complied with the DBE requirements for this contract. Power has committed 1.88% DBE participation and 11.66% SBE participation.

**Fiscal Impact**

The *Downtown San Francisco Ferry Terminal Expansion* project is included in the FY 2016/17 Capital Budget in the amount of \$79,580,000. This project is funded as follows: \$7,407,654 Federal Transit Administration funds (9%), \$21,968,210 Regional Measure 2 (RM2) funds (28%), \$1,100,000 San Francisco Proposition K fund (1%) and \$49,104,136 State Propositional 1B funds (62%). Sufficient funds are available in the project budget to support the award of this contract.

\*\*\*END\*\*\*

**SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY**

**RESOLUTION NO. 2017-03**

**AWARD CONSTRUCTION MANAGER AT RISK CONTRACT FOR PHASE ONE WORK TO POWER ENGINEERING CONSTRUCTION FOR THE DOWNTOWN SAN FRANCISCO FERRY TERMINAL EXPANSION PROJECT AND AUTHORIZE THE EXECUTIVE DIRECTOR TO NEGOTIATE AND EXECUTE THE AGREEMENT**

**WHEREAS**, the WETA Board of Directors authorized the release of a Request for Proposals for a Construction Manager at Risk contractor for the Downtown San Francisco Ferry Terminal Expansion at its October 6, 2016 meeting; and

**WHEREAS**, the WETA followed the procedures specified in the Request for Proposals and in its Administrative Code regarding solicitation and evaluation of proposals submitted in response to the Request for Proposals for a Construction Manager at Risk contractor for the Downtown San Francisco Ferry Terminal Expansion issued on October 7, 2016 and thereafter amended by addendum thereto; and

**WHEREAS**, proposals were evaluated based on qualification and pricing information submitted for both Phase One Work and Phase Two Work associated with the project consistent with provisions of the Request for Proposals; and

**WHEREAS**, the review committee established to evaluate proposals and staff have concluded their work and recommend award of a Construction Manager at Risk contract for the Phase One Work to Power Engineering Construction; now, therefore, be it

**RESOLVED**, that the Board of Director hereby approves entering into a Construction Manager at Risk Agreement with Power Engineering Construction for the Phase One Work for the Downtown San Francisco Ferry Terminal Expansion in the amount of \$14,819,500, including Owner's Contingency; and be it further

**RESOLVED**, that the Board of Directors authorizes the Executive Director to negotiate and execute the agreement and take any other related actions to support this work; and be it further

**RESOLVED**, that future amendment of the agreement with Power Engineering Construction for the Phase Two Work is contingent on negotiation and agreement of a Guaranteed Maximum Price for the Phase Two Work, subject to provisions of the Agreement, and subject to future approval by the Board of Directors.

**CERTIFICATION**

The undersigned, the Board Secretary, does hereby certify that the foregoing is a full, true and correct copy of a resolution duly and regularly adopted at a meeting of the San Francisco Bay Area Water Emergency Transportation Authority held on January 12, 2017.

YEA:

NAY:

ABSTAIN:

ABSENT:

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/s/ Board Secretary

2017-03

\*\*\*END\*\*\*

**MEMORANDUM**

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**TO: Board Members**

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

**SUBJECT: Approve Amendment No. 4 to Agreement with ROMA Design Group for Design and Engineering Services for the Downtown San Francisco Ferry Terminal Expansion Project**

**Recommendation**

Approve Amendment No. 4 to Agreement #10-005 with ROMA Design Group in the amount of \$2,750,000 for Design and Engineering Services for the Downtown San Francisco Ferry Terminal Expansion Project and authorize the Executive Director to execute the Amendment.

**Background/Discussion**

In April 2010, WETA released a Request for Qualifications (RFQ) to provide design and engineering services for the Downtown San Francisco Ferry Terminal Expansion Project. Firms were invited to submit qualifications to provide both Phase I Conceptual Design and Phase II Final Design services in support of the project. Based on the submittals received, ROMA Design Group was selected as the most qualified firm to provide the scope of services requested.

In June 2010, the WETA Board approved a contract award with ROMA Design Group in the amount of \$1,380,000 to provide Phase I Conceptual Design services to support approval of the project under the California Environmental Quality Act and the National Environmental Protection Act. In February 2015, the WETA Board approved a contract amendment with ROMA in the amount of \$3,620,000, for a total contract in the amount of \$5,000,000, to provide Phase II Final Design services to support development of a procurement package to solicit proposals to construct the project.

Since approval of the last amendment with ROMA, WETA has transitioned from a Design-Build project delivery approach to a Construction Manager at Risk (CMAR) delivery approach. A key difference between the approaches is that the CMAR approach requires WETA's design consultant to perform as the Designer of Record for the final project, whereas under a Design-Build approach the construction contractor would be the Designer of Record.

In order to proceed with construction of the project, WETA will need to further amend its Agreement with ROMA to perform as the Designer of Record for the project. The work under this amendment would include completing 100% design for the Phase Two Work project design and engineering support during construction. The estimated budget required for this work is \$2,750,000, which includes a 10% Owner's Contingency.

Staff recommends that the Board approve Amendment No. 4 to Agreement #10-005 with ROMA Design Group in the amount of \$2,750,000 to perform as Designer of Record for the Downtown San Francisco Ferry Terminal Expansion project and extend the term of the agreement to June 30, 2020. All actual expenditures for work completed under this agreement would be pre-authorized through task orders issued by staff for this project.

**Fiscal Impact**

The *Downtown San Francisco Ferry Terminal Expansion* project is included in the FY 2016/17 Capital Budget in the amount of \$79,580,000. This project is funded as follows: \$7,407,654 Federal Transit Administration funds (9%), \$21,968,210 Regional Measure 2 (RM2) funds (28%), \$1,100,000 San Francisco Proposition K fund (1%) and \$49,104,136 State Proposition 1B funds (62%). Sufficient funds are available in the project budget to support this amendment.

\*\*\*END\*\*\*

**SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY**

**RESOLUTION NO. 2017-04**

**APPROVE AMENDMENT NO. 4 TO THE AGREEMENT WITH ROMA DESIGN GROUP FOR DESIGN AND ENGINEERING SERVICES FOR THE DOWNTOWN SAN FRANCISCO FERRY TERMINAL EXPANSION PROJECT AND AUTHORIZE THE EXECUTIVE DIRECTOR TO EXECUTE THE AMENDMENT**

**WHEREAS**, the San Francisco Bay Area Water Emergency Transportation Authority entered into Agreement #10-005 with ROMA Design Group in on July 1, 2010 to provide Phase I Conceptual Design and Engineering services for the Downtown San Francisco Ferry Terminal Expansion project for an amount not-to-exceed \$1,380,000; and

**WHEREAS**, WETA authorized Amendment No. 1 to Agreement #10-005 with ROMA Design Group in May 2013 to extend the term of the agreement to June 30, 2014; and

**WHEREAS**, WETA authorized Amendment No. 2 to Agreement #10-005 with ROMA Design Group in May 2014 to extend the term of the agreement to June 30, 2015; and

**WHEREAS**, WETA authorized Amendment No. 3 to Agreement #10-005 with ROMA Design Group in February 2015 to increase the contract amount by \$3,620,000, for a total contract amount of \$5,000,000, and extend the term of the agreement to June 30, 2019; and

**WHEREAS**, in developing this project for construction, WETA has transitioned from a Design-Build project delivery approach to a Construction Manager at Risk (CMAR) delivery approach, which involves utilizing the services of ROMA Design Group as the project Designer of Record through project construction; and

**WHEREAS**, WETA has followed established provisions and procedures in its Administrative Code relating to the authorization of contract amendments to existing agreements; and

**WHEREAS**, WETA staff has recommended the approval of Amendment No. 4 to Agreement #10-005 with ROMA Design Group to increase the contract by \$2,750,000, for total contract amount of \$7,750,000, and to extend the Agreement to June 30, 2020; now, therefore, be it

**RESOLVED**, the Board of Directors hereby approves Amendment No. 4 to Agreement #10-005 with ROMA Design Group increasing the total contract amount by \$2,750,000 and extending the Agreement to June 30, 2020 and authorizes the Executive Director to execute the Amendment.

**CERTIFICATION**

The undersigned, Board Secretary, does hereby certify that the foregoing is a full, true and correct copy of a resolution duly and regularly adopted at a meeting of the San Francisco Bay Area Water Emergency Transportation Authority held on January 12, 2017.

YEA:

NAY:

ABSTAIN:

ABSENT:

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/s/ Board Secretary

2017-04

\*\*\*END\*\*\*

MEMORANDUM

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**TO:** Board Members

**FROM:** Nina Rannells, Executive Director  
Kevin Connolly, Manager, Planning & Development

**SUBJECT:** Approve Entering into a Memorandum of Understanding with the Port of San Francisco for the Development of a Mission Bay Ferry Landing

**Recommendation**

Approve entering into a Memorandum of Understanding with the Port of San Francisco for the planning, design, entitlement and funding phase of a future Mission Bay Ferry Landing and authorize the Executive Director to execute the agreement.

**Background**

A ferry terminal in the Mission Bay area of San Francisco has been referenced as a desired regional transportation facility in San Francisco planning and transportation policy documents dating to 2004. Recently, the pending buildout of the former Mission Bay redevelopment area and new development proposals such as an arena for the Golden State Warriors basketball team has revived discussions of a regional ferry terminal in Mission Bay. Staff from WETA and the Port of San Francisco (Port) provided a joint presentation to the Board in August 2016 as initial project feasibility studies were concluding.

Since that time, the Port and the City of San Francisco have set aside up to \$7 million in funding for planning, design, entitlement and funding activities for the project. The Port released a Request for Proposals for an engineering and design team to lead the project and selected a joint venture led by COWI Engineers. The contract is expected to be finalized in December and project planning activities will begin in earnest in early 2017. The Port is also seeking to hire a Project Manager to oversee the project and coordinate planning activities.

Staff from both agencies have worked together to develop a Memorandum of Understanding (MOU) to memorialize the project development partnership. The MOU is also a prerequisite for future project development as stated in WETA's System Expansion Policy. In this case, Port staff will take the lead in project planning activities with WETA playing a supportive role. The MOU, provided as **Attachment A**, addresses the development phase of the project prior to construction. A second document that addresses construction, ownership and operation of the future facility will be executed at a later date.

**Discussion**

The following outlines each agency's roles and responsibilities under the terms of the proposed MOU.

**Planning:**

The Port will lead with assistance from WETA to embark on a coordinated and mutually supportive planning process that will include technical analyses, public outreach and participation, environmental analysis and preparation of appropriate documents under the California Environmental Quality Act (CEQA), National Environmental Protection Act (NEPA), and other studies and supporting documents needed to permit construction (i.e. for U.S. Army

Corps of Engineers, Regional Water Quality Control Board, interagency Dredged Materials Management Office and Bay Conservation Development Commission). All environmental review relating to the Mission Bay Ferry Landing Project will be based on common sources of technical analyses performed as part of the CEQA and NEPA review processes to the maximum extent legally feasible.

**Contracting:**

The Port will contract for professional planning services, conceptual and final architectural / engineering design services, architectural / engineering services during construction phase and environmental review for the Project.

**Public Outreach:**

The Port will manage, with assistance from and coordination with WETA, all interaction with the public as part of CEQA and NEPA review and other outreach such as to community advisory groups. This coordination includes public notices, scoping meetings, public review hearings, public comment periods and attendance of neighborhood and advisory meetings.

**Construction Funding:**

Federal, state, regional or local funding for transit capital and operations may become available during the term of this MOU. The Parties agree to work collaboratively to seek and secure ferry grant funds (e.g. TIGER, regional and local transportation measures, etc.) to support delivery of the Mission Bay Ferry Landing Project. Such support may include, but will not be limited to: application support letters, provision of ridership data, operating or capital cost information or other technical information that funders require and WETA Board or Port Commission resolutions in support of one another's funding applications.

**Cost:**

The Port will pay 100 percent of planning, design and environmental review cost for the Mission Bay Ferry Landing Project Components. WETA will dedicate in-kind staff time throughout the development process.

**Preliminary Management and Service Plan**

The project concept is that a ferry landing will be constructed on Port property as soon as possible, given completion of necessary permits and regulatory approvals together with securing full capital funding. Once the landing is completed, it is anticipated that the Port will lease or transfer the facility, land and water areas to WETA for facility operations and maintenance.

It is anticipated that WETA ferry service will initially serve the Mission Bay Landing as indirect service from the North Bay and East Bay during commute times and as ridership grows, it may serve it through direct service from its other facilities. WETA anticipates providing direct service for special events at the Chase Arena or other nearby special events.

**Fiscal Impact**

There is no financial impact associated with this MOU as the Port is responsible for 100 percent of the costs for the planning and development phase of the future Mission Bay Ferry Landing. WETA will provide technical assistance during this phase as in-kind contribution to the project.

\*\*\*END\*\*\*

## ATTACHMENT A

### Mission Bay Ferry Landing Project

### Memorandum of Understanding for the Planning, Design, Entitlement and Funding

January 6, 2017

#### Term, Parties

General	This Memorandum of Understanding (“ <b>MOU</b> ”) is for the Planning, Design, Entitlement and commitment to secure capital funding and establishes the framework for development of a future Mission Bay Ferry Landing.
Project	The Mission Bay Ferry Landing is a new project to be built in the vicinity of the eastern terminus of 16 <sup>th</sup> Street. The facility will include but not be limited to a landing float able to accommodate two vessels, a gangway, fixed pier, control gate and necessary dredging and debris removal.
Term	This MOU shall commence on __, 2017 and shall remain in effect until the Mission Bay Ferry Landing is completed and is operational.
Parties	<p>This MOU is between the San Francisco Bay Area Water Emergency Transportation Authority (“<b>WETA</b>”) and the City and County of San Francisco (“<b>City</b>”) acting by and through the San Francisco Port Commission (“<b>Port</b>”).</p> <p>WETA was established in 2008 as the successor agency to the Water Transit Authority with a mission to consolidate and operate certain existing publicly operated ferry services on San Francisco Bay, expand new routes, and coordinate ferry services in the event of an emergency.</p> <p>The Port has jurisdiction over the property in and around the Mission Bay Ferry Landing.</p>

#### WETA System Expansion

WETA System Expansion Policy	<p>On June 4, 2015 the WETA Board of Directors adopted a System Expansion Policy to serve as a framework for evaluating the feasibility of new ferry projects. This MOU has been developed based on this framework and it is the intent of the Port and WETA to further develop a future ferry service to and from the Ferry Landing consistent with WETA’s System Expansion Policy.</p> <p>The WETA System Expansion Policy requires that full capital and operating funding be secured for an operating period of up to 10 years as a prerequisite for executing a project specific memorandum of understanding. While the City and Port have secured a portion of the necessary planning and design funding needed for a terminal design of the Mission Bay Ferry Landing, the City and Port have not secured the necessary funding to construct the Mission Bay Ferry Landing. This</p>
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	<p>MOU will outline how the Port and WETA will coordinate on the planning, design, entitlement and securing funds necessary to construct the Mission Bay Ferry Landing.</p> <p>Once funding, entitlements and construction of the Mission Bay Ferry Landing is secured, WETA and the Port will execute a second agreement covering WETA operations of the same. This MOU therefore only covers the planning period through construction of the Mission Bay Ferry Landing Project.</p>
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**General Principles**

Coordination	Port and WETA agree to coordinate their efforts in planning for the Mission Bay Ferry Landing Project.
Planning	The planning process will result in Port and WETA staff recommendations for the Mission Bay Ferry Landing Project that will be subject to approval by the WETA Board and the Port Commission in their independent discretion.
Design	The Port will undertake the design and environmental review and construction permitting process for the Mission Bay Ferry Landing Project.
Construction Funding	Federal, state, regional or local funding for transit capital and operations may become available during the term of this MOU. WETA commits to collaborating and coordinating with the Port to pursue capital funding for the Mission Bay Ferry Landing. The Parties agree to work collaboratively to support one another in seeking and securing ferry grant funds (e.g. TIGER, local and regional transportation measures, etc.) to support delivery of the Mission Bay Ferry Landing Project. Such support may include, but will not be limited to: application support letters, provision of ridership data, operating or capital cost information or other technical information required by funders, and WETA Board or Port Commission resolutions in support of one another’s funding applications.

**Planning, Design Environmental Clearance and Cost**

Planning	Port will lead with assistance from WETA to embark on a coordinated and mutually supportive planning process that will include technical analyses, public outreach and participation, environmental analysis and preparation of appropriate documents under the California Environmental Quality Act (CEQA), National Environmental Protection Act (NEPA), and other studies and supporting documents needed to permit construction (i.e. for U.S. Army Corps of Engineers, Regional Water Quality Control Board, interagency Dredged Materials Management Office). All environmental review relating to the Mission Bay Ferry Landing Project will be based on common sources of technical analyses performed as part of the CEQA and NEPA review processes to the maximum extent legally feasible.
Public Process:	All interaction with the public as part of CEQA and NEPA review and other outreach will be managed by the Port with assistance from WETA. This

	coordination includes public notices, scoping meetings, public review hearings, public comment periods and neighborhood advisory groups.
Environmental Review	The City will be the lead agency for the environmental review consistent with the California Environmental Quality Act.
Contracting	The Port will contract for professional planning services, conceptual and final architectural / engineering design services, architectural / engineering services during construction phase and environmental review for the Mission Bay Ferry Landing Project.
Cost	The Port will pay 100% of the planning, design and environmental review cost for the Mission Bay Ferry Landing Project components.

**Mission Bay Ferry Service and Operation Planning**

Service Strategy Upon Completion of Construction of Mission Bay Ferry Landing	<p>The Parties’ intend that upon completion of the Mission Bay Ferry Landing Project, ferry service to and from the Mission Bay Ferry Landing will be operated by WETA.</p> <p>The Mission Bay Ferry Landing Project will be constructed as soon as possible after necessary permits and regulatory approvals have been approved and 100% of funding for the construction has been secured. Once the construction of the Mission Bay Ferry Landing is completed, it is anticipated that the Port will enter into a lease or other use agreement for the facility and land and water areas to WETA for facility operations and maintenance.</p> <p>WETA anticipates that it will initially serve the Mission Bay Ferry Landing as indirect service from the North Bay and East Bay during commute times and as ridership grows, it may serve it through direct service from its other facilities. WETA also anticipates providing direct service at the Mission Bay Ferry Landing for special events at the proposed Golden State Warriors Arena in Mission Bay or other nearby locations.</p> <p>Non-WETA vessel operators will be permitted to call on the Mission Bay Ferry Landing provided they do not interfere with regularly scheduled WETA service and sign WETA’s standard landing rights agreement, which includes payment of a fee for use of the facility.</p>
Emergency Response and Recovery	<p>In the event of a natural disaster or disruptive regional event (“<b>Casualty Event</b>”), WETA ferries may be called upon by the California Office of Emergency Services (Cal OES) to provide service from the Mission Bay Ferry Landing for both emergency response and recovery after the Casualty Event.</p> <p>In the immediate aftermath of a Casualty Event, Cal OES will determine how to allocate regional transportation resources including ferries. While it will be a state and regional decision as to how this asset will be used, the Mission Bay Ferry Landing will be an asset in the WETA emergency network.</p>

	In the weeks and months following a Casualty Event as the Bay Area recovers, ferry service will be a critical component of the regional transit network. It can be quickly operationalized at terminals like the Mission Bay Ferry Landing. Decisions regarding funding and asset deployment during the recovery phase following a Casualty Event will also likely take place at the state and regional level.
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WETA and the Port of San Francisco have entered into this Memorandum of Understanding as of the last date set forth below.

**San Francisco Bay Area Water  
Emergency Transportation  
Authority**

**City and County of San  
Francisco, acting by and through  
the San Francisco Port  
Commission**

By: \_\_\_\_\_  
Nina Rannells  
Executive Director

By: \_\_\_\_\_  
Elaine Forbes  
Executive Director

**Reviewed:**

**Reviewed:  
Dennis J. Herrera  
City Attorney**

By: \_\_\_\_\_  
Stanley S. Taylor III  
Legal Counsel to Authority

By: \_\_\_\_\_  
Grace Park  
Deputy City Attorney