

**Members of the Board**

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

**BOARD OF DIRECTORS MEETING**  
*Thursday, November 9, 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. Federal Legislative Update
  6. CONSENT CALENDAR *Action*
    - a. Board Meeting Minutes – October 5, 2017
  7. AUTHORIZE RELEASE OF A REQUEST FOR QUALIFICATIONS FOR MARINE ENGINEERING AND CONSTRUCTION MANAGEMENT SERVICES *Action*
  8. AUTHORIZE RELEASE OF A REQUEST FOR QUALIFICATIONS FOR TECHNICAL AND CONSTRUCTION MANAGEMENT SERVICES FOR WETA TERMINAL PROJECTS *Action*
  9. DOWNTOWN SAN FRANCISCO FERRY TERMINAL EXPANSION PROJECT UPDATE *Information/Action*
  10. OVERVIEW OF PROJECTED FIVE-YEAR VESSEL FLEET NEEDS *Information/Action*
  11. PUBLIC COMMENTS FOR NON-AGENDA ITEMS
- ADJOURNMENT

**Water Emergency Transportation Authority**  
**November 9, 2017 Meeting of the Board of Directors**

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***All items appearing on the agenda are subject to action by the Board of Directors. Staff recommendations are subject to action and change by the Board of Directors.***

**PUBLIC COMMENTS** The WETA welcomes comments from the public. Each person wishing to address the Board of Directors is requested to complete a Speaker Card. Please forward completed Speaker Card and any reports/handouts to the Board Secretary. Speakers will be allotted no more than three (3) minutes to speak and will be heard in the order of sign-up. Said time frames may be extended only upon approval of the Board of Directors.

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.

Agenda Items: Speakers on individual agenda items will be called in order of sign-up after the discussion of each agenda item.

WETA meetings are wheelchair accessible. Upon request, WETA will provide written agenda materials in appropriate alternative formats to individuals with disabilities. In addition, the WETA will arrange for disability-related modifications or accommodations including auxiliary aids or services to enable individuals with disabilities to participate in public meetings. Please send a written request including your name, mailing address, telephone number and brief description of the requested materials in preferred alternative format and/or auxiliary aid or service at least five (5) days before the meeting. Requests should be made by mail to: Board Secretary, WETA, 9 Pier, Suite 111, San Francisco, CA 94111; by e-mail to: [contactus@watertransit.org](mailto:contactus@watertransit.org); or by telephone: (415) 291-3377.

## MEMORANDUM

TO: WETA Board Members

FROM: Nina Rannells, Executive Director

DATE: November 9, 2017

RE: Executive Director's Report

### **CAPITAL PROJECT IMPLEMENTATION UPDATE**

#### **4 New Vessels – Central Bay**

This project will construct four new high-speed propeller vessels; two to replace the MV *Encinal* and *Harbor Bay Express II* and two to support the growing demand for WETA services.

The Board of Directors approved a contract with Aurora Marine Design (AMD) for vessel construction management services in December 2013, and with Kvichak Marine Industries - now Vigor Kvichak (Vigor) - in April 2015 for the construction of two new replacement vessels. Vessel construction began in September 2015. The first of these vessels, the MV *Hydrus*, was completed in March and put into revenue service in April 2017. The second of these vessels, the MV *Cetus*, was placed into revenue service in August 2017.

On October 6, 2016 the Board of Directors approved a contract award to Vigor for construction of two additional vessels and with Aurora Marine Design for construction management services. Progress to date; Vessel 3 is currently on schedule for completion in March 2018, and Vessel 4 is scheduled for completion in November 2018.

#### **3 New Vessels – North Bay**

This project will construct three new high-speed jet propulsion vessels; one to replace the MV *Vallejo* and two to support WETA's plans to meet Vallejo service demand and operate 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, 2016 the Board of Directors approved a contract award to Dakota Creek Industries for vessel construction. Initial vessel construction is underway.

The design and engineering work for the three new vessels is over 90% complete and expected to wrap up by the end of October. All major machinery and equipment has been ordered. The first shipset of waterjets has been delivered. The new generation EPA Tier 4 engines underwent factory testing in October and will be delivered to the shipyard in February 2018. The shipyard has laid keels for the first two vessels. The hulls for the first vessel are 75% complete, while the hulls for the second vessel are 45% complete. All hull framing for the third vessel is also complete. The first vessel is scheduled for delivery in December 2018.

#### **MV *Taurus* Quarter-Life Project**

This project provides for a general refurbishment of the vessel and includes increasing the passenger capacity from 199 to 225. On June 8, 2017 the Board of Directors approved a contract award to Bay Ship & Yacht. Work on this project is underway and is scheduled to be completed in November 2017.

### **Vallejo Ferry Terminal Dredging**

This project will dredge the Vallejo Ferry Terminal basin which filled in with silt after heavy river runoff from major winter storms. The Board of Directors awarded a contract to Dutra Construction Company at the September 2017 meeting. Work is scheduled to be completed November 5.

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

This project constructed a new ferry operations and maintenance facility located on Mare Island in Vallejo. Landside construction was completed by West Bay Builders and waterside construction was completed by Dutra Construction Company. Construction management services were provided by Weston Solutions, Inc. Operations and maintenance staff completed their transition into the new facility during the first week of January 2017 and are in the process of cleaning up and closing out the old maintenance site. A final component of this project is to complete pile reconfiguration and modification work.. This work was started in October, however delivery of the new piles for this work was delayed. Staff is working to receive permitting approvals to extend the work window to complete the project in early November. In the event that an extension is not received, the work will be completed during the 2018 work window.

### **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 and operation. The project is being constructed by Overaa/Power, a Joint Venture and construction management is being provided by 4Leaf, Inc. The building exterior skin was recently installed and the waterside installation of floats and piles has commenced. This project is scheduled for completion in spring/summer 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 project also includes landside improvements needed to accommodate expected increases in ridership and to support emergency response capabilities. Project construction is being provided by Power Engineering under a Guaranteed Maximum Price contract and construction management is being provided by CH2M Hill Engineers.

Site work began in February 2017, including the installation of construction fencing, site demolition, and placement of seismic, noise, vibration, and settlement monitoring devices. Dredging and pile driving work began in June and will continue into the early fall. Next, the contractor will build forms and pour concrete to construct the new promenade and pedestrian bridge providing access to future Gates F and G. This project is scheduled to be completed in late 2019.

Staff has met several times with the Steuart Street Business Association to discuss their concerns over construction site activities and the appearance of the construction fence. In response to these concerns, WETA's contractor has removed the blackout screen from the construction fence and undertaken alternate means of providing equivalent safety and security for the project site.

### **Richmond Ferry Terminal and Service**

This project will construct a ferry terminal in Richmond to support new public transit ferry service between Richmond and San Francisco. Construction will consist of replacement of an existing facility (float and gangway) and a phased parking plan. Manson Construction is the main contractor and construction management is being provided by Ghiradelli Associates. New service will be operated with the support of Contra Costa County Measure J funds authorized by

the Contra Costa County Transportation Authority in March 2015 and any remaining balance of RM2 operating funds not needed to support existing services.

Project dredging and pile removal was completed in October. The waterside pile installation will occur in November. Construction of the landside portion of the terminal is expected to begin in January 2018. The estimated start date for Richmond operations is currently September 2018.

### **SERVICE DEVELOPMENT UPDATE**

#### **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 2023 given the current project schedule.

WETA staff is working with City of San Francisco staff to support development of this project. In that capacity, they are participating in regular meetings of the City's Technical Advisory Committee, convened to update and further develop the Treasure Island Mobility Management Program that will include a new ferry service to be provided in conjunction with the development project. Staff has developed a draft Memorandum of Understanding (MOU) for discussion 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 Landing**

The Port of San Francisco released an engineering feasibility and site selection study for a future Mission Bay ferry landing in March 2016. WETA staff participated in the study and provided input regarding ferry operations and potential service models. In December 2016, the Port of San Francisco awarded a contract to COWI/OLMM to complete preliminary design, permitting and entitlement activities, and began the process in partnership with WETA. To support the effort, the City and Port of San Francisco placed \$7 million in its capital budget. A project MOU between the Port and WETA was adopted by the WETA Board in January 2017. Staff has been working together with Port staff and their consultants on initial design and environmental testing activities. Preliminary designs for the ferry landing should be available by fall 2017.

#### **Redwood City Ferry Terminal**

A Draft Redwood City Ferry Terminal site feasibility report was completed 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 met to redefine the project, shifting the development toward 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**

#### **Passenger Intercept Survey**

This project is a systemwide survey of WETA riders that will provide staff with important information about how and why riders use the ferry, their demographic and socioeconomic characteristics, as well as their current satisfaction with WETA services. The Passenger Intercept Survey is administered on a triennial basis, and provides data required to meet FTA and MTC reporting requirements, as well as information needed to effectively plan, market, and provide customer service for WETA services. Staff has secured the on-call planning services of CDM Smith to administer the survey and prepare a final report summarizing the results. The survey will be offered to a broad sample of WETA riders during the first two weeks of November. The final report is scheduled to be completed in March 2018.

#### **Alameda Terminals Access Initiatives**

The City of Alameda City Council authorized a residential parking permit program for the Harbor Bay Ferry Terminal area in February 2017. City of Alameda staff has coordinated with the Harbor Bay Master Homeowner's Association to develop a strategy for implementing the residential permit and enforcement program, including outreach to surrounding communities and ferry riders. On June 27, the City began the outreach effort with cooperation from WETA through the Bay Alerts system. The City will continue its outreach process through the end of August and begin active enforcement in September 2017. To make up for the loss of parking, WETA has been working with the City to develop strategies to enhance alternative access to the terminal. WETA has recently executed an agreement with AC Transit to offer a free transfer to ferry riders that take the bus to the ferry. In addition, bike lockers have been upgraded and new bike racks have been installed.

At the request of the Harbor Bay Homeowner's Association and the City of Alameda, WETA has been considering a parking fee at the Harbor Bay lot. 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 2016 and it will be used to guide the development of a specific paid parking program for the Harbor Bay Terminal site. Staff anticipates bringing a recommendation for a parking fee program in early 2018.

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, 2016. 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. Staff recently met with private companies such as Lyft, Chariot and Scoop in an effort to explore alternative options for improving transportation options for ferry riders in Alameda and elsewhere.

### **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. Staff will work with the new Mayor and City Council of Berkeley in the coming months to review the project work to date and discuss opportunities to move this project forward in the near future.

### **Solano County Water Transit Plan and Financial Feasibility Study**

The Solano Transportation Authority (STA) is preparing to conduct a feasibility study of potential ferry and water transit routes in Solano County. STA has asked WETA to partner on the study by serving on a Technical Advisory Committee and funding the necessary ridership forecasting tasks, similar to the role WETA played in the 2014 Ferry Feasibility Study in Contra Costa County. The STA study is expected to begin by January and be complete in the summer of 2018. Staff will provide the Board with updates as the study progresses.

### **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:

#### Metropolitan Transportation Commission 2017 Functional Exercise:

On October 25, WETA participated in MTC's 2017 Functional Exercise simulating WETA's response to a 6.9 earthquake. The exercise took place at the Northbay EOC at the Vallejo Operations and Maintenance Facility. Eleven of WETA's fourteen staff participated along with two representatives from Blue & Gold Fleet. WETA's objectives for this exercise included the following:

1. Evaluate and validate processes and procedures in the WETA Emergency Operations Plan (EOP) for disaster emergency notification and activation of WETA staff and contract operator management within 30 minutes of an incident.
2. Evaluate and validate the procedures for activating and operating a WETA Emergency Operations Center (EOC) within an hour of notification.
3. Evaluate the ability of WETA and the Contract Operator to develop an emergency water transportation operational service plan within two hours of direction from proper authority.

Participants took steps to activate the EOC, gather situational awareness about water transit resources in the Bay Area, and worked to create an Incident Action Plan in response to a request from the California Office of Emergency Services to move survivors out of San Francisco and Alameda and transport the California National Guard into the impact area. The exercise focused on the Operations and Planning functions of the EOC in coordination with the Public Information Officer and the Executive Director positions. Staff did an excellent job of working together and were motivated, knowledgeable and professional. Their energy and focus on mission accomplishment was apparent throughout the exercise.

Blue & Gold successfully used the Blackboard connect mass notification system to recall a portion of their staff and plan to test this system for their entire staff later this winter.

Staff will be holding monthly Emergency Response meetings to provide training on distinct areas of the EOP in order to prepare for the next exercise anticipated to be held in approximately 6 months.

## **OPERATIONS REPORT**

**Monthly Operating Statistics** - The Monthly Operating Statistics Reports for September 2017 are provided as Attachment A.

### **Fleet Week 2017**

October 7/8, Warm weather and Fleet Week activities brought big crowds to the San Francisco waterfront. Ridership was up 7.65% over last year with 26,000 passengers carried over the weekend. By service, Alameda/Oakland ridership was up 15%, while Vallejo was down 6% compared to 2016.

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

On October 13, Lauren Gularte attended the monthly Regional Business Outreach Committee meeting.

On October 16, Lauren Gularte attended the midterm planning meeting for the December 11 Evacuation & Safe Return Workshop being planned by the City and County of San Francisco in coordination with the Port of San Francisco and WETA.

On October 19, Mike Gougherty provided a presentation on WETA's services and future plans at the annual Ferries Conference held in Seattle, WA.

On October 19/20 Keith Stahnke attended the Passenger Vessel Association Western Regional Conference in San Diego.

On October 20, Kevin Connolly attended the Bay Area Partnership Board meeting held at MTC's offices in San Francisco.

On October 25, WETA staff participated in a regional emergency response functional exercise, at the new Vallejo Emergency Operations Center, simulating our response to a major earthquake.

On November 1, WETA and the City of Richmond co-hosted the public Groundbreaking Ceremony for the new Richmond ferry terminal at Ford Point.

On November 3, Nina Rannells and Kevin Connolly attended the Bay Area Council's Water Transit Committee meeting in San Francisco.

## **OTHER BUSINESS**

### **Assembly Bill 1121 (Chiu)**

Assemblymember David Chiu (D) San Francisco, has introduced AB-1121 to make changes to WETA and enhance its ability to provide regional ferry services in the Bay Area. The bill, which passed to the Senate on May 18, 2017, includes language to increase the membership of the WETA Board of Directors to nine members, with five members to be appointed by the Governor, two members to be appointed by the Senate Committee on Rules and two members to be appointed by the Speaker of the Assembly. This has been made into a two-year bill that can be considered next year by the legislature.

### **Senate Bill 595 (Beall) - Regional Measure 3**

Senate Bill 595 (Beall) was introduced by Senator Beall on February 17, 2017, to authorize a new bridge toll measure to raise the tolls on the state-owned bridges to fund a program of transportation improvements. The Board adopted a Regional Measure Three Principles and Investment Program at its June 2017 meeting and authorized staff to communicate a support position for the bill at its meeting in July.



SB 595 was enrolled on September 19 and signed by the Governor on October 10, 2017. The final bill provides \$300 million for WETA capital projects and an annual operating set-aside of \$10 million in the first year of allocation, \$15 million in the second year, \$20 million in the third year, \$25 million in the fourth year and \$35 million in the fifth year and thereafter. These amounts would be reduced by a pro-rata share in the event that something less than a three dollar toll is approved. Operating funds not allocated in a given year will be set aside in a reserve for use by WETA in future years.

### **Renewable Diesel Investigation**

The Port of San Francisco has approached Bay Area ferry operators to request that they switch to utilizing renewable diesel for the operation of ferry vessels in 2018. This request is on behalf of Mayor Lee, and is a follow-on to his initiative to convert San Francisco's public fleet to renewable diesel. Staff is working with its propulsion and emission treatment equipment manufactures to encourage testing of this plant-based fuel for compatibility with WETA engines and after treatment systems.

### **Federal Transit Administration Review**

WETA has received notification of the upcoming Federal Transit Administration (FTA) Comprehensive Review scheduled to take place in 2018. Recipients of FTA funds are required to undergo this review every three years, which assesses management practices and program implementation to ensure that the recipient programs are administered in accordance with FTA requirements and objectives. Staff is gathering the required pre-audit materials to transmit to FTA by January 31, 2018, and anticipates that the on-site visit will take place within six months of that date.

### **Organizational Review**

Staff has engaged the services of Koff & Associates, a local Human Resources consulting firm, to assist in a variety of general and specific human resources needs and projects. An early task will be to review position requirements and job descriptions and prepare a market compensation study consistent with the compensation policy included in WETA's Human Resources Guide. This initial work will be completed this fall.

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

## Attachment A

### Monthly Operating Statistics Report September 2017

			Alameda/ Oakland	Harbor Bay	South San Francisco	Vallejo*	Systemwide
<b>Boardings</b>	<i>vs. last month</i>	Total Passengers September 2017	117,543	26,496	11,418	93,844	249,301
		Total Passengers August 2017	132,027	30,504	13,243	106,229	282,003
		Percent change	-10.97%	-13.14%	-13.78%	-11.66%	-11.60%
	<i>vs. same month last year</i>	Total Passengers September 2017	117,543	26,496	11,418	93,844	249,301
		Total Passengers September 2016	112,657	26,930	11,143	88,025	238,755
		Percent change	4.34%	-1.61%	2.47%	6.61%	4.42%
	<i>vs. prior FY to date</i>	Total Passengers Current FY To Date	395,696	83,313	35,908	305,824	820,741
		Total Passengers Last FY To Date	375,879	81,036	34,009	290,120	781,044
		Percent change	5.27%	2.81%	5.58%	5.41%	5.08%
			Avg Weekday Ridership September 2017	3,756	1,325	571	3,481
<b>Ops Stats</b>		Passengers Per Hour	147	204	74	143	143
		Revenue Hours	801	130	155	656	1,742
		Revenue Miles	11,247	2,873	1,428	18,714	34,262
<b>Fuel</b>		Fuel Used (gallons)	53,787	12,130	12,193	178,787	256,896
		Avg Cost per gallon	\$2.32	\$2.32	\$2.32	\$2.24	\$2.26

\* Includes backup bus boardings. September bus ridership totaled 151 for Vallejo.

**MEMORANDUM**

**TO: Board Members**

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

**SUBJECT: Monthly Review of FY 2017/18 Financial Statements for Three Months  
Ending September 30, 2017**

**Recommendation**

There is no recommendation associated with this informational item.

**Summary**

This report provides the attached FY 2017/18 Financial Statements for three months ending September 30, 2017.

**Operating Budget vs. Actual**

	Prior Actual	Current Budget	Current Actual
<b>Revenues - Year To Date:</b>			
Fare Revenues	\$5,500,438	\$4,750,880	\$5,902,631
Bridge Toll Revenues	2,530,995	5,344,293	3,115,926
Other Revenues	350	183,496	600
<b>Total Operating Revenues</b>	<b>\$8,031,783</b>	<b>\$10,278,668</b>	<b>\$9,019,157</b>
<b>Expenses - Year To Date:</b>			
Planning & Administration	\$489,109	\$756,164	\$386,838
Ferry Services	7,542,673	9,522,504	8,632,319
<b>Total Operatings Expenses</b>	<b>\$8,031,783</b>	<b>\$10,278,668</b>	<b>\$9,019,157</b>
<b>System-Wide Farebox Recovery %</b>	<b>73%</b>	<b>50%</b>	<b>68%</b>

**Capital Actual and % of Total Budget**

	YTD Actual	% of FY 2017/18 Budget
<b>Revenues:</b>		
Federal Funds	\$6,251,519	27.05%
State Funds	11,522,852	13.10%
Bridge Toll Revenues	3,773,045	17.43%
Other Revenues	26,325	1.42%
<b>Total Capital Revenues</b>	<b>\$21,573,742</b>	<b>16.03%</b>
<b>Expenses:</b>		
<b>Total Capital Expenses</b>	<b>\$21,573,742</b>	<b>16.03%</b>

**Fiscal Impact**

There is no fiscal impact associated with this informational item.

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

**San Francisco Bay Area Water Emergency Transportation Authority**  
**FY 2017/18 Statement of Revenues and Expenses**  
**For Three Months Ending 9/30/2017**

% of Year Elapsed 25%

	Current Month	Year - To - Date			Total FY 2017/18 Budget	% of Total Budget
		FY2016/17 Actual	FY 2017/18 Budget	FY 2017/18 Actual		
<b>OPERATING EXPENSES</b>						
<b><u>PLANNING &amp; GENERAL ADMIN:</u></b>						
Wages and Fringe Benefits	\$81,781	\$216,759	\$357,792	\$243,770	1,419,500	17.2%
Services	89,282	313,410	417,655	209,600	1,657,000	12.6%
Materials and Supplies	418	1,588	21,727	4,282	86,200	5.0%
Utilities	2,083	2,756	7,184	5,564	28,500	19.5%
Insurance	-	1,178	6,553	1,201	26,000	4.6%
Miscellaneous	1,944	41,445	65,358	1,615	259,300	0.6%
Leases and Rentals	30,727	76,311	92,907	91,705	368,600	24.9%
Admin Overhead Expense Transfer	(56,984)	(164,338)	(213,012)	(170,898)	(845,100)	20.2%
<b>Sub-Total Planning &amp; Gen Admin</b>	<b>\$149,252</b>	<b>\$489,109</b>	<b>\$756,164</b>	<b>\$386,838</b>	<b>3,000,000</b>	<b>12.9%</b>
<b><u>FERRY OPERATIONS:</u></b>						
<b><u>Harbor Bay FerryService</u></b>						
Purchased Transportation	\$172,229	\$375,450	\$511,041	\$463,838	2,027,500	22.9%
Fuel - Diesel & Urea	28,155	65,883	129,027	84,484	511,900	16.5%
Other Direct Operating Expenses	30,063	86,937	141,982	90,985	563,300	16.2%
Admin Overhead Expense Transfer	7,266	21,073	27,020	21,595	107,200	20.1%
<b>Sub-Total Harbor Bay</b>	<b>\$237,713</b>	<b>\$549,343</b>	<b>\$809,071</b>	<b>\$660,902</b>	<b>3,209,900</b>	<b>20.6%</b>
<b>Farebox Recovery</b>	<b>50%</b>	<b>69%</b>	<b>49%</b>	<b>58%</b>	<b>49%</b>	
<b><u>Alameda/Oakland Ferry Service</u></b>						
Purchased Transportation	\$770,453	\$1,863,729	\$2,162,076	\$2,251,914	8,577,800	26.3%
Fuel - Diesel & Urea	124,849	289,510	512,679	364,945	2,034,000	17.9%
Other Direct Operating Expenses	104,387	250,341	445,582	274,459	1,767,800	15.5%
Admin Overhead Expense Transfer	24,396	67,792	91,950	74,168	364,800	20.3%
<b>Sub-Total Alameda/Oakland</b>	<b>\$1,024,085</b>	<b>\$2,471,371</b>	<b>\$3,212,287</b>	<b>\$2,965,486</b>	<b>12,744,400</b>	<b>23.3%</b>
<b>Farebox Recovery</b>	<b>60%</b>	<b>78%</b>	<b>47%</b>	<b>70%</b>	<b>47%</b>	
<b><u>Vallejo FerryService</u></b>						
Purchased Transportation	\$799,892	\$2,577,521	\$2,681,334	\$2,647,683	10,637,900	24.9%
Fuel - Diesel & Urea	400,204	900,840	1,346,502	1,097,340	5,342,100	20.5%
Other Direct Operating Expenses	154,739	300,282	400,339	452,070	1,588,300	28.5%
Admin Overhead Expense Transfer	21,106	63,358	79,246	63,638	314,400	20.2%
<b>Sub-Total Vallejo</b>	<b>\$1,375,940</b>	<b>\$3,842,001</b>	<b>\$4,507,420</b>	<b>\$4,260,731</b>	<b>17,882,700</b>	<b>23.8%</b>
<b>Farebox Recovery</b>	<b>67%</b>	<b>77%</b>	<b>57%</b>	<b>75%</b>	<b>57%</b>	
<b><u>South San Francisco FerryService</u></b>						
Purchased Transportation	\$161,468	\$488,904	\$680,321	\$546,686	2,699,100	20.3%
Fuel - Diesel & Urea	28,302	89,667	146,948	81,120	583,000	13.9%
Other Direct Operating Expenses	37,944	89,273	151,661	105,897	601,700	17.6%
Admin Overhead Expense Transfer	4,216	12,115	14,796	11,497	58,700	19.6%
<b>Sub-Total South San Francisco</b>	<b>\$231,931</b>	<b>\$679,959</b>	<b>\$993,726</b>	<b>\$745,200</b>	<b>3,942,500</b>	<b>18.9%</b>
<b>Farebox Recovery</b>	<b>36%</b>	<b>36%</b>	<b>26%</b>	<b>35%</b>	<b>26%</b>	
<b>Total Operating Expenses</b>	<b>\$3,018,921</b>	<b>\$8,031,783</b>	<b>\$10,278,668</b>	<b>\$9,019,157</b>	<b>\$40,779,500</b>	<b>22.1%</b>
<b>OPERATING REVENUES</b>						
Fare Revenue	\$1,746,218	\$5,500,438	\$4,750,880	\$5,902,631	18,848,600	31.3%
Regional - Bridge Toll	1,272,103	2,530,995	5,344,293	3,115,926	21,202,900	14.7%
Regional - Alameda Tax & Assessment	-	-	183,496	-	728,000	0%
Other Revenue	600	350	-	600	-	0%
<b>Total Operating Revenues</b>	<b>\$3,018,921</b>	<b>\$8,031,783</b>	<b>\$10,278,668</b>	<b>\$9,019,157</b>	<b>\$40,779,500</b>	<b>22.1%</b>

**San Francisco Bay Area Water Emergency Transportation Authority  
FY 2017/18 Statement of Revenues and Expenses  
For Three Months Ending 9/30/2017**

Project Description	Current Month	Project Budget	Prior Years Actual	FY2017/18 Budget	FY2017/18 Actual	Future Year	% of Total Project Budget
<b>CAPITAL EXPENSES:</b>							
<b>FACILITIES:</b>							
<b>Terminal Construction</b>							
Downtown Ferry Terminal Expansion - South Basin	3,924,537	\$97,965,000	\$15,787,480	\$36,792,520	\$6,456,309	\$45,385,000	23%
Richmond Ferry Terminal	557,030	20,000,000	2,590,699	12,409,301	\$1,086,822	5,000,000	18%
<b>Maintenance and Operations Facilities</b>							
North Bay Operations & Maintenance Facility	10,964	31,082,000	29,996,658	1,085,342	23,285	0	97%
Central Bay Operations & Maintenance Facility	4,650,064	69,500,000	31,431,761	37,068,239	\$6,990,812	1,000,000	55%
<b>FERRY VESSELS:</b>							
<b>Vessel Construction</b>							
400-Pax Replacement Vessels - M/V Hydrus & M/V Cetus	33,778	33,951,000	31,175,793	2,775,207	\$1,281,621	-	96%
445-Pax Replacement Vessel - M/V Vallejo	592,552	23,372,000	4,694,001	12,777,999	\$1,777,517	5,900,000	28%
445-Pax Expansion (Waterjet) Vessels - 2 vessels	619,851	46,745,000	7,619,930	11,000,070	\$2,763,968	28,125,000	22%
400-Pax Expansion (Propeller) Vessels - 2 vessels	19,706	33,400,000	17,552,573	10,847,427	\$22,456	5,000,000	53%
<b>Vessel Rehabilitation and Refurbishment</b>							
Vessel Mid-Life Refurbishment Phase II - M/V Peralta	5,966	2,111,047	-	2,111,047	\$12,973	-	1%
Major Component Rehabilitation - M/V Solano	2,506	430,000	8,503	421,497	\$5,790	-	3%
Vessel Engine Overhaul - M/V Bay Breeze	-	850,000	-	850,000	\$78,522	-	9%
Vessel Qtr-Life Refurbishment - M/V Taurus	553,662	2,500,000	-	2,500,000	\$1,073,667	-	43%
Vessel Engine Overhaul - M/V Intintoli and M/V Mare Island	-	3,000,000	-	15,000	\$0	2,985,000	0%
Vessel Qtr-Life Refurbishment - M/V Scorpio	-	2,500,000	-	2,500,000	\$0	-	0%
<b>CAPITAL EQUIPMENT / OTHER:</b>							
CCTV and LCD Network Integration	-	400,000	-	400,000	\$0	-	0%
Purchase Lifesaving Equipment (IBAs)	-	90,000	-	90,000	\$0	-	0%
Purchase Spare Vessel Engine	-	400,000	-	400,000	\$0	-	0%
Purchase Service Vehicles	-	500,000	-	500,000	\$0	-	0%
<b>Total Capital Expenses</b>	<b>\$10,970,615</b>	<b>\$368,796,047</b>	<b>\$140,857,399</b>	<b>\$134,543,647</b>	<b>\$21,573,742</b>	<b>\$93,395,000</b>	
<b>CAPITAL REVENUES:</b>							
Federal Funds	\$1,763,376	\$79,640,054	\$35,497,889	\$23,114,939	\$6,251,519	\$21,027,226	52%
State Funds	7,072,263	225,349,000	81,530,443	87,928,580	11,522,852	55,889,976	41%
Regional - Bridge Toll	2,133,783	57,381,032	19,915,315	21,647,919	3,773,045	15,817,797	41%
Regional - Alameda Sales Tax Measure B / BB	1,194	4,835,961	3,913,752	922,209	26,325	-	81%
Regional - Alameda TIF / LLAD	-	490,000	-	490,000	-	-	0%
Regional - San Francisco Sales Tax Prop K	-	1,100,000	-	440,000	-	660,000	0%
<b>Total Capital Revenues</b>	<b>\$10,970,615</b>	<b>\$368,796,047</b>	<b>\$140,857,399</b>	<b>\$134,543,647</b>	<b>\$21,573,742</b>	<b>\$93,395,000</b>	

**TO: WETA Board Members**

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

**SUBJECT: WETA Federal Legislative Board Report – November 2017**

This report covers the following topics:

1. Bay Area Congressional Delegation Supports WETA Application for FTA Ferry Funding
2. Putting the Public Ferry Coalition to Work for Additional Funding for Public Ferries

### **Bay Area Congressional Delegation Supports WETA Application for FTA Ferry Funding**

The Federal Transit Administration (FTA) issued the Notice of Funding Opportunity (NOFO) for its competitive grant program for FY17. WETA is seeking \$5 million to refurbish the ferry vessel SOLANO. Given that support from the Bay Area Congressional delegation played a big role in securing FTA funding in the past, we worked to get letters of support for the FY17 request from Senator Dianne Feinstein and Representatives Nancy Pelosi, Mike Thompson, Jared Huffman, Jackie Speier, Zoe Lofgren, Anna Eshoo, Barbara Lee, Mark DeSaulnier, Eric Swalwell and John Garamendi (we are awaiting a letter from Senator Kamala Harris).

The delegation letters make the point to FTA that as more and more people travel to and from their Congressional districts by ferry, the SOLANO, and the other vessels in the WETA fleet, will become increasingly important in helping to alleviate congestion in the Bay Area. The letters also explain that this application, and others like it, will help ensure WETA vessels are state-of-the-art, and can support WETA's emergency response mission, help the agency contribute to a cleaner environment, and allow the agency to keep up with increased demand.

### **Putting the Public Ferry Coalition to Work for Additional Funding for Public Ferries**

Congressional leaders are working on a plan that would allow them to pass tax reform legislation through the budget reconciliation process. The budget reconciliation process would allow Republicans in Congress to change tax rates, and laws related to tax policy, under an expedited process and without Democratic votes, but only if almost all Republican Senators vote yes. This is the same process the Democratic Congressional leadership utilized to pass the Affordable Care Act, without Republican support.

It is very possible, however, that a number of Republican Senators will defect and that the plan to use the budget reconciliation process will fail. In that case, Republican leaders would have to take up a legislative package that also appeals to Democrats in order to get it across the finish line. Many people believe the most likely way to attract Democratic votes will be to attach a transportation infrastructure package to tax reform, and pay for transportation projects with money derived from a temporary "repatriation" holiday, which would allow US companies to bring in overseas earnings at a lower tax rate. It is expected that a temporary repatriation holiday would generate up to \$300 billion in new revenue.

With this in mind, we are coordinating with representatives for other public ferry systems, including the Alaska Marine Highway System, Maine DOT/Maine State Ferry Service, New York City DOT Ferry Division, Cape May-Lewis Ferry, North Carolina DOT Ferry Division, and Washington State DOT/Washington State Ferries to make a strong push for additional funding for the FTA ferry grant program and the FHWA ferry formula program as part of any infrastructure bill that Congress may take up in the months ahead. Together, the aforementioned services make up the "Public Ferry Coalition", a group that we started years ago. While WETA will ultimately compete for funding with other members of the coalition, the fact is that there is strength in numbers, and a coalition allows us to gain support from members of Congress outside the Bay Area. Given that only WETA, Washington State, Alaska and New York City have full-time lobbyists in Washington, D.C, we will work to have each of the other public ferry system send letters their members of Congress, and then we will follow-up with those members on behalf of the larger coalition.

Respectfully Submitted,

Peter Friedmann and Ray Bucheger

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

*(October 5, 2017)*

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

**1. CALL TO ORDER – BOARD CHAIR**

Chair Jody Breckenridge called the meeting to order at 1:21 p.m.

**2. ROLL CALL**

Chair Breckenridge, Director Timothy Donovan, Director Anthony Intintoli, and Vice Chair James Wunderman were in attendance.

**3. REPORT OF BOARD CHAIR**

Chair Breckenridge said that Fleet Week operations were in full swing and the SF Bay Regional Port Reopening Coalition had briefed local and state senior leaders in the Fleet Week Senior Leadership Seminar. She noted that emergency response ferry operation was one of the seven areas of focus for the group.

**4. REPORTS OF DIRECTORS**

Vice Chair Wunderman said that he appreciated all of the letters and phone calls of support that were sent to the Governor's office to further Regional Measure 3 (RM 3) efforts, and that the Governor's staff had expressed particular positive interest in the funding for WETA that was included in the measure. He added that he was hopeful that the Governor would sign the bill before the deadline - in about a week - and that the next steps to move the measure forward should be discussed at a future meeting.

Vice Chair Wunderman explained that some weeks ago, someone had written to him to complain about the blocked view of the bay created by the fencing around WETA's Downtown Ferry Terminal Expansion Project. He said he appreciated staff's ongoing efforts to resolve those concerns, and noted that he understood the project was complex, with major challenges and considerations beyond view aesthetics. He said people were impatient about this and he would like to see a resolution that meets everyone's needs as soon as possible.

Vice Chair Wunderman said that one of the Bay Area Council members, Prologis, called to ask if a site they had in mind in Redwood City would be a good place to build a ferry terminal. He said he would like to hold a future Board meeting in Redwood City to share details about ferry service plans there as laid out in the WETA Strategic Plan. He said he was certain many people there would enthusiastically participate in the meeting and would also bring their friends to show support for ferry service in Redwood City.

Director Intintoli thanked Directors for tending to the Vallejo dredging project at the last meeting which he had not been able to attend, and expressed gratitude for their RM 3 efforts over the last month. He also reported that he had attended a Vallejo Chamber government affairs meeting where participants expressed their growing interest in ferry service from Vallejo to Marin as a viable mitigation option for the increasing traffic congestion on Highway 37.



Director Donovan said he was also hopeful that RM 3 will be signed by the Governor soon.

## **5. REPORTS OF STAFF**

Executive Director Nina Rannells shared her written report with Directors and welcomed questions. She introduced Program Manager/Analyst Lauren Gularte who said that as part of the recent Senior Leadership Seminar Series she had participated in a fuel roundtable event attended by Cal OES, the California Energy Commission, the Federal Emergency Management Agency (FEMA), and Golden Gate Ferry among others, to discuss fuel needs of the region and federal and state programs to obtain fuel in an emergency. She said that WETA, the San Francisco Department of Emergency Management, and the Port of San Francisco were planning a workshop for December 5 to discuss plans and procedures during an event that would require transportation of survivors and first responders which, she explained, will provide an excellent opportunity to practice the use of the WETA Emergency Response Plan.

Ms. Rannells introduced Manager of Operations Keith Stahnke who said staff was still in discussions with WETA's vessel engine manufacturers in an effort to get their approval to use the renewable diesel fuel that Mayor Lee wants to see in use on ferries. Mr. Stahnke said that at this time, the manufacturers had not provided that clearance and the discussions were ongoing.

Ms. Rannells reported that construction for the new Richmond Terminal was expected to begin next month. She explained that staff was scheduled to meet the following week to iron out the details of vessel arrival and other logistics in advance of that service launch. Ms. Rannells added that interlining of vessels and crews in the North Bay was also on the agenda, with an added objective of mitigating capacity challenges on the increasingly popular Vallejo service route.

Ms. Rannells introduced WETA State Lobbyist Barry Broad of Broad & Gusman who provided an overview of the progress of California Senate Bill 595, better known as RM 3. Mr. Broad said that the Governor had until October 15 to sign the bill, and that he was optimistic Governor Brown would do so. He said that if the measure were to make it to the ballot and pass, WETA would receive critical and significant funding as well as more flexibility in its spending of the resulting funds than it has had for past funding allocated by the Metropolitan Transportation Commission. He noted that this flexibility would more appropriately support WETA's service operating and capital needs. Mr. Broad emphasized that the measure had been well championed by WETA supporters, and especially so by several members of the Bay Area Legislative Delegation, and he added that this was evidenced by the modest concessions required to WETA's funding specifics during the bill's final negotiations.

Mr. Broad said that if RM 3 were to make it to the ballot that the amount of the toll would be determined by MTC and could be up to \$3. He explained that if the measure ended up on the ballot for an amount of less than \$3, then funding for all projects would be reduced proportionately. Mr. Broad added that discussions about the toll amount would be open for public input, likely during the first quarter of 2018.

## **6. CONSENT CALENDAR**

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

- a. Board Meeting Minutes – September 7, 2017
- b. Request Authorization to Execute a Memorandum of Understanding for \$1,100,000 Proposition K Funds to Support the Downtown San Francisco Ferry Terminal Expansion Project

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

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

**7. APPROVE CONTRACT AWARD TO BAY SHIP & YACHT CO. FOR MV SOLANO PROPULSION TRAIN SUBCOMPONENT REPLACEMENT AND UPGRADES PROJECT**

Manager of Operations Keith Stahnke presented this item to approve a contract award to Bay Ship & Yacht Co. for MV *Solano* Propulsion Train Subcomponent Replacement and Upgrades Project. Chair Breckenridge asked if the planned work for the vessel in 2020 would still occur. Mr. Stahnke said yes.

Director Donovan made a motion to approve the item.

Vice Chair Wunderman seconded the motion and the item carried unanimously.

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

**8. AUTHORIZE BUDGET ADJUSTMENT FOR THE MID-LIFE REFURBISHMENT OF THE MV PERALTA**

Operations Manager Keith Stahnke presented this item to authorize a budget increase in the amount of \$3,005,953 to bring the total budget up to \$5,117,000 for the MV *Peralta* Mid-Life Refurbishment Project. He explained that increasing the budget for this project would allow staff to expand the midlife work scope to include additional work to address an issue with hull vibrations. Director Donovan asked how long the hull vibration had been an issue and Mr. Stahnke said it had been an enduring problem since the vessel was new that had been addressed through various patches. Vice Chair Wunderman asked if it might make more sense to put the funds toward a brand new vessel and Mr. Stahnke said that staff had considered this option, but determined that the best option to support the service will be to complete the midlife and make a permanent fix to address the hull vibrations. Overall, the vessel is in good structural shape and has many more hours and miles of service left. Ms. Rannells added that the funding utilized is available for refurbishment only. Mr. Stahnke also noted that the vessel had been in service every day for the last three years and that this work would support the vessel's service for at least another twelve.

Director Intintoli made a motion to approve the item.

Director Donovan seconded the motion and the item carried unanimously.

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

**9. HARBOR BAY TERMINAL PARKING AND ACCESS UPDATE**

Manager of Planning and Development Kevin Connolly presented this update on Harbor Bay Terminal parking and access. He noted that this item was on the agenda as a result of Harbor Bay riders requesting an update on parking changes at the terminal. Mr. Connolly provided a brief overview of the steps taken to date to address the parking capacity at the terminal beginning with the first concerns that had arisen about a year ago. He explained that staff had been working since then with the City of Alameda and AC Transit on solutions, and he said staff anticipated that WETA would likely be implementing parking fees in the coming new year as part of the comprehensive approach to addressing the parking concerns of the riders, the city and the private homeowners associations near the terminal who have been the most affected by the terminal parking overflow. He added that the bike parking capacity at the terminal was tripled along with the parking changes and that the capacity already needs to expand again because the additional spaces were utilized by bike riders almost immediately. Mr. Connolly said that an additional departure from Harbor Bay at 7 a.m. was going to be implemented during the *Peralta* midlife refurbishment project in order to make up for the smaller-capacity vessel that will run in its place. This trip will be introduced with outreach and a promotional campaign to notify riders and the public through November.

Mr. Connolly introduced Jennifer Ott, Director of Base Reuse and Transportation Planning for the City of Alameda, who reviewed the steps that the City and private Alameda Homeowner Associations had recently taken to address parking concerns at the terminal. Ms. Ott explained that a three-pronged approach had been taken which consisted of parking permits, increasing access to the terminal with additional bicycle parking and a commitment from AC Transit to work on improving reliability of their Line 21 route, and a planned parking fee at the terminal that will be implemented and managed by WETA. Ms. Ott said work with AC Transit continued in an effort to make the bus option a more attractive and reliable option for riders. She said the City was waiting for the report on how many citations had been issued since enforcement began on September 1, but that riders who parked in prohibited areas beginning August 1, when permit restrictions went into effect, had been issued warnings instead of citations for the first month as a courtesy.

Ms. Ott said she had been working on the changes with Dawn Jaeger, Executive Director of the Harbor Bay Isle Association, in attendance at the meeting, and with the residents of Alameda on the changes. She noted that Alameda resident Christine Lok had organized and delivered a petition about the parking changes and that she was also in attendance at the meeting. Ms. Ott said she was very excited about a new bike share program in Alameda that was launching later that afternoon which didn't require docking stations for the bikes, or for them to be returned to a specific location. Finally, Ms. Ott said the city was prepared to resubmit a request to the Bay Conservation Development Commission (BCDC) for a permit that would allow an additional 46 parking spaces if residents would forward support for that project to BCDC. She also cautioned that alternative modes for reaching the terminal such as biking, walking and bus would need to continue to be explored and promoted because given that the terminal was built on the water, smack dab in the middle of a residential neighborhood, "we will not be able to park our way out of this problem."

#### **PUBLIC COMMENT**

Alameda resident Christine Lok said she loves the ferry and thinks it is the best public transit option in the Bay Area. She said she is partnering with Ms. Ott and the City of Alameda in her efforts to make the Harbor Bay terminal more accessible for riders. She said that Harbor Bay ferry riders were beginning to speak up now because they lost parking spaces in August and September and were forced to organize after struggling to get to the terminal silently for a long time. She said there is a lot of big data that we hear about that says ferry ridership is up but that doesn't mean it's easy to get to the ferry in the morning and that Harbor Bay ferry riders have sometimes felt that their concerns were trivialized. Ms. Lok said she lives on the East end of the island and the current Line 21 schedule has the bus at her stop in the morning before it's time for her children to be dropped off at school so the timing is not convenient. She said this was also true for other riders in the area who have children, and that people have to make logistical changes to their morning routines that can be personal burdens for them. Ms. Lok said that if riders are forced to drive to the terminal because they have no other option, and there is no parking available when they arrive, they are forced to drive across the estuary to the Main Street terminal or are forced to ride BART. She said that while she would probably be in favor of a parking fee for the Harbor Bay terminal that it would be very controversial and she would like to see some other solutions offered also that are more meaningful because a parking fee will squeeze riders even more. Ms. Lok said that she fully recognizes that there is no easy solution to the problem and said she really likes the idea of a ferry rider shuttle that would drive around the island picking people up and dropping them off at the terminal to catch their ferries.

Community of Harbor Bay Isle Owners' Association Executive Director Dawn Jaeger said her group of Associations had been working with the City of Alameda for the last two years on the challenge of parking at the Harbor Bay terminal. She said the homeowners' associations had assumed the costs associated with the parking changes such as the permitting, signage and towing. She explained that there had been twelve tows and that the complaints about parking problems on the residential streets had been reduced dramatically since the changes went into effect. She said there were also two more

associations currently considering assuming the costs and work to implement a permit program. Ms. Jaeger said her organization would support the purchase of the \$3M lot by the City if they wanted to make that purchase. She noted that her members had been fighting the construction of a proposed hotel on the waterfront, and said that it was highly unlikely they would support building a multi-floor parking structure that could block their bay views.

Director Donovan said he was glad that people were talking about the problem and partnering to further even more solutions going forward. He thanked the speakers for their comments. Chair Breckenridge echoed his thanks to the speakers and emphasized her agreement with Ms. Ott that the challenge is not going to go away by parking it away. She said space for parking is something that is a challenge across the entire Bay Area and likely will only get worse in the future.

Vice Chair Wunderman said he imagined that connecting to an express service like the ferry would be a priority for public transit operators like AC Transit. Mr. Connolly said he complimented the AC Transit staff for their efforts and he noted that reliability of the Line 21 bus had been below 70 percent and had progressively risen recently to above 80 percent. He added that efforts to increase that reliability continued. He also said all public transit operators in the Bay Area were having staffing challenges right now which tended to exacerbate reliability commitments. Vice Chair Wunderman said a private shuttle such as Chariot may be something to explore also as a way to get people to the terminal. Mr. Connolly said staff had been in discussions with Chariot and that they were exploring possibilities for the Main Street terminal. He added that Chariot representatives had expressed a general interest in respecting the existing public transit options already available so as to not erode such options further.

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

No additional public comments were shared.

All business having been concluded, the meeting was adjourned at 2:28 p.m.

- Board Secretary

**MEMORANDUM**

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**TO: Board Members**

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

**SUBJECT: Authorize Release of a Request for Qualifications for Marine Engineering and Construction Management Services**

**Recommendation**

Authorize the release of a Request for Qualifications for Marine Engineering and Construction Management Services for passenger vessel projects.

**Background/Discussion**

Over the next three years WETA will implement several vessel rehabilitation projects and has a need to retain the services of an experienced marine engineering and construction management firm to support development and management of this work. This item authorizes release of a Request for Qualifications (RFQ) to solicit qualifications and proposals from firms with marine engineering and construction management experience to complete this work. The work required is varied and includes such items as preparing technical design and drawings, developing procurement specifications, managing procurement processes and providing onsite shipyard construction inspection and oversight. The passenger vessel projects requiring engineering and construction management support to be procured under this RFQ include:

MV Peralta Midlife Refurbishment  
MV Solano Midlife Refurbishment  
MV Scorpio Quarter life Refurbishment

These projects are slated to be implemented in FY 2017-18 through FY 2019-20. The procurement process utilized to secure the Marine Engineering and Construction Management services will follow WETA's Administrative Code and Federal Transit Administration requirements. Once the best qualified proposer is identified, staff will return to the Board to propose a contract award for this work. Staff anticipates being in a position to recommend award of this contract in early 2018.

**Fiscal Impact**

There is no fiscal impact is associated with the release of this Request For Qualifications.

\*\*\*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 Qualifications for Technical and Construction Management Services for WETA Terminal Projects

**Recommendation**

Authorize the release of a Request for Qualifications (RFQ) for Technical and Construction Management (CM) services for WETA Terminal projects.

**Background/Discussion**

This RFQ will solicit qualified firms to provide expertise in design, engineering, permitting and construction management services for WETA terminal projects. The procurement process will follow WETA Administrative Code and Federal Transit Administration requirements.

**2018 WETA Terminal Projects**

**Vallejo Ferry Terminal Maintenance Dredging**

The Vallejo terminal ferry basin has undergone maintenance dredging in 2003, 2008, 2011 and 2014. The next cycle was scheduled for 2018 but record rainfall and exceptional runoff in early 2017 required additional dredging this year. The volume of material to be removed this year was limited by regulatory agencies. The dredging project for 2018 will return the basin to full depth.

**South San Francisco Ferry Terminal Maintenance Dredging**

The last dredging event occurred in 2009 at the start of the terminal construction project. Siltation does occur at this location and a dredging cycle of 10 years was anticipated. In December 2016 a hydrographic survey was completed with a follow up survey in June 2017. The results of the surveys indicate that maintenance dredging will be required in 2018.

Maintenance dredging at both terminals is required to ensure uninterrupted ferry service at all tidal levels.

A firm with technical expertise in regulatory compliance will be needed to complete required permitting, material sampling and dredging surveys as well as to monitor performance of a dredging contractor. Obtaining the necessary permits from regulatory agencies requires sufficient lead time to ensure projects are not delayed. Both dredging projects are expected to be completed in the summer/fall 2018 dredging work windows.

Once authorized, staff would release the RFQ for Technical and Construction Management Services to support 2018 WETA terminal projects. Staff anticipates being in a position to recommend award of this contract in early 2018. The selection of a contractor to perform terminal work will be managed through a separate Invitation for Bids (IFBs) process to take place in 2018 once each projects permitting and scope of work is completed.

**Fiscal Impact**

There is no fiscal impact is associated with the release of this RFQ

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

MEMORANDUM

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**TO: Board Members**

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

**SUBJECT: Downtown San Francisco Ferry Terminal Expansion Project Update**

**Recommendation**

There is no recommendation with this informational item.

**Background/Discussion**

The Downtown Ferry Terminal Expansion (FTX) 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 project also includes landside improvements needed to accommodate expected increases in ridership and to support emergency response capabilities.

Construction of Phase 1 of the FTX Project began in May 2017 following a groundbreaking ceremony co-hosted by WETA and the Port of San Francisco. Since the start of the construction, the contractor has completed dredging of the expanded terminal basin, demolition of the Pier 2 deck and substructure, and installation of 115 steel pipe piles that will ultimately support the new plaza and promenade areas constructed as part of the project.

During the course of construction, WETA has addressed several challenges including unanticipated site conditions, environmental monitoring, utility coordination, and public concerns regarding the appearance of the project construction fencing. WETA has worked collaboratively with interested stakeholders to address these issues, and is currently on-schedule and on-budget to complete Phase 1 work. Staff will provide a status report on this work at the November Board meeting.

As Phase 2 commences, future work on the project will include rebar installation and concrete pours to construct the structural deck required to support the future promenade area and pedestrian bridge located south of the Agriculture Building. WETA will continue to provide all interested stakeholders, including adjacent property owners and tenants, funding partners, and ferry riders, with comprehensive and current updates regarding project progress through our website, email and social media informational outlets.

Completion of the FTX project is anticipated in January 2020.

**Fiscal Impact**

There is no fiscal impact associated with this informational item.

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

MEMORANDUM

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**TO:** Board Members

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

**SUBJECT:** Overview of Projected Five-Year Vessel Fleet Needs

**Recommendation**

There is no recommendation with this information item.

**Background**

Staff will provide an overview of WETA's fleet for the five year period from 2017-2022 at the November Board meeting. The overview will provide context for upcoming recommendations for vessel investment opportunities and WETA's service planning decisions.

**Fiscal Impact**

There is no fiscal impact associated with this informational item.

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