

**Members of the Board**

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**SAN FRANCISCO BAY AREA  
WATER EMERGENCY TRANSPORTATION AUTHORITY  
BOARD OF DIRECTORS MEETING**  
*Thursday, February 8, 2018 at 1:30 p.m.*  
**Port of San Francisco**  
Pier 1  
San Francisco, CA

*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 on Agency Projects, Activities and Services
  - b. Monthly Review of Financial Statements
  - c. Legislative Update
6. CONSENT CALENDAR *Action*
  - a. Board Meeting Minutes – January 18, 2018
  - b. Authorize Release of a Request for Proposals for Independent Year End Audit Services
  - c. Authorize Release of a Request for Proposals for MV *Scorpio* Quarter-Life Refurbishment Project
7. APPROVE CONTRACT AWARD FOR INFORMATION TECHNOLOGY SERVICES TO EATON & ASSOCIATES *Action*
8. APPROVE RESOLUTION OF SUPPORT FOR REGIONAL MEASURE 3 BRIDGE TOLL BALLOT MEASURE *Action*
9. PUBLIC COMMENTS FOR NON-AGENDA ITEMS

ADJOURNMENT

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

**Water Emergency Transportation Authority**  
**February 8, 2018 Meeting of the Board of Directors**

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***recommendations are subject to action and change by the Board of Directors.***

**PUBLIC COMMENTS** 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, 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: February 8, 2018

RE: Executive Director's Report

### **CAPITAL PROJECT IMPLEMENTATION UPDATE**

#### **4 New Vessels – Central Bay**

This project will construct four new 400-passenger high-speed 27-knot 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. The first of these vessels, the MV *Argo*, is currently on schedule for completion in March 2018, and the final vessel, the MV *Carina*, is scheduled for completion in November 2018.

#### **3 New Vessels – North Bay**

This project will construct three new 445-passenger high-speed 34-knot 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 it is expected to wrap up by the end of this month. 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 and second vessels are 75% and 45% complete, respectively. All hull framing for the third vessel is also complete, and the first vessel is scheduled for delivery in December 2018.

#### **MV *Peralta* Mid-Life Project – Phase Two**

This project provides for a general refurbishment of the vessel. On December 7, 2017 the Board of Directors approved a contract award to Marine Group Boat Works. The Phase Two refurbishment includes: renovation of the passenger cabins, bathrooms and galley, exterior paint and coatings, navigation electronics, control systems upgrades, steering system

replacement, stern hull section module. The MV *Peralta* arrived safely in San Diego on December 18. Project work is scheduled to be completed by June 2018.

### **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 operations. 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 was completed in 2017. The project is scheduled for completion in the spring or summer of 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 planned for 2017 was successfully completed within the six month regulatory window for in-water construction. The contractor will resume pile driving during the next six month regulatory work window that begins in June. In January, the contractor continued to build formwork, install rebar, and pour concrete to construct the new promenade which will provide access to future Gates F and G. This project is scheduled to be completed in late 2019.

### **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 was completed in November. Construction of the landside portion of the terminal is expected to begin in February 2018, following BCDC plan review and approval of the City of Richmond Building Permit. The estimated start date for Richmond operations is currently October 2018.

## **SERVICE DEVELOPMENT UPDATE**

### **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. Port staff anticipates releasing an environmental document in the early part of 2018 along with public outreach to Mission Bay stakeholders.

### **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.

### **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.

### **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 of Redwood City (Port), WETA and 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 would 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 is working with City and Port officials along with staff from the San Mateo Transportation Authority on a project MOU and will identify a future opportunity in 2018 for Board members to meet with City and Port officials regarding this project.

## **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 Metropolitan Transportation Commission (MTC) reporting requirements, as well as information needed to effectively plan, market, and provide customer service for WETA services. Staff secured the on-call planning services of CDM Smith to administer the survey and

prepare a final report summarizing the results. CDM Smith conducted the surveys on all WETA routes during the first two weeks of November. Initial counts show that the surveyors received upwards of 1,600 completed surveys. The final report is scheduled to be completed in April 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 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 continued its outreach process through the end of August and began active enforcement in September 2017. To make up for the loss of parking, WETA began working with the City to develop strategies to enhance alternative access to the terminal, and staff executed an agreement with AC Transit to offer a free transfer to ferry riders who take the bus to the ferry. In addition, bike lockers were upgraded and new bike racks were 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 CDM Smith to evaluate 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 that 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 worked with City of Alameda staff beginning in spring 2015 to open the Officer's Club parking lot as an overflow lot for the many riders who had been 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. In addition to the parking improvements, 20 bicycle lockers at the Main Street terminal -- funded through a grant from the Bay Area Air Quality Management District -- were installed on February 22, 2016. Staff shifted focus to identify additional access improvement possibilities - such as buses, shuttles, bicycles, and pedestrian improvements - after the parking improvements were underway, and recently met with private companies like 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 is in communication with Berkeley staff in an effort to identify 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 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:

#### Operation Return & Evacuation Table Top Exercise:

WETA is working with the Department of Emergency Management, Port of San Francisco and other regional partners to plan a table top exercise focused on the City and County of San Francisco's (CCSF) Operation Return & Evacuation Plan on February 22. CCSF's Operation Return Plan details the method in which the CCSF will recall to duty and transport Disaster Service Workers (DSWs) and emergency responders who work for CCSF but live outside of the city. This exercise is a follow up from a workshop held on December 11 which focused on planning gaps and worked to develop a common understanding of a coordinated, tiered, multi-layered, multi-agency, and multi-discipline survivor and DSW movement coordination strategy. The table top exercise will consist of a mapping exercise focused on the collection points, shelters, and routes to get survivors out of San Francisco and DSWs back into San Francisco during a scenario similar to the 1906 earthquake. While the exercise is focused on the CCSF, it will also include regional participants such as the Port of Oakland, as the movement of survivors and DSWs into or out of San Francisco will have impacts on other jurisdictions outside of CCSF.

#### Participation in Emergency Response Meetings: WETA is participating in the following recurring emergency response meetings:

- 2018 Regional Port Reopening Meetings: The San Francisco Bay Regional Port Reopening Coalition is a group of partnering agencies in the maritime community working together to clarify the coordination process of the critical path to overall restoration of port operations following a catastrophic disaster through workshops and exercises. The focus for the 2018 workshop series will be how the topics below relate to the maritime/land nexus:
  1. Critical Decisions
  2. Critical Routes
  3. Situational Awareness and Common Operating Picture
  4. Emergency Ferry Transportation and Evacuation
  5. Debris Management
  6. Emergency Fuel and Utilities

The Critical Decisions workshop was held on January 25 and discussed critical decisions, how each agency formulates these decisions and how they are coordinated and communicated in the region.

- City and County of San Francisco's (CCSF) Emergency Support Function (ESF) #1 Transportation Workgroup: This workgroup meets monthly to update the CCSF's ESF#1 Transportation Annex & Appendix C Operation Return Plan and share transportation related information and lessons learned with local, state, federal, private sector and non-governmental organizations.
- City of Alameda Disaster Council: The City of Alameda is working to update their city-wide emergency response plan and has revamped the Disaster Council to focus on this work. WETA will be participating in this process and will use the opportunity to ensure alignment with WETA's Emergency Response Plan and further coordinate with appropriate city departments on emergency response items.

2018 Exercise and Training Program:

Staff is working to establish a 2018 training schedule for WETA and Blue & Gold Fleet Staff on emergency response plans and procedures, and for WETA's participation in regional exercises and training opportunities this year.

**OPERATIONS REPORT**

**Monthly Operating Statistics** - The Monthly Operating Statistics Report for December 2017 is provided as Attachment A.

**KEY BUSINESS MEETINGS AND EXTERNAL OUTREACH**

On January 22, Nina Rannells attended the Clipper Executive Board Meeting in Oakland.

On January 24, Kevin Connolly, Mike Gougherty and Taylor Rutsch attended an "office hours" event hosted by the Resilient by Design Bay Area Challenge to provide regulatory and planning information about WETA to participating design teams.

On January 24, Lauren Gularte attended the City and County of San Francisco's monthly Emergency Support Function #1 (Transportation) Workgroup.

On January 25, Lauren Gularte attended the first of the 2018 San Francisco Bay Regional Port Reopening workshops.

On January 28-31, Nina Rannells, Keith Stahnke and Tim Hanners attended the Passenger Vessel Association Annual Convention held in Savannah, Georgia. This annual gathering brings together officials and vendors from around the country to discuss ferry transportation industry issues and developments.

On January 30, Lauren Gularte attended the City of Alameda's Disaster Council meeting.

**OTHER BUSINESS**

**New WETA Board Member Appointed**

Speaker of the Assembly Anthony Rendon appointed Nicholas Josefowitz to serve on the San Francisco Bay Area Water Emergency Transportation Authority Board of Directors effective January 23, 2018. Mr. Josefowitz's vast experience and knowledge of the Bay Area's transportation infrastructure will serve WETA well as we move forward with implementing our twenty year strategic plan.

**Assembly Bill 1121 (Chiu)**

Assemblymember David Chiu (D) San Francisco, 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 by the State Legislature in 2018.

**Regional Measure 3**

Senate Bill 595 (SB 595), signed by the Governor on October 19, 2017, was introduced by Senator Beall on February 17, 2017 to authorize a new bridge toll measure (Regional Measure 3) to raise the tolls on the state-owned bridges to fund a program of regional transportation improvements, including WETA ferry projects, in the San Francisco Bay Area. The WETA Board



adopted a Regional Measure 3 Principles and Investment Program at its June 2017 meeting and took a position of "support" for the bill at its meeting in July 2017.

On January 24, 2018, the Bay Area Toll Authority authorized moving forward to place Regional Measure 3 on the June 5, 2018 ballot. If approved by a majority of Bay Area voters, the measure would raise tolls by a total of \$3 over a six year period starting with a \$1 increase on January 1, 2019, followed by additional \$1 increases in January 2022 and January 2025.

Regional Measure 3 provides \$300 million in capital funds for WETA ferry projects as well as an annual operating subsidy to support WETA's regional system of ferry services. Per the authorized plan, operating funds would be ramped up over the first six years of the program and ultimately cap out at \$35 million per year. Operating funds not utilized in a given year will be set aside in a reserve for use by WETA in future years.

#### **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 to assess management practices and program implementation and ensure that the recipient programs are administered in accordance with FTA requirements and objectives. Staff has submitted the required pre-audit materials to FTA and the onsite review is scheduled to take place on July 19-20.

#### **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. A draft of this initial work is expected to be received in February.

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

## Attachment A

### Monthly Operating Statistics Report December 2017

			Alameda/ Oakland	Harbor Bay	South San Francisco	Vallejo*	Systemwide
<b>Boardings</b>	<i>vs. last month</i>	Total Passengers December 2017	86,593	23,035	9,109	73,511	192,248
		Total Passengers November 2017	88,675	26,421	11,428	75,058	201,582
		Percent change	-2.35%	-12.82%	-20.29%	-2.06%	-4.63%
	<i>vs. same month last year</i>	Total Passengers December 2017	86,593	23,035	9,109	73,511	192,248
		Total Passengers December 2016	73,221	22,084	8,743	69,887	173,935
		Percent change	18.26%	4.31%	4.19%	5.19%	10.53%
	<i>vs. prior FY to date</i>	Total Passengers Current FY To Date	687,915	163,788	69,172	542,953	1,463,828
		Total Passengers Last FY To Date	630,610	155,706	65,466	515,526	1,367,308
		Percent change	9.09%	5.19%	5.66%	5.32%	7.06%
		Avg Weekday Ridership December 2017	3,352	1,152	455	3,144	8,103
<b>Ops Stats</b>		Passengers Per Hour	129	155	60	106	115
		Revenue Hours	669	149	153	695	1,666
		Revenue Miles	9,205	3,192	2,437	20,683	35,518
<b>Fuel</b>		Fuel Used (gallons)	55,746	17,503	14,795	145,114	233,157
		Avg Cost per gallon	\$2.27	\$2.27	\$2.27	\$2.23	\$2.24

\* Includes backup bus boardings. December bus ridership totaled 1441 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 Six Months  
Ending December 31, 2017**

**Recommendation**

There is no recommendation associated with this informational item.

**Summary**

This report provides the attached FY 2017/18 Financial Statements for six months ending December 31, 2017.

**Operating Budget vs. Actual**

	Prior Actual	Current Budget	Current Actual
<b>Revenues - Year To Date:</b>			
Fare Revenues	\$9,568,549	\$9,501,760	\$10,456,470
Bridge Toll Revenues	6,377,473	10,688,585	8,376,822
Other Revenues	1,050	366,992	975
<b>Total Operating Revenues</b>	<b>\$15,947,072</b>	<b>\$20,557,337</b>	<b>\$18,834,267</b>
<b>Expenses - Year To Date:</b>			
Planning & Administration	\$951,272	\$1,512,329	\$829,465
Ferry Services	14,995,800	19,045,008	18,004,802
<b>Total Operatings Expenses</b>	<b>\$15,947,072</b>	<b>\$20,557,337</b>	<b>\$18,834,267</b>
<b>System-Wide Farebox Recovery %</b>	<b>64%</b>	<b>50%</b>	<b>58%</b>

**Capital Actual and % of Total Budget**

	YTD Actual	% of FY 2017/18 Budget
<b>Revenues:</b>		
Federal Funds	\$11,154,334	43.23%
State Funds	36,888,193	41.72%
Bridge Toll Revenues	8,597,520	39.10%
Other Revenues	27,880	1.14%
<b>Total Capital Revenues</b>	<b>\$56,667,926</b>	<b>40.87%</b>
<b>Expenses:</b>		
<b>Total Capital Expenses</b>	<b>\$56,667,926</b>	<b>40.87%</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 Six Months Ending 12/31/2017**

% of Year Elapsed 50%

	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	\$91,554	\$464,868	\$715,584	\$506,455	1,419,500	35.7%
Services	71,296	518,306	835,310	391,586	1,657,000	23.6%
Materials and Supplies	1,563	8,554	43,454	10,727	86,200	12.4%
Utilities	3,239	8,458	14,367	16,552	28,500	58.1%
Insurance	-	1,178	13,107	1,201	26,000	4.6%
Miscellaneous	57,278	119,289	130,716	74,714	259,300	28.8%
Leases and Rentals	31,076	162,173	185,815	184,993	368,600	50.2%
Admin Overhead Expense Transfer	(59,256)	(331,555)	(426,023)	(356,762)	(845,100)	42.2%
<b>Sub-Total Planning &amp; Gen Admin</b>	<b>\$196,750</b>	<b>\$951,272</b>	<b>\$1,512,329</b>	<b>\$829,465</b>	<b>3,000,000</b>	<b>27.6%</b>
<b><u>FERRY OPERATIONS:</u></b>						
<b><u>Harbor Bay FerryService</u></b>						
Purchased Transportation	229,432	\$752,844	\$1,022,082	\$948,930	2,027,500	46.8%
Fuel - Diesel & Urea	39,690	133,418	258,054	194,600	511,900	38.0%
Other Direct Operating Expenses	40,363	184,926	283,965	189,609	563,300	33.7%
Admin Overhead Expense Transfer	7,486	42,230	54,041	45,108	107,200	42.1%
<b>Sub-Total Harbor Bay <sup>1</sup></b>	<b>\$316,970</b>	<b>\$1,113,417</b>	<b>\$1,618,141</b>	<b>\$1,378,246</b>	<b>3,209,900</b>	<b>42.9%</b>
<b>Farebox Recovery</b>	<b>34%</b>	<b>67%</b>	<b>49%</b>	<b>54%</b>	<b>49%</b>	
<b><u>Alameda/Oakland Ferry Service</u></b>						
Purchased Transportation	668,569	\$3,757,022	\$4,324,151	\$4,354,657	8,577,800	50.8%
Fuel - Diesel & Urea	128,259	538,270	1,025,359	763,205	2,034,000	37.5%
Other Direct Operating Expenses	132,090	516,977	891,165	623,198	1,767,800	35.3%
Admin Overhead Expense Transfer	25,654	137,912	183,899	154,528	364,800	42.4%
<b>Sub-Total Alameda/Oakland</b>	<b>\$954,571</b>	<b>\$4,950,181</b>	<b>\$6,424,574</b>	<b>\$5,895,588</b>	<b>12,744,400</b>	<b>46.3%</b>
<b>Farebox Recovery</b>	<b>47%</b>	<b>64%</b>	<b>47%</b>	<b>62%</b>	<b>47%</b>	
<b><u>Vallejo FerryService</u></b>						
Purchased Transportation	\$1,047,385	\$4,977,631	\$5,362,667	\$5,843,355	10,637,900	54.9%
Fuel - Diesel & Urea	323,128	1,897,049	2,693,004	2,108,062	5,342,100	39.5%
Other Direct Operating Expenses	149,167	595,287	800,677	1,032,326	1,588,300	65.0%
Admin Overhead Expense Transfer	22,057	127,584	158,492	132,729	314,400	42.2%
<b>Sub-Total Vallejo</b>	<b>\$1,541,737</b>	<b>\$7,597,552</b>	<b>\$9,014,841</b>	<b>\$9,116,473</b>	<b>17,882,700</b>	<b>51.0%</b>
<b>Farebox Recovery</b>	<b>51%</b>	<b>68%</b>	<b>57%</b>	<b>61%</b>	<b>57%</b>	
<b><u>South San Francisco FerryService</u></b>						
Purchased Transportation	\$164,839	\$942,380	\$1,360,642	\$1,210,922	2,699,100	44.9%
Fuel - Diesel & Urea	33,549	182,238	293,896	179,636	583,000	30.8%
Other Direct Operating Expenses	29,588	186,204	303,323	199,540	601,700	33.2%
Admin Overhead Expense Transfer	4,059	23,829	29,591	24,397	58,700	41.6%
<b>Sub-Total South San Francisco</b>	<b>\$232,035</b>	<b>\$1,334,651</b>	<b>\$1,987,452</b>	<b>\$1,614,495</b>	<b>3,942,500</b>	<b>41.0%</b>
<b>Farebox Recovery</b>	<b>29%</b>	<b>37%</b>	<b>26%</b>	<b>31%</b>	<b>26%</b>	
<b>Total Operating Expenses</b>	<b>\$3,242,063</b>	<b>\$15,947,072</b>	<b>\$20,557,337</b>	<b>\$18,834,267</b>	<b>\$40,779,500</b>	<b>46.2%</b>
<b>OPERATING REVENUES</b>						
Fare Revenue	\$1,415,323	\$9,568,549	\$9,501,760	\$10,456,470	18,848,600	55.5%
Regional - Bridge Toll	1,826,365	6,377,473	10,688,585	8,376,822	21,202,900	39.5%
Regional - Alameda Tax & Assessment	-	-	366,992	-	728,000	0%
Other Revenue	375	1,050	-	975	-	0%
<b>Total Operating Revenues</b>	<b>\$3,242,063</b>	<b>\$15,947,072</b>	<b>\$20,557,337</b>	<b>\$18,834,267</b>	<b>\$40,779,500</b>	<b>46.2%</b>

<sup>1</sup> Total expense for Harbor Bay includes the purchase of a steering component for the M/V Peralta, \$61,000, and the additional cost, approx. \$45,000 for crew and fuel, to operate the added morning trip while the M/V Peralta is out for refurbishment.

**San Francisco Bay Area Water Emergency Transportation Authority**  
**FY 2017/18 Statement of Revenues and Expenses**  
**For Six Months Ending 12/31/2017**

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	2,156,266	\$97,965,000	\$15,787,480	\$36,792,520	\$13,548,532	\$45,385,000	30%
Richmond Ferry Terminal	334,544	20,000,000	2,590,699	12,409,301	\$3,465,172	5,000,000	30%
<b>Maintenance and Operations Facilities</b>							
North Bay Operations & Maintenance Facility	\$243,391	31,082,000	29,996,658	1,085,342	518,835	0	98%
Central Bay Operations & Maintenance Facility	2,390,290	69,500,000	31,431,761	37,068,239	\$20,579,466	1,000,000	75%
<b>FERRY VESSELS:</b>							
<b>Vessel Construction</b>							
400-Pax Replacement Vessels - M/V Hydrus & M/V Cetus	3,768	33,951,000	31,175,793	2,775,207	\$1,885,343	-	97%
445-Pax Replacement Vessel - M/V Vallejo	409,966	23,372,000	4,694,001	12,777,999	\$3,172,261	5,900,000	34%
445-Pax Expansion (Waterjet) Vessels - 2 vessels	497,673	46,745,000	7,619,930	11,000,070	\$4,229,843	28,125,000	25%
400-Pax Expansion (Propeller) Vessels - 2 vessels	2,931,682	33,400,000	17,552,573	10,847,427	\$5,897,233	5,000,000	70%
New High-Speed Vessel <sup>1</sup>	1,118	14,000,000	-	750,000	\$1,118	13,250,000	0%
<b>Vessel Rehabilitation and Refurbishment</b>							
Vessel Mid-Life Refurbishment Phase II - M/V Peralta	7,323	5,117,000	-	5,117,000	\$30,802	-	1%
Major Component Rehabilitation - M/V Solano	154,385	780,000	8,503	771,497	\$710,442	-	92%
Vessel Engine Overhaul - M/V Bay Breeze	-	850,000	-	850,000	\$345,630	-	41%
Vessel Qtr-Life Refurbishment - M/V Taurus	1,500	2,500,000	-	2,500,000	\$2,283,249	-	91%
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>\$9,131,906</b>	<b>\$386,152,000</b>	<b>\$140,857,399</b>	<b>\$138,649,600</b>	<b>\$56,667,926</b>	<b>\$106,645,000</b>	
<b>CAPITAL REVENUES:</b>							
Federal Funds	\$600,012	82,324,816	\$35,497,889	25,799,701	\$11,154,334	\$21,027,226	57%
State Funds	7,187,748	234,349,000	81,530,443	88,410,720	36,888,193	64,407,836	51%
Regional - Bridge Toll	1,342,681	62,451,032	19,915,315	21,985,779	8,597,520	20,549,937	46%
Regional - Alameda Sales Tax Measure B / BB	1,465	5,437,152	3,913,752	1,523,400	27,880	-	72%
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>\$9,131,906</b>	<b>\$386,152,000</b>	<b>\$140,857,399</b>	<b>\$138,649,600</b>	<b>\$56,667,926</b>	<b>\$106,645,000</b>	

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**TO: WETA Board Members**

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

**SUBJECT: WETA Federal Legislative Board Report – February 2018**

This report covers the following topics:

1. Status of FTA Grant Program Application
2. Are Earmarks Coming Back?
3. Outlook for “Infrastructure” in 2018
4. Inside the President’s Infrastructure Proposal

**Status of FTA Grant Program Application**

To date, the Federal Transit Administration (FTA) has given no indication as to when it will announce funding through its ferry discretionary grant program. WETA submitted an application for funding to upgrade and enhance the vessel Solano. Both Senators have sent letters of support to DOT, as have Representatives Nancy Pelosi, Mike Thompson, Jared Huffman, Jackie Speier, Zoe Lofgren, Anna Eshoo, Barbara Lee, Mark DeSaulnier, Eric Swalwell and John Garamendi.

**Are Earmarks Coming Back?**

The House Rules Committee held hearings last month on whether to bring back Congressionally-directed spending, or ‘earmarks’, banned in 2011. Up until then, we were able to organize, educate and motivate a broad coalition of Senators and members of the House to direct tens of millions of dollars in earmarks to WETA for the construction of ferry boats and terminals.

While the general consensus seems to be that earmarks should be brought back, there are headwinds. Some Members of Congress oppose earmarks as wasteful spending, and it is not clear if House Speaker Paul Ryan will allow the earmark ban to be lifted. He has never supported earmarking; at least publicly, he hasn’t changed his position.

The bottom line: if the earmark ban is eventually lifted, it is not likely to happen this year.

**Outlook for “Infrastructure” in 2018**

While there is a lot of chatter about the President’s infrastructure proposal, there is no agreement by House, Senate and White House on a financing mechanism to pay for it. Since 1992, no one has come up with an agreed-upon way to pay for new roads, bridges, transit, port infrastructure, etc, that doesn’t involve shifting money from one federal program or agency to another, or by simply borrowing against the deficit. The federal gas tax, historically the primary funding mechanism, no longer generates sufficient revenue, and increasing it remains politically unpopular – the U.S. Chamber of Commerce proposal to increase the gas tax by 25 cents/gallon is a nonstarter.

The White House has suggested that Congress should pay for an infrastructure package through a combination of 1) cutting funding for other domestic discretionary programs (a recycled idea); and 2) trying to induce states to pay more of the tab. Neither are being embraced on the Hill.

That's not to say that Congress and the White House can't figure this out. It's an election year, and members of Congress from both parties don't exactly have a long list of achievements to tout. This is why we continue to work with the Public Ferry Coalition to advocate for additional funding for public ferries, so that if something does come together, WETA is in a position to benefit.

### **Inside the President's Infrastructure Proposal**

The White House plan for infrastructure has been a moving target, and even with statements made during the State of the Union speech, it is not clear what a final infrastructure bill could look like. With that being said, here are the general principles the White House has put forward:

- Funding for a federal grant program designed to encourage states and localities to come up with the bulk of a project's financing. The program would require non-federal sponsors to cover 80% of the cost of projects.
- Federal funding for "transformative" projects, described by the White House as "exploratory and ground-breaking ideas" (i.e. traditional infrastructure projects need not apply). Federal funds could cover up to 80% of project costs, but includes a stipulation that the Federal government could take a share of any revenue generated by the project.
- Increasing the capacity of existing Federal lending programs.
- Establishing a revolving fund to finance purchases of federally owned civilian real property.

The White House is proposing to send a large portion of funding to rural areas. In addition to funding, the White House is proposing to include "permitting reform" as part of any legislative package taken up by Congress.

Respectfully Submitted,

Peter Friedmann and Ray Bucheger

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

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

*(January 18, 2018)*

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

**1. CALL TO ORDER – BOARD CHAIR**

Chair Jody Breckenridge called the meeting to order at 1:30 p.m.

**2. ROLL CALL**

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

**3. REPORT OF BOARD CHAIR**

Chair Breckenridge wished attendees a happy new year and noted that Regional Measure 3 (RM3) was going to be a key focus for WETA until summer. She explained that she had asked staff to put together a calendar of the facility openings and new vessel deliveries anticipated in 2018, and to consider opportunities for scheduling Board meetings in areas WETA presently serves, such as Alameda, and to consider how the Board may participate in an upcoming planning meeting with Redwood City. She said such events presented opportunities for promoting WETA's Strategic Plan and growth.

Chair Breckenridge emphasized the importance of starting early outreach to the Bay Area's mayors to get their feedback generally on ferry service in the Bay Area and specifically their thoughts related to RM3. She said she had asked staff to draft a letter for her to send to Mark Ghilarducci, Director of Cal OES, highlighting the value of the funding WETA has received from the agency for emergency response. She said she also wants to send a similar letter to the Secretary of Transportation. Chair Breckenridge emphasized that it will be important for WETA to partner with the state to explore and identify research opportunities related to alternative propulsion technology for fast ferries.

**4. REPORTS OF DIRECTORS**

Director Intintoli cautioned Directors and staff that WETA was prohibited from spending any funds to promote RM3 specifically. He emphasized that while it was important to support the passing of the measure, the agency was limited in its promotion capacities and would need to practice prudence and care to ensure its limitations were not tested. WETA legal counsel, Madeline Chun of Hanson Bridgett, LLC, agreed with Director Intintoli and said his cautionary reminder was articulate and succinct in its characterization of the limits prohibiting public funds use by WETA to endorse or promote the measure.

**5. REPORTS OF STAFF**

Executive Director Nina Rannells shared her written report with Directors and welcomed questions. Director Intintoli noted the 32% current farebox recovery for the South San Francisco route and that WETA had one year more for that route's rate to reach the established 40% threshold objective. Chair Breckenridge noted that with all routes considered, the overall farebox recovery rate for the agency well exceeded the 40% threshold.

Chair Breckenridge said she would be in Washington, DC on other business and that she planned to connect with Peter Friedmann and Ray Bucheger of Lindsay Hart, LLC, WETA's federal legislative representatives, while she was there. It was noted that Mr. Friedmann and Mr. Bucheger did a fine job



for the agency and that their current endeavors to build a broader coalition of support for WETA's efforts was especially valuable and appreciated.

**6. CONSENT CALENDAR**

It was agreed by all Directors that the Board of Directors Meeting Schedule for Calendar Year 2018 - Item 6b in the Consent Calendar - would be modified to reflect meeting start times of 1:30 p.m. instead of the proposed 1:15 p.m., and that the item would be voted on separately from the other items in the Consent Calendar.

With Item 6b removed from the initial consent calendar items to be voted on separately with the requested changes, Director DelBono made a motion to approve the consent calendar which included:

- a. Board Meeting Minutes – December 7, 2017
- c. Authorize the Execution of the Certifications and Assurances for the California State of Good Repair Program
- d. Authorize Filing an Application with the Metropolitan Transportation Commission for FY2017/18 Regional Measure 1 Funds
- e. Authorize Release of Request for Proposals for Dry Dock and Engine Replacement Work on the MV *Bay Breeze*

Director Intintoli seconded the motion and the amended consent calendar carried unanimously.

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

- b. Approve Board of Directors Meeting Schedule for Calendar Year 2018 with change from 1:15 p.m. to 1:30 p.m. for all meeting start times

Director Intintoli made a motion to change the start time of the meetings listed in Item 6b from 1:15 p.m. to 1:30 p.m. and approve the amended 2018 Meeting Schedule.

Director DelBono seconded the motion and the item carried unanimously.

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

**7. ACCEPT THE INDEPENDENT AUDITOR'S ANNUAL FINANCIAL REPORTS FOR THE FISCAL YEAR 2016/17**

Finance and Grants Manager Lynne Yu presented this item to accept the independent auditor's annual financial reports for the fiscal year 2016/17.

It was agreed by Directors that while the agency was presently in good shape with regard to its CalPERS contributions and that the CalPERS system was relatively healthy right now, WETA does not control the CalPERS fund and further risk analysis to consider employee protection in the case of a stock market downturn or other event that could negatively affect pensions should be explored.

Director Intintoli made a motion to approve the item.

Director DelBono seconded the motion and the item carried unanimously.

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

**8. APPROVE CONTRACT AWARD TO CLE ENGINEERING FOR TECHNICAL AND CONSTRUCTION MANAGEMENT SERVICES FOR TERMINAL DREDGING PROJECTS**

Operations Manager Keith Stahnke presented this item to approve a contract award to CLE Engineering for technical and construction management services for terminal dredging projects. Mr. Stahnke noted that future dredging projects will now be scheduled as two year capital projects to assure there is ample time to support the long lead times for permitting the projects.

Chair Breckenridge asked if staff had provided the U.S. Army Corps of Engineers (USACE) with a schedule for the agency's future dredging projects. Senior Planner Chad Mason said that once all of the new facilities presently under construction are brought online this year that a comprehensive and streamlined maintenance schedule can be established and shared with the USACE. Chair Breckenridge said it will benefit all to share WETA's plans with the USACE when possible and she offered to be a conduit of information in laying the groundwork for that information sharing, if necessary, when the time comes.

Director DelBono made a motion to approve the item.

Director Intintoli seconded the motion and the item carried unanimously.

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

**9. APPROVE CONTRACT AWARD TO AURORA MARINE DESIGN FOR MARINE ENGINEERING AND CONSTRUCTION MANAGEMENT SERVICES**

Mr. Stahnke presented this item to approve contract award to Aurora Marine Design for marine engineering and construction management services.

Director Intintoli made a motion to approve the item.

Director DelBono seconded the motion and the item carried unanimously.

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

**10. APPROVE LIST OF ON-CALL MARKETING AND PUBLIC RELATIONS CONSULTANTS AND AUTHORIZE THE EXECUTIVE DIRECTOR TO ENTER INTO WORK AGREEMENTS**

Public Information and Marketing Manager Ernest Sanchez presented this item to approve a list of on-call marketing and public relations consultants and authorize the Executive Director to enter into work agreements. He noted that new vessels would be delivered this year, a new gate would likely be opening at the San Francisco Ferry Building, and there would be a ribbon-cutting ceremony for the new facility in Central Bay, all of which would require the services of the three companies on his recommended on-call list. Ms. Rannells added that the new Richmond service would be launched in the fall which would also require substantial event planning, public outreach and promotional services work from the companies.

Director Intintoli made a motion to approve the item.

Director DelBono seconded the motion and the item carried unanimously.

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

**11. STATUS REPORT ON REGIONAL MEASURE 3**

Ms. Rannells presented this status report on RM3. She explained that the Bay Area Toll Authority (BATA) had held a workshop on the measure in December 2017 in which they had reviewed the very positive results of some quick polling efforts undertaken by the Metropolitan Transportation Commission to take a pulse on support for the proposed measure. She said that the BATA Oversight Committee had unanimously voted on January 10 to put the measure on the ballot in June for voter consideration and that the full BATA Board would be taking a final vote for that determination on January 24. Ms. Rannells said that staff was working with a public outreach group to help inform the public about WETA's Strategic Plan and program of projects that could be implemented with new funds.

Chair Breckenridge reiterated the importance of the letters she will be sending to the Transportation Secretary and Cal OES to highlight the value proposition that would result from WETA's funding program in a successful RM3. She said it is imperative that staff and Directors remain energized and engaged about the measure and the work WETA is doing.

**PUBLIC COMMENT**

Bay Area Council (BAC) Policy Director Emily Loper said that the BAC would be leading the campaign to pass RM3 in June, working with the Silicon Valley Leadership Group, the California Alliance for Jobs, and SPUR in efforts to educate the public about the measure's many benefits.

**12. 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 2:14 p.m.

- Board Secretary

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

MEMORANDUM

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**TO: Board Members**

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

**SUBJECT: Authorize Release of a Request for Proposals for Independent Year End Audit Services**

**Recommendation**

Authorize release of a Request for Proposals (RFP) for Independent Year End Audit Services for a three-year base term, encompassing fiscal years ending June 30, 2018, June 30, 2019 and June 30, 2020, with two additional one-year option terms.

**Background**

Section 106.6 of the WETA Administrative Code requires the preparation of annual audit reports by an independent auditor consistent with California Government Code Section 66540.54. WETA utilized the services of Maze & Associates (Maze), the Association of Bay Area Governments (ABAG) contract auditor, to complete the required independent audit and financial reports for fiscal year ended June 30, 2017 as a final step in transitioning accounting services in-house from ABAG in 2017. Staff is now prepared to issue a competitive RFP for Independent Year End Audit Services for a three-year base term beginning with fiscal year ending June 30, 2018.

**Discussion**

WETA will seek proposals from qualified Certified Public Accounting firms to audit its financial statements. The scope of services will include:

Audit Services - The selected proposer will be expected to audit all revenues and expenditures of WETA in accordance with auditing standards generally accepted in the United States of America, *Government Auditing Standards* issued by the Comptroller of the United States, 2 CFR 200, relevant Government Codes, Transportation Development Act and funding partners' instructions and requirements. The auditor will prepare and issue audit opinions as to whether the financial statements are fairly presented, Memorandum of Internal Control and Required Communications, financial statements and related footnote disclosures and prepare the Single Audit Report. The year-end audit will conclude with an audit presentation to the Board of Directors at one of its regularly scheduled public meetings.

Other Services – Education and Guidance - The auditor will also be required to provide assistance in the implementation and interpretation of new accounting pronouncements issued by the Government Accounting Standards Board (GASB) as they occur during the contract term. The auditor may be required to meet with other external representatives (e.g., actuaries, consultants) to ensure that WETA is in compliance with any new GASB requirements.

**Fiscal Impact**

Required financial audit services are estimated to cost between \$25,000 and \$30,000 annually and will be paid for out of WETA's future annual operating budgets.

\*\*\*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 MV *Scorpio* Quarter Life Refurbishment Project

**Recommendation**

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

**Background/Discussion**

Aluminum catamaran ferry vessels have a lifecycle of approximately 25 years. Refurbishment projects during the life cycle 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 *Scorpio* was built for WETA, by Kvichak Marine Industries in 2010. The MV *Scorpio* has been in service for over 7 years and is ready for a minor refit project to improve vessel reliability. This project will also increase passenger capacity from 199 to 225. 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;
- Increase passenger cabin capacity with new seating, replace carpets, renew deck coatings and interior finishes; and
- Overhaul vessel systems including HVAC, electrical, plumbing and fire and lifesaving safety systems.

The MV *Scorpio* refit is planned for Spring 2017/18 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 later this spring.

**Fiscal Impact**

The *Vessel Quarter-Life Refurbishment – MV Scorpio* project is included in the FY 2017/18 Capital Budget and is funded with a combination of Federal Transit Administration grant funds (80%) and Alameda Transportation Sales Tax Revenues (20%).

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

**MEMORANDUM**

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**TO: Board Members**

**FROM: Nina Rannells, Executive Director**  
**Lynne Yu, Manager, Finance & Grants**  
**Melanie Jann, Manager, Administration & Business Services**

**SUBJECT: Approve Contract Award for Information Technology Services to Eaton & Associates**

**Recommendation**

Approve award of a contract to Eaton & Associates for information technology services through June 30, 2021, in an amount not to exceed \$500,000 with the option to extend the agreement, with Board authorization, for up to a maximum contract period of ten years and authorize the Executive Director to negotiate and execute an agreement for these services and take any other such related actions to support this work.

**Background**

WETA has historically contracted for information technology (IT) services to support its computing and network system needs. As WETA has evolved from a planning to operating system, our IT service needs have expanded from basic office support to include support of terminal, facility and vessel communication requirements.

**Discussion**

In December 2017, the Board authorized staff to issue a Request For Proposals (RFP) for IT services. The scope of services identified in the RFP included work to:

- Monitor and support WETA's computer network system
- Maintain and update system hardware and software
- Provide recommendations for enhancing and improving systems over time
- Provide technical expertise to support the development of special IT projects over time
- Manage and integrate IT communications between facilities, terminals and vessels
- Identify exposure to security threats and develop processes and practices to protect computers and network from unauthorized access
- Assess, monitor and support network system security and perform any necessary updates and upgrades
- Develop, maintain and update system documentation and disaster recovery plans

In December 2017, staff issued and distributed a RFP for this work on WETA's opportunity notification outreach list through e-mail. WETA further solicited interest through notices on WETA's website consistent with WETA's Administrative Code. WETA received three proposals in response to the RFP.

The proposals were reviewed by an evaluation panel that included WETA staff and an external IT consultant familiar with WETA systems. Evaluation and scoring of the proposals, as established within the RFP, included consideration of both cost and technical qualifications in the areas described below:

- Proposer Information & Understanding of Project Objectives – Interest and commitment to a clear understanding of services and objectives to be performed and provided, and their significance to WETA’s day-to-day activities
- Technical & Management Approach – Approach to the delivery of services and proposed core team
- Capabilities & Experience – Proposed core team qualifications and experience with emphasis on other public sector clients

Based upon an initial review of the proposals the evaluation panel invited two of the proposing firms to provide additional clarifying information through oral interviews held on January 29. These firms included Eaton & Associates (Eaton) and Stellar Services, Inc.

The results of the Evaluation Panel’s review and scoring of the proposals is summarized in Table 1 below:

**Table 1**

	Maximum Points	Firms	
		Eaton & Associates	Stellar Services
<b>Technical</b>	70	63	57
<b>Cost</b>	30	22	24
<b>Total Score</b>	100	85	81

Based upon the review and scoring the evaluation panel determined Eaton to be the most qualified proposer for this contract. Staff recommends awarding the contract for IT services to Eaton for an initial 3½ year period through June 30, 2021, in an amount not to exceed \$500,000, with the option to extend the agreement, with Board authorization, for up to a maximum contract period of ten years. Actual expenditures will be managed by staff within the award amount on a task order basis.

As a complete IT solution provider, Eaton specializes in all aspects of IT projects including: design and architecture; project management, vendor management and coordination; deployments, implementations and relocations; upgrades, maintenance and repairs; IT security; and managed services, including remote help desk and 24/7/365 monitoring. Headquartered in the San Francisco Bay Area for the last 28 years, Eaton has been delivering IT services and products to Bay Area private and public entities of all sizes and industries. Eaton provides on-going and project based IT services for numerous public sector clients such as the County of San Mateo and multiple departments for the City and County of San Francisco including the SF Arts Commission, SF Department of Technology, SF Rent Board and SF International Airport and has been a preferred vendor in the City and County of San Francisco’s Technology Store since 2003. Eaton has been WETA’s contract IT provider since 2008.

**Fiscal Impact**

Funds to support IT services are included in the FY 2017/18 Operating Budget and will be included in future year budgets to cover the cost of IT services provided through this agreement.

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

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

**RESOLUTION NO. 2018-06**

**APPROVE CONTRACT AWARD FOR INFORMATION TECHNOLOGY SERVICES TO  
EATON & ASSOCIATES**

**WHEREAS**, the San Francisco Bay Area Water Emergency Transportation Authority (WETA) authorized release of a Request for Proposals (RFP) for information technology services at its December 7, 2017 meeting; and

**WHEREAS**, the WETA has established procedures in its Administrative Code relating to the selection and contracting of consulting services, solicitation, and evaluation of qualifications; and

**WHEREAS**, the WETA followed the procedures specified in its Administrative Code regarding solicitation and evaluation of qualifications; and

**WHEREAS**, as the result of the process, WETA staff recommends award of a contract to Eaton & Associates for information technology services; now, therefore, be it

**RESOLVED**, that the Board of Directors hereby approves entering into an agreement with Eaton & Associates for information technology services for an initial period through June 30, 2021, in an amount not to exceed \$500,000, with the option to extend the agreement, with Board authorization, for up to a maximum contract period of ten years and authorizes the Executive Director to negotiate and execute an agreement for these services and take any other such related actions to support this work.

**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 February 8, 2018.

YEA:

NAY:

ABSTAIN:

ABSENT:

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/s/ Board Secretary

2018-06

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



**MEMORANDUM**

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**TO: Board Members**

**FROM: Nina Rannells, Executive Director**

**SUBJECT: Approve Resolution of Support for Regional Measure 3 Bridge Toll Ballot Measure**

**Recommendation**

Approve a resolution of support for the Regional Measure 3 bridge toll ballot measure to be placed before the voters in the nine San Francisco Bay Area counties at the June 5, 2018 statewide election.

**Background**

Strong economic growth in the San Francisco Bay Area has led to increased traffic congestion on the bridges and public transportation systems serving the Bay Area bridge corridors in recent years, including WETA's regional ferry system. Bridge tolls on the state-owned bridges in the Bay Area, provided through Regional Measure 1 and Regional Measure 2, have historically served as the primary mechanism to support the development and growth of WETA's regional ferry system. These funds are fixed and are fully utilized today to support WETA's existing system of ferry services, resulting in the need for WETA to seek new, dedicated funds to maintain, sustain, enhance and expand regional ferry services in the coming years.

Senate Bill 595 (Beall 2017) was developed by the State Legislature to authorize the Bay Area Toll Authority to place a bridge toll increase measure, entitled Regional Measure 3, of up to \$3 on the ballot in the nine Bay Area counties to fund a comprehensive program of projects to reduce traffic congestion and improve mobility in the Bay Area.

In June 2017, the WETA Board of Directors approved a set of Regional Measure 3 (RM3) principles and a ferry investment program based upon WETA's 2016 Strategic Plan to serve as the basis for advocacy efforts for WETA funding to be included in SB 595. The investment program identified \$600 million in capital investment and \$41 million in annual operating fund needs (in 2017 dollars) to support implementation of a sub-set of WETA's Strategic Plan projects driven by the following policy principles:

1. Enhance Existing Ferry Services
2. Add Key Expansion Terminals
3. Create Fiscal Stability
4. Pursue Implementation-Ready Projects
5. Continue Partner Development

In July 2016, the WETA Board of Directors took action to support SB 595, which included an initial set of projects and funding categories for the measure, including ferries. The July 6, 2017 Board item, provided as **Attachment A** to this report, includes a discussion of SB 595 and the WETA's RM3 principles and investment program. The final version of SB 595 signed by the Governor included \$300 million capital and \$35

million annual operating subsidy (ramping up over a five-year period) to support WETA's ferry system.

**Discussion**

The Bay Area Toll Authority (BATA) held a workshop on December 13, 2017, to discuss placing Regional Measure 3 (RM3) on the June 2018 ballot and to consider the amount and timing of the proposed toll increase. As a part of this discussion, BATA board members received the results of a public opinion poll which indicated strong public support for a bridge toll increase to support implementation of the RM3 program of projects.

On January 24, 2018, BATA approved a resolution to place RM3 on the June 5, 2018, ballot for Bay Area voter consideration of a \$3 toll increase on the state-owned bridges in the San Francisco Bay Area, to be phased in over a six-year period with the first dollar increase in January 2019, the second dollar increase in January 2022 and the third dollar increase in January 2025. If approved by voters, funds from this measure would support a \$4.45 billion program of projects designed to reduce auto and truck traffic, relieve crowding on BART, unclog freeway bottlenecks and improve bus, ferry, BART and commuter rail service in the Bay Area. A full list of RM 3 projects and a project map, as prepared by BATA, are provided as **Attachment B** and **Attachment C** to this memorandum, respectively.

Voter approval of Regional Measure 3 would support WETA's ability to carry out its 2016 Strategic Plan and related projects designed to enhance, expand and sustain WETA's regional ferry services in the San Francisco Bay Area. The measure would provide WETA with \$300 million for capital projects and an annual operating set-aside of \$35 million per year (scheduled to ramp up over the first six years of the measure). The measure provides WETA the flexibility to set aside operating dollars not utilized in a given year for use by WETA in future years, providing WETA with the ability to create long-term fiscal stability.

As a public agency, WETA may adopt a resolution to support RM3 and provide informational/educational materials to the public that are balanced and fact-based related to the effect of the measure on WETA and its customers. However, WETA resources may not be used to advocate or campaign for or against this regional ballot measure.

Staff recommends that the Board of Directors approve a resolution of support for RM3 to be placed before the voters in the nine San Francisco Bay Area counties at the June 5, 2018 statewide election. Staff will work to develop public information materials to help inform the public about the effect of the measure on WETA and our ability to deliver a program of ferry services to improve mobility within the Bay Area's state-owned bridge corridors.

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

# Item 8 - Attachment A.1

**AGENDA ITEM 8**  
**MEETING: July 6, 2017**

## MEMORANDUM

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**TO: Board Members**

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

**SUBJECT: Review Senate Bill 595 (Beall) - A Regional Measure to Improve Mobility in Bay Area Bridge Corridors**

### **Recommendation**

Review Senate Bill 595 and consider action to support, oppose or seek amendments to the bill.

### **Background/Discussion**

Conversations are underway with the California State Legislature and the Metropolitan Transportation Commission (MTC) to bring a new bridge toll funding measure (Regional Measure 3) to Bay Area ballots in 2018.

The WETA Board of Directors adopted a Regional Measure Three Principles and Investment Program at its June 2017 meeting (provided as Attachment A). This Investment Program includes \$600 million in capital and up to \$41 million in annual operating subsidy. The benefits of the program will be a four-fold increase in WETA ferry service and new terminals in Berkeley, Alameda, Mission Bay and Redwood City. Staff, Board members and associated consultants working on behalf of WETA have since utilized this program to convey WETA's needs and support for a Regional Measure 3 with funding for our program of projects.

### **Discussion**

Senate Bill 595 (provided as Attachment B) was introduced by Senator Beall on February 17, 2017, as a placeholder for a bridge toll measure. SB 595 was passed from the Senate to the Assembly on May 31, 2017, and is scheduled to be heard in the Assembly Transportation Committee on Monday, July 10. A mark-up of the bill is expected to be available in print on Wednesday, July 5. Staff will provide copies of the mark-up at the Board meeting for review and discussion, at which time the Board may take a formal position on the bill or provide staff with direction in how to proceed to support, oppose or seek amendments to the proposed bill language.

### **Fiscal Impact**

There is no fiscal impact associated with this item. However, it should be noted that bridge tolls represent the single largest form of operating subsidy available to WETA to support its ferry transportation operations. A new bridge toll measure will be critical to WETA's ability to maintain, sustain and expand regional ferry services to address traffic congestion and provide emergency response and recovery ferry transportation services in the San Francisco Bay Area.

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

# Item 8 - Attachment A.2

AGENDA ITEM 11  
MEETING: June 8, 2017

## MEMORANDUM

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**TO: Board Members**

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

**SUBJECT: Approve Proposed Regional Measure 3 Principles and Ferry Investment Program**

### **Recommendation**

Adopt the proposed Regional Measure 3 Principles and Ferry Investment Program as the basis for enhancing ferry service through a future bridge toll funding measure.

### **Background**

Preparations are underway by the California State Legislature and the Metropolitan Transportation Commission (MTC) to bring a new bridge toll funding measure - Regional Measure 3 (RM3) - to Bay Area ballots in 2018. In anticipation of the new measure, regional agencies such as MTC and Congestion Management Agencies (CMAs) have begun discussions over priorities for programs and projects.

MTC held a workshop for its Commission in December 2016 and an initial meeting with stakeholders serving the Bay Bridge corridor in February 2017. There are likely to be many more discussions over the coming months aimed at developing the best mix of projects and programs to address congestion on the state-owned bridges. The Alameda County Transportation Commission adopted a list of priority projects that included the Berkeley and Seaplane Lagoon terminals along with additional vessels to support WETA service enhancement. The San Francisco County Transportation Authority adopted a list of RM3 projects that included both the Mission Bay and Treasure Island ferry terminals. Contra Costa, Solano and San Mateo counties will likely be developing priorities and conducting discussions with staff and elected officials over the coming year.

WETA adopted its Strategic Plan in October 2016. The Strategic Plan presents a vision for expanded and enhanced ferry service throughout San Francisco Bay. To date, staff has used the full program of projects contained in the Strategic Plan and *Appendix A – Cost Estimate for WETA Expansion and Enhancement Plan* as the basis for RM3 discussions. This program includes a set of projects that supports enhanced services on existing routes, establishing new routes and services and continuing to develop emerging projects. This program requires \$49 million in new annual operating funds and \$725 million in capital funds, including \$575 million to support new assets and \$150 million to provide local match for rehabilitation and replacement of existing system assets (all in \$2017). This plan also presents the case for greater support and flexibility from RM2 funds to support the continued operation of existing services.

**Discussion**

The State Legislature and MTC are currently meeting with stakeholders and will be developing project lists over the summer months with the goal of bringing a RM3 bill to the floor by September 1, 2017. The proposed principles and investment program contained in this item are intended to serve as an input to these discussions as WETA is asked to prioritize its Strategic Plan projects for inclusion in RM3.

The proposed Regional Measure 3 Investment Principles support development of a program of projects that can be delivered within the next 10 years and would offer near-term congestion relief to the Bay Area's congested bridge corridors. The Regional Measure 3 Investment Program calls for a \$600 million capital investment in the ferry network of the future. An annual operating subsidy of \$41 million would be required at full buildout of the proposed system. For simplicity, this investment is expressed in 2017 dollars. There would need to be an exercise conducted to escalate the dollars for their actual investment year.

At full buildout, the WETA system will offer 15-minute or 30-minute peak service frequencies and 29 vessels serving 14 terminals throughout San Francisco Bay. This level of investment would increase peak period ferry capacity by close to 80 percent, providing the equivalent of 19 BART trains or 474 transbay buses during the AM peak period. Ferry ridership would likely increase to more than 20,000 daily travelers, up from 9,000 today. The Investment Program also can be delivered relatively early, with the first phase of enhancements opening within two years of funding. The detailed breakdown of the Investment Program is included in Attachment A.

***Regional Measure 3 Investment Principles***

The following draft Principles were developed by staff using the WETA Strategic Plan and subsequent Board discussions as a guide. The Principles are intended to communicate to legislators and other stakeholders the policy basis for the accompanying Ferry Investment Program.

**1. Enhance Existing Ferry Services**

With current peak occupancies on WETA services ranging from 80% to above 95%, there is a clear need to increase service for today's commuters. Over the past four years, WETA ridership has increased 74% and while other transit properties are seeing a leveling off or decline in ridership, ferry ridership continues to increase. However, the service has reached practical capacity limits in places such as Vallejo and Harbor Bay. The draft principle emphasizing the existing system means that investment will be targeted to the core WETA services first.

**2. Add Key Expansion Terminals**

The Strategic Plan identifies possible expansion throughout San Francisco Bay with the long-term goal of serving the entire Bay with water transit. However, in the near term, specific expansion sites will help to enhance opportunities for today's commuters and build a foundation for future ferry service. Seaplane Lagoon, Mission Bay, Berkeley and Redwood City are the four terminals that are ready for implementation and will expand ferry service to new markets. Treasure Island is also an important new terminal and service that WETA supports working in conjunction with the San Francisco County Transportation Authority (lead agency).

**3. Create Fiscal Stability**

Regional Measure 2 provides the backbone funding for WETA and has enabled the dramatic growth of ferry service since 2008. However, the fact that operating funds do not escalate over time and there is no stable source for capital rehabilitation creates a structural flaw in the agency's long term financial health that threatens to erode service over time. Regional Measure 3 represents an opportunity to correct this flaw and provide the needed stability for ferry service to grow.

**4. Pursue Implementation-Ready Projects**

WETA is completing an investment program largely funded by Proposition 1B that enables the agency to continue meeting demand while positioning WETA to expand and enhance ferry service throughout San Francisco Bay. Given the timelines for developing transportation solutions for other modes, ferries can offer the Bay Area the opportunity for transit enhancement in a relatively expedient period. As a result, new vessels, targeted terminal expansion or enhancement and additional operating funds can increase transit capacity in impacted corridors within 3-5 years. Longer-term projects such as those in the Carquinez Strait are potential opportunities that will require advances in technology to be financially and environmentally viable.

**5. Continue Partner Development**

Work with local communities to explore options for developing new WETA services.

**Regional Measure 3 Ferry Investment Program**

The following summary table presents the areas of capital and operating investment required to achieve enhancement and expansion of WETA's ferry service through RM3. Total capital investment is \$600 million while annual operating subsidy would be \$41 million. All estimates are expressed in 2017 dollars.

Description	Investment
<b>Annual Operating Subsidy</b> Operating subsidy assuming 50% farebox recovery at full buildout. Assumes 15- and 30-minute frequencies on all services with new terminals in Berkeley, Redwood City, Seaplane Lagoon and Mission Bay.	\$30 m
<b>Vessels</b> Assumes 17 new vessels, required to enhance existing service and expansion. Assumes a 50% spare ratio.	\$275 m
<b>Terminals</b> Assumes enhancements to existing terminals in Alameda, Oakland and downtown San Francisco along with new facilities in Alameda, Berkeley, Mission Bay and Redwood City.	\$175 m
<b>Regional Measure 2 Escalation</b> Amount needed by 2035 to maintain value of Regional Measure 2 operating funds.	\$11 m
<b>Capital Rehabilitation</b> Amount needed to provide local matching funds for federal and state rehabilitation funding programs over 20 years.	\$150 m

*(All values expressed in 2017 dollars)*

Projects that will require technological advances (either in vessels or dredging methods) to be viable – specifically those in the Carquinez Strait and the South Bay – are not included for construction in the Investment Program. However, planning should continue for these projects and WETA has a role to play as cities and Congestion Management Agencies consider water transportation in these jurisdictions.

***Fiscal Impact***

There is no fiscal impact associated with this informational item.

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

ATTACHMENT A  
WETA Regional Measure Three Investment Program

**Maintain Existing Service Levels, Escalation of RM2 Operating Funds**

	Existing Operating Subsidy	Increment Required for Escalation*	Total Subsidy Req'd in 2035*
<b>Operating Expenses</b>			
Alameda/Oakland	\$ 5	\$ 3	\$ 8
Vallejo	\$ 9	\$ 5	\$ 14
Harbor Bay	\$ 2	\$ 1	\$ 3
South San Francisco	\$ 2	\$ 2	\$ 4
<b>Total</b>	<b>\$ 17</b>	<b>\$ 11</b>	<b>\$ 28</b>

(\*) Based on additional subsidy required to maintain present value of funds in 2035

**Maintain Existing Capital Assets**

	Existing Capital Rehab Need	Increment Required for Escalation*	Total Rehab Need in 2035*
<b>Capital Expenses</b>			
WETA System	\$ 150	84	\$ 234

(\*) Based on additional subsidy required to maintain present value of funds in 2035

**RM3 Enhancement & Expansion, New Terminals & Terminal Improvements**

<b>Terminals</b>	<b>Total Costs</b>	<b>Committed Funding</b>	<b>Needed Funding</b>
<i>Capacity Enhanceent Existing Terminals</i>			
Alameda Main Street	\$ 18	\$ -	\$ 18
Oakland	\$ 18	\$ -	\$ 18
Seaplane Lagoon	\$ 18	\$ -	\$ 18
Downtown North Basin	\$ 30	\$ -	\$ 30
Mission Bay	\$ 46	\$ 7	\$ 39
<i>Enhancement Subtotal</i>	<i>\$ 130</i>	<i>\$ 7</i>	<i>\$ 123</i>
<i>Expansion</i>			
Berkeley	\$ 35	\$ -	\$ 35
Redwood City	\$ 30	\$ 15	\$ 15
<i>Expansion Subtotal</i>	<i>\$ 65</i>	<i>\$ 15</i>	<i>\$ 50</i>
<b>Total</b>	<b>\$ 195</b>	<b>\$ 22</b>	<b>\$ 173</b>



ATTACHMENT A  
WETA Regional Measure Three Investment Program

**RM3 Enhancement & Expansion, Operating Expenses**

Operating Expenses	Service Levels		Total Annual Operating Budget	Operating Subsidy Required	Committed Funding	Needed Funding
	Current	Enhanced				
<i>Enhance Existing Services</i>						
Alameda/Oakland	30	15	\$ 20	\$ 10	\$ 5	\$ 5
Vallejo	40	15	\$ 34	\$ 17	\$ 9	\$ 9
Harbor Bay	60	30	\$ 6	\$ 3	\$ 2	\$ 2
South San Francisco	60	30	\$ 8	\$ 4	\$ 2	\$ 2
Richmond	60	30	\$ 8	\$ 4	\$ 1	\$ 3
<i>Enhancement Subtotal</i>			\$ 76	\$ 38	\$ 18	\$ 20
<i>Expansion</i>						
Berkeley		30	\$ 8	\$ 4	\$ -	\$ 4
Redwood City		30	\$ 12	\$ 6	\$ -	\$ 6
<i>Expansion Subtotal</i>			\$ 20	\$ 10	\$ -	\$ 10
<b>Total</b>			\$ 96	\$ 48	\$ 18	\$ 30

**RM3 Enhancement & Expansion, New Vessels**

Vessels	Current Fleet	Enhanced Fleet	New Vessels Required	Total Cost	Committed Funding	Needed Funding
<i>Enhance Existing Services</i>						
Alameda/Oakland	3	6	3	\$ 54	\$ 36	\$ 18
Vallejo	4.5	7	3	\$ 59	\$ -	\$ 59
Harbor Bay	2	3	1	\$ 18	\$ -	\$ 18
South San Francisco	2.5	3.5	1	\$ 18	\$ -	\$ 18
Richmond		3	3	\$ 71	\$ 47	\$ 24
<i>Enhancement Subtotal</i>	12	23	11	\$ 219	\$ 83	\$ 136
<i>Expansion</i>						
Berkeley		3	3	\$ 45	\$ -	\$ 45
Redwood City		4	4	\$ 94	\$ -	\$ 94
<i>Expansion Subtotal</i>		7	7	\$ 139	\$ -	\$ 139
<b>Total</b>	12	29	17	\$ 358	\$ 83	\$ 275

## Item 8 - Attachment B

<b>REGIONAL MEASURE 3 EXPENDITURE PLAN</b> ( <i>\$ in millions</i> )	
<b>OPERATING PROGRAM</b>	
<b>All- Corridor Annual Operating Program</b>	
<b>All Corridors</b>	
Transbay Terminal	5
Ferries (Funding ramps up to \$35 million over five years)	35
Regional Express Bus	20
<b>Annual Operating Program Total</b>	<b>\$ 60</b>
<b>CAPITAL PROJECTS</b>	
<b>Regional Programs</b>	
BART Expansion Cars	500
Bay Area Corridor Express Lanes	300
Ferry Enhancement Program	300
Goods Movement and Mitigation	160
San Francisco Bay Trail / Safe Routes to Transit	150
Capitol Corridor	90
Next Generation Clipper Transit Fare Payment System	50
<b>Regional Programs Subtotal (35%)</b>	<b>\$ 1,550</b>
<b>Corridor-Specific Capital Projects</b>	
<b>Central (San Francisco-Oakland Bay Bridge)</b>	
Caltrain Downtown Extension	325
Muni Fleet Expansion and Facilities	140
Core Capacity Transit Improvements	140
AC Transit Rapid Bus Corridor Improvements	100
Transbay Rail Crossing	50
Interstate 80 Transit Improvements	25
<b>Central Subtotal (27%)</b>	<b>\$ 780</b>
<b>South (San Mateo-Hayward, Dumbarton)</b>	
BART to San Jose Phase 2	375
Tri-Valley Transit Access Improvements	100
Eastridge to BART Regional Connector	130
San Jose Diridon Station	100
Dumbarton Corridor Improvements	130
Highway 101/State Route 92 Interchange	50
Interstate 680/SR 84 Interchange Reconstruction	85
Interstate 680/Interstate-880/Route 262 Freeway Connector	15
<b>South Subtotal (34%)</b>	<b>\$ 985</b>
<b>North (Richmond-San Rafael, Benicia-Martinez, Carquinez, Antioch)</b>	
Contra Costa 680/State Route 4 Interchange Improvements	210
U.S. 101 Marin-Sonoma Narrows	120
Solano County Interstate 80/Interstate 680/State Route 12 Interchange Project	150
Interstate 80/Westbound Truck Scales	105
State Route 37 Improvements	100
Sonoma-Marin Area Rail Transit District (SMART) Extension to Windsor & Healdsburg	40
San Rafael Transit Center	30
Richmond-San Rafael Bridge Access Improvements	210
North Bay Transit Access Improvements	100
SR 29 Improvements	20
East Contra Costa County Transit Intermodal Station	15
Byron Highway-Vasco Road Airport Connector	10
Vasco Road Safety Improvements	15
Interstate 680 Transit Improvements	10
<b>North Subtotal (39%)</b>	<b>\$ 1,135</b>
<b>Corridor-Specific Capital Projects Subtotal (65%)</b>	
<b>2,900</b>	
<b>Capital Projects Grand Total</b>	
<b>4,450</b>	

# Regional Measure 3 Projects



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

**RESOLUTION NO. 2018-07**

**APPROVE RESOLUTION OF SUPPORT FOR  
REGIONAL MEASURE 3 BRIDGE TOLL BALLOT MEASURE**

**WHEREAS**, strong economic growth in the San Francisco Bay Area has led to increased traffic congestion on the bridges and public transportation systems serving the Bay Area bridge corridors in recent years, including WETA's regional ferry system; and

**WHEREAS**, bridge tolls on the state-owned bridges in the Bay Area, provided through Regional Measure 1 and Regional Measure 2, have historically served as the primary mechanism to support the development and growth of WETA's regional ferry system; and

**WHEREAS**, RM1 and RM2 funds are fixed and are fully utilized today to support WETA's existing system of ferry services, resulting in the need for WETA to seek new, dedicated funds to maintain, sustain, enhance and expand regional ferry services in the coming years; and

**WHEREAS**, Senate Bill 595 (Beall) was developed by the State Legislature to authorize the Bay Area Toll Authority to place a bridge toll increase measure, entitled Regional Measure 3, of up to \$3 on the ballot in the nine Bay Area counties to fund a comprehensive program of projects to reduce traffic congestion and improve mobility in the Bay Area; and

**WHEREAS**, in June 2017, the WETA Board of Directors approved a set of Regional Measure 3 (RM3) principles and a ferry investment program based upon WETA's 2016 Strategic Plan to serve as the basis for advocacy efforts for WETA funding to be included in Senate Bill 595 (Beall 2017), authorizing a new Bay Area bridge toll measure; and

**WHEREAS**, the WETA investment program identified \$600 million in capital investment and \$41 million in annual operating fund needs (in 2017 dollars) to support implementation of a sub-set of WETA's Strategic Plan projects; and

**WHEREAS**, in July 2016, the WETA Board of Directors took action to support SB 595, which included a preliminary set of transportation projects and funding categories for the measure, including ferries; and

**WHEREAS**, the State Legislature approved, and Governor signed, SB 595 during the 2017 legislative session, authorizing BATA to place RM 3 on a future ballot; and

**WHEREAS**, the Bay Area Toll Authority (BATA) held a workshop on December 13, 2017, to discuss placing Regional Measure 3 (RM3) on the June 2018 ballot and to consider the amount and timing of the proposed toll increase; and

**WHEREAS**, as a part of this discussion, BATA board members received the results of a public opinion poll that indicated strong public support for a bridge toll increase to support implementation of the RM3 program of projects; and

**WHEREAS**, on January 24, 2018, BATA approved a resolution to place RM3 on the June 5, 2018, ballot for Bay Area voter consideration of a \$3 toll increase on the state-owned bridges in the San Francisco Bay Area, to be phased in over a six-year period with the first dollar increase

in January 2019, the second dollar increase in January 2022 and the third dollar increase in January 2025; and

**WHEREAS**, if approved by voters, funds from this measure would provide \$4.45 billion to support implementation of a program of projects designed to reduce auto and truck traffic, relieve crowding on BART, unclog freeway bottlenecks and improve bus, ferry, BART and commuter rail service in the Bay Area; and

**WHEREAS**, as a part of this package, RM3 would provide WETA with \$300 million for capital projects and an annual operating subsidy ramping up over the first six years of the measure to \$35 million annually, which would provide WETA with a much-needed long-term commitment of new operating and capital funds to enhance, expand and sustain its network of regional ferry services; and

**WHEREAS**, RM 3 would provide WETA flexibility to set aside operating dollars not utilized in a given year for use by WETA in future years, providing WETA with long-term fiscal stability; and

**WHEREAS**, as a public agency, WETA may adopt a resolution to support RM3 and provide informational/educational materials to the public that are balanced and fact-based related to the effect of the measure on WETA and its customers; and

**WHEREAS**, WETA resources may not be used to advocate or campaign for or against this regional ballot measure; now, therefore, be it

**RESOLVED**, that WETA's Board of Directors finds Regional Measure 3 to be an important measure that will support WETA's ability to carry out its 2016 Strategic Plan and related projects designed to enhance, expand and sustain WETA's regional ferry services in the San Francisco Bay Area; and be it further

**RESOLVED**, that WETA endorses Regional Measure 3 to be placed before the voters in the nine San Francisco Bay Area counties at the June 5, 2018 statewide election; and be it further

**RESOLVED**, that no public funds or resources will be used by WETA to support or oppose the measure.

### **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 February 8, 2018.

YEA:

NAY:

ABSTAIN:

ABSENT:

---

/s/ Board Secretary

2018-07

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