

Members of the Board

Jody Breckenridge, Chair
Jeffrey DelBono
Anthony J. Intintoli, Jr.
Nicholas Josefowitz
James Wunderman, Vice Chair

**SAN FRANCISCO BAY AREA
WATER EMERGENCY TRANSPORTATION AUTHORITY
BOARD OF DIRECTORS MEETING**
Thursday, April 5, 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

AGENDA

1. CALL TO ORDER – BOARD CHAIR
2. PLEDGE OF ALLEGIANCE/ROLL CALL
3. REPORT OF BOARD CHAIR *Information*
4. REPORTS OF DIRECTORS *Information*

Directors are limited to providing information, asking clarifying questions about matters not on the agenda, responding to public comment, referring matters to committee or staff for information, or requesting a report to be made at another meeting.
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 – March 1, 2018
 - b. Authorize Release of an Invitation for Bids for Dredging and Marine Construction Services for the Terminal Dredging Project
 - c. Authorize Release of a Request for Proposals for Information Systems Improvements at the Main Street and Harbor Bay Ferry Terminals
7. APPROVE CONTRACT AWARD TO MAZE & ASSOCIATES FOR INDEPENDENT YEAR-END AUDITING SERVICES *Action*
8. APPROVE NAMING THE NORTH BAY OPERATIONS AND MAINTENANCE FACILITY AFTER CHARLENE HAUGHT JOHNSON *Action*
9. OVERVIEW OF DRAFT FY 2018/19 WORK PROGRAM *Information*

**Water Emergency Transportation Authority
April 5, 2018 Meeting of the Board of Directors**

- | | |
|---|--------------------|
| 10. <u>2018 EMERGENCY RESPONSE EXERCISE AND TRAINING SCHEDULE</u> | <i>Information</i> |
| 11. <u>RON COWAN CENTRAL BAY OPERATIONS AND MAINTENANCE FACILITY
PROJECT CONSTRUCTION AND UTILIZATION PLAN UPDATE</u> | <i>Information</i> |
| 12. <u>PUBLIC COMMENTS FOR NON-AGENDA ITEMS</u> | |

ADJOURNMENT

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 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; or by telephone: (415) 291-3377.

MEMORANDUM

TO: WETA Board Members

FROM: Nina Rannells, Executive Director

DATE: April 5, 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 nearing completion. The vessel is under cover in the shed at Vigor Harbor Island to allow subcontractors easy access to complete the vessel wiring and electronic installations, floor coverings, painting, vinyl and seating prior to launch so that the vessel can move straight to commissioning. The vessel is scheduled for launch on March 30, followed by sea trials in April and delivery and final acceptance in mid to late May. The hull modules for the fourth vessel, the MV *Carina*, are all joined with the exception of the bow module. Wiring, plumbing and insulation work is over 50% complete. Machinery, including pumps, generators, shafting and rudders are installed. The cabin module deck has been fully framed and aligned at the Vigor Harbor Island facility. The MV *Carina* is scheduled for completion in December 2018.

3 New Vessels – North Bay

This project will construct three new 445-passenger high-speed 34-knot jet propulsion vessels to support WETA's Vallejo and North Bay services. 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. Vessel construction is in full swing.

The design and engineering work for the three new vessels is complete; all structural drawings are under review by the regulatory society. All major machinery and equipment has been ordered. The first shipset of waterjets has been delivered. The first shipset of the new generation EPA Tier 4 engines will be delivered to the shipyard in late March 2018 for test fit. The second shipset of engines will be ready for factory acceptance testing in late April 2018.

The hulls for the first and second vessels, the MV *Pyxis* and MV *Vela*, are 90% and 65% complete, respectively. Hull framing for the third vessel, the MV *Lyra*, is also complete. The MV *Pyxis* is scheduled to roll out of the fabrication building for launch in July 2018, with initial sea trials set for September 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 *Peralta* arrived safely in San Diego on December 18. The cabin interior has been cleared of its ceiling materials, seating and carpet in preparation for new installations. The old stern sections have been removed and the new stern sections are 50% complete. Engineering and design are underway for the interior passenger spaces, wheelhouse dash and main deck bar. 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 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 March, 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, which will open for service by the end of 2018. 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 Ghirardelli 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 improvements commenced in February 2018. 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.

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 continues 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.

On March 16, 2018, 30 acres of the 68-acre Site A parcel at Alameda Point was transferred from the City to Alameda Point Partners (APP), the City's private partner for development at Alameda Point. This transfer is an important milestone for Site A development and includes \$10 million for the Seaplane Lagoon Ferry Terminal. The City previously secured \$8 million from the Alameda County Transportation Commission for the terminal. The City has contracted with Marcy Wong Donn Logan Architects to complete the final design of the ferry terminal. WETA staff is participating in the design effort. The City and WETA staff are discussing terms to define roles and responsibilities for final design and construction of the new terminal. The terms will also address roles and responsibilities for future improvements at Main Street Terminal in consideration of the Seaplane Lagoon Terminal. These terms will be agreed to as an amendment to the existing MOU or in a letter agreement.

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.

Redwood City has taken the lead role for implementation of the Ferry Terminal Project. The City is requesting \$450,000 in Measure A funds to prepare a Financial Feasibility Study and Cost Benefit Analysis Report for the Redwood City Ferry Terminal Construction and Service. The City is the project sponsor and will lead an effort with the Port of Redwood City (Port) and the Water Emergency Transportation Authority (WETA) to construct a ferry terminal and bring public ferry transit service to Redwood City. The SMCTA will consider this request at its May 2018 meeting. Staff is also working with the City on a project MOU. The MOU will address roles and responsibilities for publicly funded construction of a new terminal led by Redwood City and publicly funded operations led by WETA. Staff will identify a future opportunity in 2018 for Board members to conduct a site visit and meet with City and Port officials regarding this project.

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.

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 May 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.

Small Vessel Service Study and Landing Request

Staff is in the early stages of planning for the Small Vessel Service Study authorized by the Board on March 5. In the meantime, staff was approached by a private small vessel operator regarding establishing regular landings at the Harbor Bay terminal to transport employees from South San Francisco in the reverse commute direction on behalf of a private business. Staff has reviewed WETA requirements and conducted a site visit and has identified several operational issues to work through, many of which can be addressed as a part of the Small Ferry Vessel Study work.

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:

Exercise and Training Program for 2018:

Staff has established a 2018 training schedule for WETA's internal training as well as the agency's participation in regional exercises and training opportunities this year. An informational item is included in the meeting packet for April.

Central Bay Operations & Maintenance Facility Emergency Operations Center (EOC):

Staff is working to order a cache of emergency communications equipment to be installed at the Central Bay Operations & Maintenance Facility, including satellite phones and P25 UHF/VHF trunked radios. Staff is also working with Navigating Preparedness to develop a functional layout for converting the conference room into an EOC during an event requiring EOC activation.

OTHER PROJECTS

Website Upgrades

Work is nearing completion on an upgrade to the San Francisco Bay Ferry and WETA website's content management framework. Site improvements include improved accessibility, security upgrades, and responsive design. The responsive design element will be the most apparent change to customers as WETA currently maintains separate mobile and desktop sites for San Francisco Bay Ferry service. The upgraded site will provide seamless access to visitors on mobile devices and enhance public access to agency information. Content migration has been completed and testing is currently underway. The upgrades are anticipated to go live in May.

Ridership Database

WETA has contracted with TransSight LLC to build a web-based Ridership Database and Reporting System to improve access to and use of ridership and other operating data from Blue & Gold's data systems. The new database will import data on a nightly basis directly from Blue & Gold's database, allow WETA to incorporate data not included in the existing database and improve staff's access to and aid interpretation of ridership data. It will also provide custom reports for staff use and generate inferred data for reporting as required by WETA's various funding partners. Additionally, the database will improve public access to ridership data via a portal on WETA's website. Work on the web-based Ridership Database and Reporting System is scheduled to be completed in June 2018.

OPERATIONS REPORT

Monthly Operating Statistics - The Monthly Operating Statistics Report for February 2018 is provided as Attachment A.

KEY BUSINESS MEETINGS AND EXTERNAL OUTREACH

On March 6, Lauren Gularte attended a workshop, hosted by the Business Outreach Committee, to educate small businesses on prevailing wage requirements for public works projects.

On March 9, Lauren Gularte attended the Regional Business Outreach monthly meeting.

On March 12, all WETA staff participated in the first 2018 internal emergency response staff training session.

On March 26, Taylor Rutsch and Chad Mason attended Bay Planning Coalition's Expert Briefing: Regulatory and Industry Impacts on Air Quality.

On March 27, Lauren Gularte attended the 2018 Regional Port Reopening Workshop #3 on emergency ferry transportation and evacuation.

OTHER BUSINESS

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.

The WETA Board of Directors adopted a resolution of support for Regional Measure 3 at their February 8, 2018 meeting. Regional Measure 3 will provide WETA with \$300 million in capital funds to support construction of WETA vessels, terminals and facilities and an annual operating subsidy to support enhanced and expanded ferry services that starts at \$10 million in the first year and grows to \$35 million annually by the fifth year. Operating funds not utilized in a given year will be set aside in a reserve by MTC for use by WETA in future years.

California Governor's Office of Emergency Services (CalOES) Site Visit

CalOES and the State Department of Finance conducted a site visit on March 20-21 to review WETA grant files and materials associated with projects funded with Proposition 1B funds. The purpose of this site visit was to provide the State Department of Finance staff, who were auditing CalOES, an overview of CalOES's procedures for oversight of its grantees funded through the Proposition 1B program. As a part of the review, staff shared WETA's grant records, procurement policies and procedures and project files with the auditors and provided them with a tour of the North Bay Maintenance and Operations Facility, WETA vessels and the Downtown San Francisco Terminal Expansion project construction site, all of which have all been funded in part with Proposition 1B funds.

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 on-site 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 was received in March and staff is under review.

END

Attachment A

Monthly Operating Statistics Report February 2018

			Alameda/ Oakland	Harbor Bay	South San Francisco	Vallejo*	Systemwide
Boardings	<i>vs. last month</i>	Total Passengers February 2018	85,542	25,430	11,670	69,823	192,465
		Total Passengers January 2018	80,817	28,743	12,644	71,719	193,923
		Percent change	5.85%	-11.53%	-7.70%	-2.64%	-0.75%
	<i>vs. same month last year</i>	Total Passengers February 2018	85,542	25,430	11,670	69,823	192,465
		Total Passengers February 2017	64,457	23,944	10,365	60,933	159,699
		Percent change	32.71%	6.21%	12.59%	14.59%	20.52%
	<i>vs. prior FY to date</i>	Total Passengers Current FY To Date	854,274	217,961	93,486	684,495	1,850,216
		Total Passengers Last FY To Date	763,039	204,820	85,627	640,128	1,693,614
		Percent change	11.96%	6.42%	9.18%	6.93%	9.25%
	Avg Weekday Ridership February 2018	3,374	1,513	665	3,099	8,651	
Ops Stats	Passengers Per Hour	137	180	79	128	132	
	Revenue Hours	626	142	147	546	1,461	
	Revenue Miles	8,639	3,032	2,347	16,677	30,694	
Fuel	Fuel Used (gallons)	42,225	14,101	15,384	127,048	198,758	
	Avg Cost per gallon	\$2.37	\$2.37	\$2.37	\$2.34	\$2.35	

* Includes backup bus boardings. February bus ridership totaled 88 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 Eight Months
Ending February 28, 2018**

Recommendation

There is no recommendation associated with this informational item.

Summary

This report provides the attached FY 2017/18 Financial Statements for eight months ending February 28, 2018.

Operating Budget vs. Actual

	Prior Actual	Current Budget	Current Actual
Revenues - Year To Date:			
Fare Revenues	\$11,838,194	\$12,548,520	\$13,237,595
Bridge Toll Revenues	9,196,467	14,115,903	11,430,210
Other Revenues	1,050	484,668	3,335
Total Operating Revenues	\$21,035,711	\$27,149,092	\$24,671,140
Expenses - Year To Date:			
Planning & Administration	\$1,326,201	\$1,997,260	\$1,212,901
Ferry Services	19,709,510	25,151,832	23,458,239
Total Operatings Expenses	\$21,035,711	\$27,149,092	\$24,671,140
System-Wide Farebox Recovery %	60%	50%	56%

Capital Actual and % of Total Budget

	YTD Actual	% of FY 2017/18 Budget
Revenues:		
Federal Funds	\$13,261,035	51.28%
State Funds	44,320,938	50.13%
Bridge Toll Revenues	11,979,756	54.45%
Other Revenues	224,889	9.17%
Total Capital Revenues	\$69,786,617	50.31%
Expenses:		
Total Capital Expenses	\$69,786,617	50.31%

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 Eight Months Ending 2/28/2018

% of Year Elapsed 67%

	Current Month	Year - To - Date			Total FY 2017/18 Budget	% of Total Budget
		FY2016/17 Actual	FY 2017/18 Budget	FY 2017/18 Actual		
OPERATING EXPENSES						
<u>PLANNING & GENERAL ADMIN:</u>						
Wages and Fringe Benefits	\$86,351	\$661,519	\$945,037	\$717,043	1,419,500	50.5%
Services	58,225	696,298	1,103,153	590,914	1,657,000	35.7%
Materials and Supplies	457	17,712	57,388	12,372	86,200	14.4%
Utilities	2,520	12,810	18,974	21,851	28,500	76.7%
Insurance	-	1,178	17,310	1,201	26,000	4.6%
Miscellaneous	3,745	185,635	172,630	144,736	259,300	55.8%
Leases and Rentals	31,481	224,437	245,397	247,355	368,600	67.1%
Admin Overhead Expense Transfer	(70,100)	(473,389)	(562,628)	(522,570)	(845,100)	61.8%
Sub-Total Planning & Gen Admin	\$112,679	\$1,326,201	\$1,997,260	\$1,212,901	3,000,000	40.4%
<u>FERRY OPERATIONS:</u>						
<u>Harbor Bay FerryService</u>						
Purchased Transportation	\$154,859	\$990,464	\$1,349,815	\$1,291,911	2,027,500	63.7%
Fuel - Diesel & Urea	33,404	184,644	340,799	267,905	511,900	52.3%
Other Direct Operating Expenses	42,274	253,760	375,019	271,180	563,300	48.1%
Admin Overhead Expense Transfer	8,885	60,255	71,369	66,094	107,200	61.7%
Sub-Total Harbor Bay ¹	\$239,422	\$1,489,124	\$2,137,002	\$1,897,091	3,209,900	59.1%
<i>Farebox Recovery</i>	<i>49%</i>	<i>65%</i>	<i>49%</i>	<i>53%</i>	<i>49%</i>	
<u>Alameda/Oakland Ferry Service</u>						
Purchased Transportation	\$521,021	\$4,766,257	\$5,710,700	\$5,546,237	8,577,800	64.7%
Fuel - Diesel & Urea	101,877	711,757	1,354,142	986,550	2,034,000	48.5%
Other Direct Operating Expenses	62,002	738,277	1,176,919	807,520	1,767,800	45.7%
Admin Overhead Expense Transfer	30,327	197,396	242,867	226,385	364,800	62.1%
Sub-Total Alameda/Oakland	\$715,227	\$6,413,687	\$8,484,628	\$7,566,691	12,744,400	59.4%
<i>Farebox Recovery</i>	<i>61%</i>	<i>60%</i>	<i>47%</i>	<i>60%</i>	<i>47%</i>	
<u>Vallejo FerryService</u>						
Purchased Transportation	\$761,417	\$6,700,011	\$7,082,218	\$7,681,275	10,637,900	72.2%
Fuel - Diesel & Urea	297,647	2,366,229	3,556,521	2,715,461	5,342,100	50.8%
Other Direct Operating Expenses	121,818	812,054	1,057,416	1,189,719	1,588,300	74.9%
Admin Overhead Expense Transfer	26,019	181,856	209,313	264,879	314,400	84.2%
Sub-Total Vallejo	\$1,206,900	\$10,060,150	\$11,905,469	\$11,851,334	17,882,700	66.3%
<i>Farebox Recovery</i>	<i>52%</i>	<i>64%</i>	<i>57%</i>	<i>59%</i>	<i>57%</i>	
<u>South San Francisco FerryService</u>						
Purchased Transportation	\$165,677	\$1,236,450	\$1,796,935	\$1,593,791	2,699,100	59.0%
Fuel - Diesel & Urea	36,444	241,461	388,134	253,172	583,000	43.4%
Other Direct Operating Expenses	30,293	234,756	400,584	260,391	601,700	43.3%
Admin Overhead Expense Transfer	4,869	33,882	39,080	35,768	58,700	60.9%
Sub-Total South San Francisco	\$237,283	\$1,746,549	\$2,624,733	\$2,143,122	3,942,500	54.4%
<i>Farebox Recovery</i>	<i>37%</i>	<i>36%</i>	<i>26%</i>	<i>32%</i>	<i>26%</i>	
Total Operating Expenses	\$2,511,510	\$21,035,711	\$27,149,092	\$24,671,140	\$40,779,500	60.5%
OPERATING REVENUES						
Fare Revenue	\$1,272,459	11,838,194	\$12,548,520	\$13,237,595	18,848,600	70.2%
Regional - Bridge Toll	1,239,051	9,196,467	14,115,903	11,430,210	21,202,900	53.9%
Regional - Alameda Tax & Assessment	-	-	484,668	-	728,000	0%
Other Revenue	-	1,050	-	3,335	-	0%
Total Operating Revenues	\$2,511,510	\$21,035,711	\$27,149,092	\$24,671,140	\$40,779,500	60.5%

San Francisco Bay Area Water Emergency Transportation Authority
FY 2017/18 Statement of Revenues and Expenses
For Eight Months Ending 2/28/2018

Project Description	Current Month	Project Budget	Prior Years Actual	FY2017/18 Budget	FY2017/18 Actual	Future Year	% of Total Project Budget
CAPITAL EXPENSES:							
FACILITIES:							
Terminal Construction							
Downtown Ferry Terminal Expansion - South Basin	3,283,830	\$97,965,000	\$15,787,480	\$36,792,520	\$17,840,672	\$45,385,000	34%
Richmond Ferry Terminal	267,090	20,000,000	2,590,699	12,409,301	\$3,845,211	5,000,000	32%
Maintenance and Operations Facilities							
North Bay Operations & Maintenance Facility	\$1,392	31,082,000	29,996,658	1,085,342	522,356	0	98%
Central Bay Operations & Maintenance Facility	1,510,333	69,500,000	31,431,761	37,068,239	\$24,415,898	1,000,000	80%
Terminal Improvement							
Terminal Dredging - Vallejo and SSF Terminals	2,103	3,750,000	-	75,000	2,103	3,675,000	0%
FERRY VESSELS:							
Vessel Construction							
400-Pax Replacement Vessels - M/V Hydrus & M/V Cetus	-	33,951,000	31,175,793	2,775,207	\$2,329,475	-	99%
445-Pax Replacement Vessel - M/V Vallejo	921,705	23,372,000	4,694,001	12,777,999	\$4,599,721	5,900,000	40%
445-Pax Expansion (Waterjet) Vessels - 2 vessels	1,162,068	46,745,000	7,619,930	11,000,070	\$5,903,969	28,125,000	29%
400-Pax Expansion (Propeller) Vessels - 2 vessels	3,187	33,400,000	17,552,573	10,847,427	\$5,924,989	5,000,000	70%
New High-Speed Vessel	2,214	14,000,000	-	750,000	\$3,738	13,250,000	0%
Vessel Rehabilitation and Refurbishment							
Vessel Mid-Life Refurbishment Phase II - M/V Peralta	24,040	5,117,000	-	5,117,000	\$1,012,335	-	20%
Major Component Rehabilitation - M/V Solano	653	780,000	8,503	771,497	\$711,095	-	92%
Vessel Engine Overhaul - M/V Bay Breeze	2,496	850,000	-	850,000	\$389,347	-	46%
Vessel Qtr-Life Refurbishment - M/V Taurus	-	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%
CAPITAL EQUIPMENT / OTHER:							
CCTV and LCD Network Integration	305	400,000	-	400,000	\$609	-	0%
Purchase Lifesaving Equipment (IBAs)	-	90,000	-	90,000	\$0	-	0%
Purchase Spare Vessel Engine	-	400,000	-	400,000	\$0	-	0%
Purchase Service Vehicles	1,849	500,000	-	500,000	\$1,849	-	0%
Total Capital Expenses	\$7,183,263	\$389,902,000	\$140,857,399	\$138,724,600	\$69,786,617	\$110,320,000	
CAPITAL REVENUES:							
Federal Funds	\$888,533	85,324,816	\$35,497,889	25,859,701	\$13,261,035	\$23,967,226	57%
State Funds	4,111,413	234,349,000	81,530,443	88,410,720	44,320,938	64,407,836	54%
Regional - Bridge Toll	2,178,204	63,201,032	19,915,315	22,000,779	11,979,756	21,284,937	50%
Regional - Alameda Sales Tax Measure B / BB	4,808	5,437,152	3,913,752	1,523,400	224,280	-	76%
Regional - Alameda TIF / LLAD	305	490,000	-	490,000	609	-	0%
Regional - San Francisco Sales Tax Prop K	-	1,100,000	-	440,000	-	660,000	0%
Total Capital Revenues	\$7,183,263	\$389,902,000	\$140,857,399	\$138,724,600	\$69,786,617	\$110,320,000	

TO: WETA Board Members

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

SUBJECT: WETA Federal Legislative Board Report – April 2018

This report covers the following topics:

1. Status of Federal Appropriations Process
2. Status of FTA Grant Program Application

Status of Federal Appropriations Process / Infrastructure Funding

Congressional leaders in the House and Senate finally completed work on the FY18 appropriations process, passing an approximately \$1.3 trillion Omnibus Appropriations bill that will fund federal government operations through September 30. Included in the omnibus was an additional \$10 billion for “infrastructure”, which was specified in the recent budget agreement, and was subject to the discretion of the appropriations committee. Given this discretion, much of the infrastructure money went towards programs related to rural water and wastewater, clean and safe drinking water, and rural broadband. But some of the additional funds specified for DOT programs, including a tripling of the popular TIGER program. TIGER was funded at \$1.5 billion in FY18, which is especially ironic given that President Trump’s budget request sought to eliminate the program altogether. The bill also increases funding for the Capital Investment Grant program, with \$1.5 billion for New Starts, \$716 million for Core Capacity and \$400 million for Small Starts.

The budget agreement also specified an additional \$10 billion for infrastructure in the FY19 appropriations process, which is just getting underway. We will continue talking with Congressional appropriators, along with other members of the Public Ferry Coalition, to highlight the funding needs of WETA and other public ferry systems, and advocate for some of that \$10 billion to be directed to the FHWA and/or FTA grant programs.

Status of FTA Grant Program Application

Last October, WETA submitted an application for \$5 million in 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. We spoke with the Federal Transit Administration (FTA) in late March about timing for grant awards. FTA staff responded that they don’t know when the grant money will be awarded for FY17 and instructed us to check in again in late April.

This sort of delay is not uncommon for the FTA, and the fact that we are more than halfway through FY18 means that the agency could issue two years of funding when grant awards are finally announced. Note that FTA, on two separate occasions, has issued a NOFO for a single year of funding, but then awarded two years worth of funding without giving applicants an opportunity to update or supplement their requests. This possibility is why WETA submitted an application for FY17 that would be competitive but would also maximize the potential grant

award under either scenario – in other words, whether FTA ultimately awards one year of funding (\$30 million) or two years of funding (\$60 million).

The FTA's track record notwithstanding, it is worth noting most executive branch agencies have been very slow to issue grants, process permits, and perform other government functions given the fact that nearly every government agency is woefully understaffed.

Respectfully Submitted,

Peter Friedmann and Ray Bucheger

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

(March 1, 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 1:39 p.m.

2. ROLL CALL

Chair Breckenridge, Vice Chair James Wunderman, Director Anthony Intintoli, and Director Nicholas Josefowitz were in attendance.

3. REPORT OF BOARD CHAIR

Chair Breckenridge introduced and welcomed WETA's newly appointed Director, Nick Josefowitz. She also asked that staff connect with California Maritime Academy (CMA) President Tom Cropper regarding potential WETA vessel retirement and training opportunities on Mare Island for the CMA, and she noted that the Academy is an important regional WETA partner.

Chair Breckenridge explained that there were Directors with upcoming travel plans to Washington, D.C. and, to help them more strategically focus their WETA efforts while there, said she would like to see an overview of the small ferry coalition efforts to date.

4. REPORTS OF DIRECTORS

Vice Chair Wunderman said his focus has been on Regional Measure 3 (RM3) and that the Bay Area Council had held an informational meeting on the measure the prior week which was attended by Executive Director Nina Rannells, various Bay Area elected officials, and other stakeholders. He explained that, despite the late start in getting the word out, it was exciting to discuss the possibilities the measure would provide if it passes in June.

Vice Chair Wunderman also noted that Directors had held really good meetings in Richmond and Alameda last year, and he reiterated his interest in holding WETA Board meetings offsite in 2018, in cities that would like to have ferry service in the future such as Redwood City and Hercules. Chair Breckenridge said she had asked staff to schedule a site visit to Redwood City soon and explained that the local stakeholders there, including the Redwood City Councilmembers and the Harbor Master, would be notified in advance so they can participate. Vice Chair Wunderman also noted that he would be traveling to Washington, D.C. with the Bay Area Council from May 14 through May 16.

Director Intintoli said he was fully in favor of service expansion in Bay Area cities that are not currently served by WETA ferry service as laid out in the WETA Strategic Plan, and in exploring possibilities for smaller vessel service, but cautioned that he does not want WETA giving false hope to the public. He said if RM3 does not pass in a few months, WETA will be struggling to maintain its current service offerings and there will be no funding for expansion.

Director Intintoli also said he would like to see an item on the Board agenda to consider naming the North Bay Maintenance and Operations Facility on Mare Island in Vallejo in honor of an early supporter of ferry service and WTA founder and Board Chair, Charlene Johnson. Chair Breckenridge asked staff to add this item to the April Board meeting agenda.

Director Josefowitz said he was excited to join the WETA Board and especially so at this time, when the RM3 vote in June offers so much expansion possibility. He said he was looking forward to working with WETA Directors, staff and stakeholders to advance Bay Area ferry transportation to its full potential.

Directors then agreed to hear public comments from two City of Martinez representatives who wanted to speak about Item 10 but, because of their schedules, could not stay until the end of the meeting when the Item was scheduled for discussion.

PUBLIC COMMENT

Martinez City Manager Brad Kilger expressed support for the staff recommendation in Item 10 to undertake a small vessel exploratory study. He thanked Directors and WETA staff for their past efforts and enduring support, and offered to contribute in any way possible to support the agency's efforts to bring ferry service to Martinez. Mr. Kilger said that Martinez is also always interested in WETA's large vessel operations and said that there was a massive opportunity for satellite small vessel service to fill the transportation gaps in the Bay Area. He added that when you look at transit in the Bay Area, Martinez is a good site for smaller vessels to connect to larger vessel, bus and train service throughout the region. Mr. Kilger said that Martinez recently spent \$1M on dredging and an additional \$150,000 to assure that PropSF would be able to operate in the city under contracts with their private clients. He said that when it comes to small vessels, the more the merrier. Mr. Kilger said that \$30M had already been invested - and another \$10M grant was recently awarded - to grow the Intermodal Station in Martinez which already supports more than 370,000 users making transportation connections in and around the city to vital services, including Martinez hospitals and Diablo Valley College. Mr. Kilger added that Martinez would be happy to host a future WETA Board meeting.

Also speaking in support of Item 10 was Martinez Special Counsel Michael Bernick, who said that along with Sunne McPeak and others, he had formed and served on a water transportation advocacy group in the mid-1990s. He explained that Martinez had been one of the initial sites identified for ferry service by that group in a landmark study and that since then, Martinez has continued with studies and investments in its waterfront in support of a future service. Mr. Bernick said he was in support of the small vessel exploratory study and was looking forward to seeing its results.

Chair Breckenridge thanked Messrs. Kilger and Bernick for their interest, attendance and comments.

5. REPORTS OF STAFF

Ms. Rannells shared her written report with Directors and welcomed questions. Vice Chair Wunderman asked if staff had received any further feedback on the fencing for the Downtown San Francisco Ferry Terminal Expansion project. Planning & Development Manager Kevin Connolly said he had not received any new feedback about the fencing.

6. CONSENT CALENDAR

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

- a. Board Meeting Minutes – February 8, 2018
- b. Authorize Submission of an Allocation Request to the California Department of Transportation for FY 2017/18 Low Carbon Transit Operations Program Grant Funds
- c. Authorize the Executive Director to Execute a Certificate of Acceptance of an Amended Easement from Ford Point LLC Relative to the Richmond Terminal Project and Further

Authorize the Executive Director Generally to Execute Certificates of Acceptance for Future Transfers of Similar Grants or Deeds

Vice Chair Wunderman seconded the motion and the consent calendar carried unanimously.

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

7. AUTHORIZE THE EXECUTIVE DIRECTOR TO NEGOTIATE AND EXECUTE A DEVELOPMENT AND MAINTENANCE AGREEMENT FOR A KAYAK LAUNCH RELATIVE TO THE RICHMOND FERRY TERMINAL PROJECT

Senior Planner Chad Mason presented this item to authorize the Executive Director to negotiate and execute a development and maintenance agreement for a kayak launch relative to the Richmond Ferry Terminal Project. Directors asked about the risk for hazardous materials discovery in the construction of the launch, and Mr. Mason said that risk was expected to be relatively low given the project location and the limited amount of pile driving and other work that will be done. He further explained that the City of Richmond, the land owner, and WETA have an agreement to discuss such a discovery, and work out details then, should such an issue arise during the project work.

Mr. Mason presented Directors with a brief overview and slideshow of the waterside and landside construction progress of the project. Chair Breckenridge asked about the future dredging cycle at the Richmond Terminal and Mr. Mason said the initial project dredging work had been done two feet deeper than needed, and further explained that the City of Richmond does maintenance dredging regularly and just completed one of those dredges in the channel adjacent to the new terminal site. Mr. Mason said that there is also a regular federal dredging cycle in the area, and that with time and use - once the project is completed and the float has been in use - staff will be able to assess the need for a regular dredging cycle.

PUBLIC COMMENT

PropSF Founder and Chief Executive Officer James Jaber asked if now would be a good time to request permission to use the kayak launch for his smaller vessel operations since his company was currently operating a route out of the Richmond harbor.

Mr. Mason explained that the new facility will be for public recreational use to launch kayaks and paddle boards, and noted that the facility is being designed utilizing the Americans with Disabilities Act Standards for Accessible Design to ensure full accessibility to all.

Mr. Mason said the construction was on schedule and that the project was expected to be completed in September 2018.

Director Intintoli made a motion to approve the item.

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

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

8. APPROVE CONTRACT AWARD TO BAY SHIP & YACHT CO. FOR DRY DOCK AND ENGINE REPLACEMENT WORK ON THE MV BAY BREEZE

Manager of Operations Keith Stahnke presented this item to approve contract award to Bay Ship & Yacht Co. for dry dock and engine replacement work on the MV *Bay Breeze*.

Director Intintoli made a motion to approve the item.

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

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

9. APPROVE CONTRACT AWARD TO GLOSTEN FOR VESSEL CONSTRUCTION MANAGEMENT SERVICES

Ms. Rannells advised Directors that there was a typographical error on Item 9 in their Board packets that misrepresented the evaluation team's score of 91 as 391 for Glosten. She referred Directors to the revision of the Item which reflected the correct score of 91, and provided a more detailed breakdown for all bidders' scores. Ms. Rannells also commended Mr. Stahnke and the WETA Operations team for their diligence and tenacity in working down to the wire to assure this item would be available to present the recommendation to the Board at the March meeting.

Mr. Stahnke presented the item to approve contract award to Glosten for vessel construction management services to support construction of a new high speed vessel in an amount not to exceed \$730,000 and authorize the Executive Director to negotiate and execute a final contract and take any other such related actions to support this work.

Director Josefowitz asked if the specifications for this vessel would include engines certified by their manufacturer to use renewable diesel fuel. Mr. Stahnke said the specifications were not at that stage yet but that this could be considered. Director Josefowitz and Vice Chair Wunderman requested that renewable diesel be included in the specifications as a preferred fuel for the vessels. Mr. Stahnke said if this was included as a requirement in the design/build process, there was a higher likelihood that it would be included as a recommended option, but he cautioned that the availability of engines to fit in this kind of vessel was limited. He added that because of this, work with the engine manufacturers would be required to assure renewable diesel could be certified for use for this vessel.

Director Josefowitz asked also about including specifications for the vessel to help reduce passenger boarding process times. Mr. Stahnke said that this new vessel will have dual doors for boarding. He explained that ramp weight and legacy shore-side facilities are the limiting factors with boarding and noted that the newer large vessels WETA has recently constructed and those currently under construction allow for multiple door boarding. Mr. Stahnke said that new vessels recently ordered for the WETA fleet will also support bow loading conversions if facilities are modified in the future to support that. Mr. Stahnke added that the U.S. Coast Guard requires a security sweep of all WETA vessels in between passengers disembarking and new passengers boarding, which adds some time, and he said that other factors in the boarding process that could be evaluated for efficiency included ticketing and queuing. The Board agreed that all of these considerations were important to include when planning facility upgrades and future expansion projects.

Vice Chair Wunderman made a motion to approve the item.

Director Intintoli seconded the motion and the item carried unanimously.

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

10. AUTHORIZE STAFF TO PROCEED WITH AN EXPLORATORY STUDY OF POTENTIAL WETA SMALL VESSEL OPERATIONS

Mr. Connolly presented this item to authorize staff to move forward with an exploratory study of potential WETA small vessel operations. He said it was expected to take about six months and cost approximately \$75,000 for the study to be completed by a single transportation consultant, comparable to the anticipated duration and cost of a transportation study currently getting underway in Solano County.

Vice Chair Wunderman said this item was on the agenda in response to the January 10 letter he had sent to Ms. Rannells on behalf of the Bay Area Council recommending that WETA issue a Request For Information (RFI) to solicit small vessel ideas. In the letter, Vice Chair Wunderman suggested the purchase of smaller vessels for \$2 M that can be delivered in less than a year to be used for starting new service to locations like Berkeley, Mission Bay, Redwood City, and Carquinez Strait sites within the year. He noted that with emerging technology, smaller vessels may provide WETA the opportunity to purchase even more environmentally friendly vessels than in the agency's current fleet. Vice Chair Wunderman said that he had been working with the for-profit smaller vessel operators, Tideline and PropSF, who were providing service in areas that are currently inaccessible to WETA's larger vessels, and said that they may have helpful information to share with WETA on this matter.

Vice Chair Wunderman said that the Bay Area would benefit if WETA had regulatory powers as originally drafted in SB 976, which he helped write to advance expanding the Water Transit Authority's public transportation mandate to include emergency response and recovery in the agency's new iteration as WETA. He emphasized that he was fully in favor of engaging an objective transportation expert to assure the process was fair and professional, and he said he supports this study and is especially looking forward to seeing some unexpected ideas emerge from the process. Mr. Wunderman said that providing transportation for the "last mile" to and from WETA terminals was also something that should be discussed.

Director Josefowitz said he agreed with the Vice Chair that community ideas and proposals should be solicited for the study, and he emphasized the importance of aligning this exploratory study with the broader WETA Strategic Plan objectives. He added that he was also very interested in exploring the potential of something like a small vessel service to run along the Embarcadero waterfront.

Chair Breckenridge said that the WETA Emergency Response Plan included a very broad representation of the assets in the Bay Area, and she noted that it also makes sense to see what size vessels would be best utilized in WETA's regular passenger service. She said this study was the next natural revolution. She asked that Directors offer staff their thoughts about the study objectives and keep the broader scope of the Strategic Plan front and center in the process.

PUBLIC COMMENT

City of Alameda Senior Transportation Coordinator Gayle Payne, PropSF Founder and CEO James Jaber, and Tideline Marine Group President Nathan Nayman all offered words of support for the study.

Chair Breckenridge thanked the speakers for their attendance and support. She said that the Board had also received a letter from Veronica Sanchez, representing the International Organization of Masters, Mates & Pilots, that expressed support for the study and emphasized the importance that it include WETA's longstanding requirement that their contract operator pay all crews, on any size vessel, prevailing wages.

Chair Breckenridge said it will be important to keep in mind the objective of taking cars off the roads and moving people on public transportation to get them to the ferry. She said another concept to ponder is the possibility that WETA could play a role in changing the mass migration flows of people during their commutes, which today run east to west in the morning and west to east for the return home. She said these patterns will be important to consider when engaging with the communities throughout the Bay Area.

Chair Breckenridge reiterated her request to Directors to forward their ideas and thoughts about the study to staff, and said that information will be provided to the subcommittee that will be working with staff on this study. She also asked Directors to let her know if they have an interest in serving on the

committee and she said she would ask Director DelBono for his thoughts and level of interest since he was unable to attend the meeting today.

Vice Chair Wunderman made a motion to approve the item.

Director Intintoli seconded the motion and the item carried unanimously.

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

11. 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 2:59 p.m.

- Board Secretary

END

MEMORANDUM

TO: Board Members

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

SUBJECT: Authorize Release of an Invitation for Bids for Dredging and Marine Construction Services for the Terminal Dredging Project

Recommendation

Authorize the release of an Invitation for Bids (IFB) for dredging and marine construction services at the Vallejo and South San Francisco terminal sites.

Background

The Vallejo terminal ferry basin requires maintenance dredging every three to four years to support ongoing service operation. A full dredge of the Vallejo terminal area is due in 2018. The South San Francisco terminal area was originally dredged in 2009 as part of the terminal construction. Hydrographic surveys completed in 2016 and 2017 resulted in a recommendation to conduct maintenance dredging of the South San Francisco terminal in 2018. These projects have been combined to make up the *Terminal Dredging* project included in the FY 2017/18 Capital Budget.

The WETA Board awarded a contract to CLE Engineering at the January 11, 2018 meeting to provide assistance with permitting, material sampling and dredging surveys in preparation for the *Terminal Dredging* project and to monitor the work and performance of the marine construction firm ultimately selected to complete this project.

Discussion

Staff requests authorization to release an IFB to solicit proposals from marine construction firms to perform dredging and other work necessary to complete the *Terminal Dredging* project. The scope of work for the project includes:

Vallejo

- Removing the passenger float for access to the dredging site
- Installation of a temporary passenger float, pilings and gangway
- Dredging the ferry terminal basin
- Dry-dock of the passenger float to complete painting and minor repairs

South San Francisco

- Dredging the ferry terminal basin and approach inside the breakwater
- Installation of two fender pilings at the breakwater

Once authorized, staff will release the IFB to select a contractor for the *Terminal Dredging* project. Staff anticipates being in a position to recommend award of a contract for this work at a Board meeting this spring/summer and for the project to be completed by November 2018.

Fiscal Impact

There is no fiscal impact associated with the release of this Invitation for Bids. The *Terminal Dredging* project is included in the FY 2017/18 Capital Budget with a total project budget of \$3,750,000, funded with Federal Transit Administration grant funds, AB664 Bridge Toll Revenues and RM 1 – 2% capital funds.

END

MEMORANDUM

TO: Board Members

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

**SUBJECT: Authorize Release of a Request for Proposals for Information
Systems Improvements at the Main Street and Harbor Bay Ferry
Terminals**

Recommendation

Authorize release of a Request for Proposals (RFP) for Information Systems Improvements at Main Street Alameda and Harbor Bay Ferry Terminals.

Background

WETA's FY 2017/18 Capital Budget includes a CCTV/LCD Network Integration Project to make information systems improvements at terminals including installing new and improved terminal monitoring and passenger messaging systems at the Harbor Bay and Main Street Alameda Ferry terminals. The project has an overall budget of \$400,000.

Discussion

This item requests Board authorization to release an RFP to implement the CCTV/LCD Network Integration Project. This RFP will solicit proposals from qualified firms for the installation of electronic information systems at the Main Street Alameda and Harbor Bay ferry terminals. This includes passenger information improvements such as installation of passenger information video displays and audio messaging systems to broadcast customer information. It also includes security surveillance improvements to install video cameras for site monitoring. The surveillance system will be configured to integrate into WETA's existing surveillance system for the North Bay Operations and Maintenance Facility and the Vallejo and South San Francisco ferry terminals. Monitoring and control capabilities will be integrated into the Operations and Control Center at the new Ron Cowan Central Bay Operations and Maintenance Facility.

The project work scope includes:

- Site preparation
- Upgrading telecom data lines
- Cabling and equipment enclosures
- Installation of video displays, speakers, cameras and related hardware
- Integration into the existing WETA monitoring network

Once the best qualified proposer is identified, staff will return to the Board to propose a contract award for this work.

Fiscal Impact

There is no fiscal impact associated with the release of this Request for Proposals. The *CCTV and LCD Network Integration* project is included in the FY 2017/18 Capital Budget with a total project budget of \$400,000, funded with Alameda Transportation Improvement Funds (TIF) and Lighting and Landscape Assessment District (LLAD) funds.

END

MEMORANDUM

TO: Board Members

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

SUBJECT: Approve Contract Award to Maze & Associates for *Independent Year-End Auditing Services*

Recommendation

Staff recommends that the Board of Directors approve contract award to Maze & Associates for *Independent Year-End Auditing Services* in an amount not to exceed \$64,310, for a three-year term, with two one-year options to be exercised at the discretion of the Executive Director, in amounts not to exceed \$22,850 for year four and \$23,320 for year five, and authorize the Executive Director to negotiate and execute a final agreement and take any other such related actions to support this work.

Background

Government Code Section 66540.54 requires the San Francisco Bay Area Water Emergency Transportation Authority (WETA) to contract with an independent certified public accountant for an annual audit of the financial records, books and performance of the agency. On February 8, 2018 the WETA Board of Directors authorized staff to issue an RFP for independent year-end auditing services for a base term of three years and two optional years.

Discussion

On February 12, 2018, WETA issued a Request for Proposals (RFP) for *Independent Year-End Auditing Services* with a proposal submittal due date of March 12, 2018. The RFP was posted on WETA's website and was sent to recipients on WETA's Opportunity and Business Outreach Notification lists. Proposals were received from the following six firms:

1. Badawi & Associates
2. Brown Armstrong
3. Harshwal & Co., LLP
4. Maze & Associates
5. The Pun Group
6. Vavrinek, Trine, Day & Co., LLP

An Evaluation Committee (Committee), comprised of WETA staff, Finance Manager from Solano County Transit and retired Director of Accounting from the Golden Gate Bridge, Highway and Transportation District, evaluated each proposal based upon the following scoring criteria set forth in the RFP:

1. Experience of the Audit Firm (0 – 30 points)
2. Personnel Assigned to the Engagement (0 – 20 points)
3. Audit Approach, including education and training opportunities (0 – 30 points)
4. Cost Proposal (0 – 20 points)

The results of the review are summarized in Table 1 below.

Table 1 - Scoring

	Audit Firms					
	<i>Badawi & Associates</i>	<i>Brown Armstrong</i>	<i>Harshwal & Co., LLP</i>	<i>Maze & Associates</i>	<i>The Pun Group</i>	<i>Vavrinek, Trine, Day & Co., LLP</i>
Qualifications and Experience	12	25	8	29	18	29
Personnel Assigned to Engagement	9	18	6	18	12	18
Audit Approach, including Training Opportunities	26	22	5	26	25	18
Cost	16	1	20	16	12	17
Total Score	63	66	39	89	67	82

Based upon the evaluation and scoring of the proposals, the Committee identified Maze & Associates as the highest ranked proposer. As a result, staff recommends award of a contract for Independent Year-End Auditing Services to Maze & Associates (Maze).

Maze provides governmental auditing services to over one hundred municipal entities, including the following transit agencies and authorities: Alameda Contra Costa County Transit Authority, Contra Costa Transportation Authority, Livermore/Amador Valley Transportation Authority, San Mateo County Transit District, San Mateo County Transportation Authority, and Sonoma-Marín Area Rail Transit District. In reviewing the audit firm proposals, the Committee was especially impressed by Maze’s philosophy of “*We Are In Business to Help Our Clients Succeed!*”, and their experience in the use of a variety of techniques, technologies and strategies to maximize effective and efficient audits. In addition, the firm has a strong commitment to providing timely, quality audit services and will work with WETA to meet our critical reporting and report submission deadlines. Lastly, Maze is able to provide the required client care including one-on-one training as well as annual one-day trainings called “MazeLive”.

Fiscal Impact

There are sufficient funds available in the FY 2017/18 Operating Budget for the cost of the audit services through June 30, 2018, and additional funds will be included in future year operating budgets to support the balance of expenses associated with this contract award.

END

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

RESOLUTION NO. 2018-13

APPROVE CONTRACT AWARD TO MAZE & ASSOCIATES FOR *INDEPENDENT YEAR-END AUDITING SERVICES*

WHEREAS, Government Code Section 66540.54 requires the San Francisco Bay Area Water Emergency Transportation Authority (WETA) to contract with an independent certified public accountant for an annual audit of the financial records, books and performance of the agency; and

WHEREAS, on February 8, the WETA Board of Directors authorized staff to issue an RFP for Independent Year-End Auditing Services for a three-year term with options for two additional audit years; and

WHEREAS, on February 12, 2018, WETA released a Request for Proposals (RFP) for *Independent Year-End Auditing Services*, and six (6) proposals were received by the due date of March 12, 2018, from Badawi & Associates, Brown Armstrong, Harshwal & Co, LLP, Maze & Associates, The Pun Group, and Vavrinek, Trine, Day & Co., LLP; and

WHEREAS, an Evaluation Committee reviewed the proposals, applying evaluation criteria set forth in the RFP, and determined that Maze & Associates is the highest ranked proposer; and

WHEREAS, based upon the Evaluation Committee review, and scoring conclusion, staff recommends that the WETA Board of Directors award a contract to Maze & Associates for the work; now, therefore, be it

RESOLVED, that the Board of Directors of WETA hereby approves contract award to Maze & Associates for *Independent Year-End Auditing Services* in an amount not to exceed \$64,310, for a three-year auditing period, with two one-year options to be exercised at the discretion of the Executive Director, in amounts not to exceed \$22,850 for year four and \$23,320 for year five; and be it further

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

RESOLVED, that requisite funds are available in the FY 2017/18 Operating Budget and that future years will be budgeted accordingly.

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 April 5, 2018.

YEA:
NAY:
ABSTAIN:
ABSENT:

/s/ Board Secretary

2018-13

END

MEMORANDUM

TO: Board Members

FROM: Nina Rannells, Executive Director

SUBJECT: Approve Naming the North Bay Operations and Maintenance Facility after Charlene Haught Johnson

Recommendation

Approve naming the North Bay Operations and Maintenance Facility the Charlene Haught Johnson North Bay Operations and Maintenance Facility.

Background

In mid-2016, the WETA Board expressed a desire to acknowledge individuals who have been instrumental to the establishment of WTA/WETA and to the expansion of WETA services. These discussions were initiated by Vice Chair Wunderman's request that the Board formally recognize Ron Cowan, the founder of the Harbor Bay Ferry Service and an instrumental member of the Bay Area Council who worked to establish both the Water Transit Authority (WTA) and WETA. As a part of these discussions, Charlene Haught Johnson, WTA/WETA's original Chair, was identified as another person who has significantly contributed to the establishment and development of WETA and its services and is deserving of recognition.

In August 2016, the WETA Board took action to name the Central Bay Maintenance and Operations Facility the Ron Cowan Central Bay Operations and Maintenance Facility.

Discussion

At the March 1, 2018 meeting of the WETA Board of Directors, Director Intintoli requested that an item be brought forward for consideration in April to name the North Bay Operations and Maintenance Facility after former Board Chair Charlene Haught Johnson in order to recognize her years of dedicated service to WETA.

Charlene Haught Johnson served as the Chair of WTA/WETA for a span of over thirteen years, from its inception in May 2000 through January 2014. During this time, she launched and grew WTA/WETA and the San Francisco Bay Ferry system by renting office space, hiring employees, conducting innumerable public outreach meetings, completing plans, studies and government reports to support ferry system expansion, securing system funding commitments, building and refurbishing boats and terminal facilities, negotiating agreements with labor, and hiring a system operator, all resulting in the San Francisco Bay Ferry system being recognized as an integral part of the Bay Area's regional transportation system.

Chair Johnson took on the task of building WTA/WETA from the ground up with unbridled enthusiasm and a strong personal commitment to creating a world-class

regional ferry that provides a needed transit alternative to relieve traffic congestion as well as a valuable emergency transportation alternative in the event of a natural or manmade disaster.

Fiscal Impact

There is no fiscal impact associated with this item at this time.

END

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

RESOLUTION NO. 2018-14

**APPROVE NAMING THE NORTH BAY MAINTENANCE AND OPERATIONS FACILITY
AFTER CHARLENE HAUGHT JOHNSON**

WHEREAS, in mid-2016, the San Francisco Bay Area Water Emergency Transportation Authority (WETA) Board of Directors expressed a desire to acknowledge individuals who have been instrumental to the establishment of WTAWETA and to the expansion of WETA services; and

WHEREAS, at the March 1, 2018 meeting, a request was made to name the North Bay Operations and Maintenance Facility after former Board Chair Charlene Haught Johnson, in order to recognize her years of dedicated service to WETA; and

WHEREAS, Charlene Haught Johnson served as the Chair of the Board of Directors for over thirteen years, from the inception of the San Francisco Bay Area Water Transit Authority in May 2000, through the establishment of the San Francisco Bay Area Water Emergency Transportation Authority, and thereafter until January 2014; and

WHEREAS, during that span of time, Chair Johnson oversaw the growth of WTAWETA and the San Francisco Bay Ferry system by presiding over innumerable public meetings, supervising the completion of plans, studies and government reports to support ferry system expansion, advocating for ferry system funding, supporting the construction and refurbishment of vessels and terminal facilities, labor agreement negotiations, the development of a professional staff and hiring a system operator, all resulting in the San Francisco Bay Ferry system being recognized as an integral part of the Bay Area's regional transportation system; and

WHEREAS, Chair Johnson took on the task of creating a world class regional ferry system from the ground up with unbridled enthusiasm and a strong personal commitment to providing a needed transit alternative to relieve traffic congestion in the San Francisco Bay as well as a valuable emergency transportation alternative in the event of a natural or manmade disaster; now, therefore, be it

RESOLVED, that the Board of Directors hereby approves naming the North Bay Operations and Maintenance Facility the Charlene Haught Johnson North Bay Operations and Maintenance Facility.

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 April 5, 2018.

YEA:

NAY:

ABSTAIN:

ABSENT:

/s/ Board Secretary

2018-14

END

MEMORANDUM

TO: Board Members

FROM: Nina Rannells, Executive Director

SUBJECT: Overview of Draft FY 2018/19 Work Program

Recommendation

This is an informational item for discussion.

Background/Discussion

Staff is in the process of developing the FY 2018/19 Operating and Capital Budget for WETA covering the period July 1, 2018 through June 30, 2019. This item is intended to provide the Board of Directors with a preview of the major work items and initiatives anticipated to be undertaken by staff in the upcoming year in support of WETA's Strategic Plan, and that will be reflected in the budget document that will be brought forward for consideration at the May 10 Board of Director's meeting.

In addition to ongoing service, agency and project planning, management and oversight, major initiatives planned for FY 2018/19 include:

1. Central Bay Operations and Maintenance Facility

Construction of this core facility is anticipated to be largely completed by June 2018. As planned, the transition of Blue & Gold staff and operations to the facility will take place over a period of several months carrying over into early 2018/19. Staff anticipates that the first year of occupation will require significant effort to set up new operational, maintenance management and monitoring systems and procedures for Blue & Gold Fleet and WETA in our management and oversight role. New staffing and operational changes will be discussed in more detail in a stand-alone item on this month's agenda (Item #11).

2. Launch Richmond Service

Terminal construction completion and service launch is anticipated to occur in September/October. Outside of terminal construction activities, work in preparation of service launch will include:

- Joint development of service schedules, fares and marketing materials with the West Contra Costa County Transportation Authority and City of Richmond
- Finalizing the service budget and funding agreement for service operation
- Coordination of available local landside transit services
- Service route testing and crew expansion and training
- Implementation of marketing efforts and community outreach and events associated with service commencement

3. Downtown San Francisco Ferry Terminal Expansion Project

Construction of this core infrastructure project for the WETA system will continue through FY 2018/19. A major project milestone is anticipated to be met in November 2018, with the completion of two new gates (F & G) which will serve as WETA's primary gates while Gate E is refurbished, the terminal plaza is built and the project is completed in late 2019. Staff will carefully coordinate the opening of these new gates and move of WETA services to these gates with the construction contractor, Blue & Gold Fleet, the Port of San Francisco, our customers, City of San Francisco officials and surrounding businesses and interested parties.

4. Fleet Improvements/Green Technology

- New Vessel Construction – Staff will continue oversight of construction of three North Bay vessels and one Central Bay vessel, and will oversee commissioning of three of these vessels in FY 2018/19. Additionally, staff will design, bid, and manage construction oversight of one additional vessel.
- Vessel Refurbishment – Staff will develop, advertise and oversee the MV *Solano* mid-life refurbishment, a significant vessel rehabilitation project. Staff will also develop and oversee the MV *Scorpio* quarter-life refurbishment, and the overhaul of engines on the MVs *Taurus*, *Intintoli* and *Mare Island*.
- New Vessel Technology – Staff will continue to follow new vessel technology development.
- Renewable Diesel (R99) – Staff will continue to investigate the potential use and impact of utilizing R99 in WETA vessels, monitor/participate in engine manufacturer testing in the marine environment, and consider how it may be used in part or in whole in WETA vessel operations.

5. Terminal Construction/Improvements

- Terminal Dredging – Staff will develop, advertise, award and manage South San Francisco and Vallejo terminal dredging projects.
- Harbor Bay and Main Street Information Systems Improvements – Staff will work to develop and implement passenger and management information systems improvements at the Harbor Bay and Main Street terminals that will include passenger information video displays, audio messaging and security surveillance for site monitoring.
- Mission Bay Terminal Development – Staff will continue to participate in the planning and design efforts with Port of San Francisco for a new Mission Bay ferry terminal.
- Seaplane Lagoon Terminal Development – Staff will continue to participate in the planning and design efforts with the City of Alameda and its developer for a new Seaplane Lagoon Terminal. Staff will evaluate the option of taking the lead in terminal construction.
- Harbor Bay Parking/Access Improvements – Staff will continue development of a paid parking option for implementation at the Harbor Bay and potentially other parking lots tied to WETA services.

- Oakland and Alameda Terminal Improvements – Staff will assess the state of legacy Alameda and Oakland terminals and develop a plan for future rehabilitation and replacement projects necessary to ensure that they are in good working order and can accommodate projected future ridership growth and system changes in the coming years.

6. Planning and Service Development

- Small Vessels Plan – Staff will work to develop a small vessel plan that explores options and opportunities for utilizing small vessels in WETA services.
- Short Range Transportation Plan – Staff will develop WETA's Short Range Transportation Plan, including a ten year operating and capital plan, consistent with MTC requirements.
- Solano Water Transit Study – Staff will continue to participate in the Solano ferry feasibility study of potential ferry and water transit routes in Solano County.
- Future Service Development – Staff will continue to work with various city, port and other public agency staff and their partners to explore and develop Redwood City, Berkeley and Treasure Island terminal sites and services.
- Mobile Ticketing - Staff is looking into ways to improve the passenger ticketing options and experience, including implementing a mobile ticketing application. Staff anticipates moving a mobile ticketing initiative forward in FY 2018/19.

7. Emergency Response Training

Staff has established a training schedule for 2018 that includes internal staff training sessions and participation in regional exercises. This program is further described in Item 10 on the meeting Agenda.

8. Public Relations and Communications

Special FY 2018/19 projects include developing public events for several major project delivery milestones including the acceptance of three new vessels, the opening of the new Central Bay Facility and the launch of the new Richmond service. Additionally, staff will identify opportunities to re-organize and bolster customer service efforts to better serve our growing ridership.

This work program does not factor in any new plans, programs or projects associated with Regional Measure 3. In the event that Regional Measure 3 is approved by voters in June 2018, staff will identify adjustments to the FY 2018/19 work program and budget for Board consideration at a follow-up meeting.

Fiscal Impact

There is no fiscal impact associated with this informational item.

END

MEMORANDUM

TO: Board Members

**FROM: Nina Rannells, Executive Director
Lauren Gularte, Program Manager/Analyst**

SUBJECT: 2018 Emergency Response Exercise and Training Schedule

Recommendation

There is no recommendation with this informational item.

Background

The Water Emergency Transportation Authority (WETA) was created by the California State Legislature in 2007 to operate public ferry service, expand ferry service on the San Francisco Bay, and coordinate the maritime response to a regional emergency such as an earthquake. WETA's Emergency Response Plan (ERP) was adopted by the WETA Board of Directors in March 2016. The ERP details the agency's emergency response procedures and the processes through which it would coordinate with local, regional, state, and federal partners. In the event of an emergency that disrupts regional transportation systems, WETA would function as both an operator of emergency water transportation services and as coordinator of the region's water transit response. WETA would assist regional, state, and federal agencies by assessing and monitoring the status of water transit resources (facilities, vessels, fuel, crews, etc.) on the San Francisco Bay, coordinate additional mutual aid or contracted resources, and work with WETA's own contracted ferry operator to create and implement an emergency water transportation service plan as directed by the California Office of Emergency Services (Cal OES).

WETA regularly coordinates its emergency response efforts with the Metropolitan Transportation Commission (MTC), other bay area transit agencies, Cal OES, the Federal Emergency Management Agency (FEMA), U.S. Coast Guard (USCG), San Francisco Department of Emergency Management, and the Ports of San Francisco and Oakland through a variety of stakeholder meetings and exercises to ensure that these critical partners understand WETA's capabilities, capacity and resource needs during an emergency. In addition to participation in regional emergency response exercises and training, WETA also holds internal staff training sessions and opportunities to activate one or more of the agency's Emergency Operations Centers (EOC) each year. This item provides an update on WETA's emergency response exercise and training schedule for 2018.

Discussion

Emergency response exercises and staff training provide an opportunity to evaluate the effectiveness of WETA's ERP through determining whether the goals, decisions, and timing outlined in the plan lead to a successful response. Staff training also helps to develop essential emergency management skills, reinforce the responsibilities required to operate in an EOC, and introduce methods of communication and new technology.

Staff has created the 2018 emergency response training and exercise program, provided as **Attachment A**, based on a multi-year program developed by Navigating Preparedness, and has scheduled regional exercises and workshops. WETA staff training will include four lunch time training sessions to delve into specific areas of the ERP, and two staff exercises requiring the activation of one of WETA's EOCs. Blue & Gold Fleet will also be training their crews and exercising their staff recall process this year.

Regional exercises for 2018 include:

- City and County of San Francisco's (CCSFs) Operation Return Table Top Exercise
This table top exercise discussed the implementation of CCSF's Operation Return Plan, which details the method in which the CCSF will recall to duty and transport Disaster Service Workers and emergency responders who work in San Francisco but live outside of the city.
- CCSFs Epicenter 2018 Conference
Epicenter 2018 will explore demonstrated best practices for emergency management and encourage conversations with a focus on five main themes: Interdependencies, Communication, Mutual Aid, Mass Care and Recovery. WETA will be participating on a panel focused on emergency ferry transportation.
- The San Francisco Bay Regional Port Reopening Coalition 2018 Workshop Series
This coalition works 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 2018 workshop series will focus on the maritime/land nexus.
- San Francisco Fleet Week Exercise
This exercise brings together Bay Area first responders, local, state and federal emergency managers, and Department of Defense personnel to test disaster logistics strategies following a catastrophic earthquake in the Bay Area. The 2018 exercise is expected to focus on fuel for emergency response and recovery.
- Metropolitan Transportation Commission's Regional Table Top Exercise
This exercise is a scenario-driven discussion that offers participants from Bay Area transit agencies and Offices of Emergency Services an opportunity to discuss regional coordination of resources in the days immediately following a major disaster in the Bay Area.

The 2018 program includes two additional exercises in coordination with the Oakland International Airport (OAK), the Alameda County Fire Department (ACFD), USCG and other ferry operators on the bay to validate and test the OAK's Water Rescue Plan (WRP) to respond to a water landing of a commercial aircraft in the San Francisco Bay.

Oakland International Airport's Water Rescue Plan

In December 2017, OAK contacted WETA to help them understand WETA's role in emergency response, whether WETA would be willing to assist in helping validate the procedures outlined in OAK's WRP, and if OAK could use the Harbor Bay Ferry Terminal as a mass casualty collection point as a part of their WRP. Federal Aviation Administration regulations require airports to develop a water rescue plan for the rescue of aircraft accident victims from significant bodies of water or marshlands in the vicinity of the airport. To the extent practical, the WRP shall provide for rescue vessels (fire department vessels) and shore based vehicles with a combined capacity for handling the maximum number of persons that can be carried onboard the largest aircraft that the

airport can serve. The largest aircraft OAK can serve is the Boeing 787-900, which carries up to 360 passengers and crew. A memorandum of understanding between ACFD and the Port of Oakland has designated ACFD as the responsible agency to develop and implement OAK's WRP.

OAK and ACFD have been working closely with USCG in the development of OAK's WRP. Should the use of a ferry vessel be required for OAK's WRP, the USCG Sector San Francisco would utilize the San Francisco Vessel Mutual Assistance Plan (SF-VMAP) and put out a call for available ferries. SF-VMAP is a contingency plan describing actions to be taken by USCG Sector San Francisco, The San Francisco Marine Exchange and Ferryboat Operators for evacuating passengers from a stricken ferryboat, or in this case a downed aircraft in the bay. This plan recognizes that such efforts would quickly overwhelm the capacity of a normal Coast Guard response and would require the assistance of nearby underway ferryboats.

Ferries are identified in OAK's WRP as a potential on-water casualty collection point, serving as a location for on-scene triage and the quickest way to get surviving aircraft passengers out of the water and fend off hypothermia. A ferry vessel also serves as a holding facility for survivors in order for first responders to compare the aircraft's manifest to the list of survivors, a lesson learned from US Airways 1549 landing into the Hudson River.

As part of the development of the OAK WRP, ACFD has created a checklist for ferry vessel captains responding to the incident. ACFD needs to validate the procedures required for fire crews to move dozens or hundreds of non-able bodied persons from a low freeboard vessel or Inflatable Buoyancy Apparatus (IBA) to a high freeboard ferry. The validation exercise is scheduled for Saturday April 21. A full scale exercise is being scheduled for this fall as part of ferryboat operator's requirement to satisfy the annual VMAP exercise. After both these exercises and validation of OAK's WRP, by request of the USCG and the Captain of the Port, the checklist will be integrated into an appendix of the VMAP. Additionally, once validated, OAK will provide the WRP to the San Francisco International Airport to implement.

Fiscal Impact

There is no fiscal impact associated with this informational item.

END

**2018 Emergency Response
 Exercise, Workshop and Training Program**

<u>Month</u>	<u>Training/Exercise</u>
February 22	Operation Safe Return Table Top Exercise - City & County of San Francisco
February 28	SF Bay Regional Port Reopening Coalition Meeting - Common Operating Picture Workshop
March 12 or 19	WETA Staff Training - EOC Position Training
March 27	SF Bay Regional Port Reopening Coalition Meeting - Emergency Ferry Transportation and Evacuation Workshop
March 28	Communications Training for Blue & Gold Regional Team Leaders - Staff Recall Process
April 10 & 11	City & County of San Francisco's Epicenter 2018
April 21	Alameda County Fire Dept /Oakland Airport Validation Exercise for Water Rescue Plan
April 26	SF Bay Regional Port Reopening Coalition Meeting - After Action Mtg and Draft Playbook Review Workshop
May 14	WETA Staff Training - EOC Position Training
June	WETA EOC Activation Exercise - at Pier 9
June 21	SF Bay Regional Port Reopening Coalition Meeting - Emergency Fuel and Utilities Workshop
July & August	Break
September	WETA Staff Training - EOC Forms Training
October 1-8	Fleet Week 2018 - Fuel for Emergency Response
Mid October	Metropolitan Transportation Commission 2018 Table Top Exercise
TBD (Fall 2018)	Alameda County Fire Dept/Oakland Airport Water Rescue Plan/Vessel Mutual Assistance Plan Exercise
November	WETA Staff Training Session - EOP Jeopardy
December	WETA EOC Activation Exercise & Blue & Gold Staff Recall Exercise - at Central Bay O&M

MEMORANDUM

TO: Board Members

FROM: Nina Rannells, Executive Director
Keith Stahnke, Manager, Operations
Kevin Connolly, Manager, Planning & Development
Chad Mason, Senior Planner

SUBJECT: Ron Cowan Central Bay Operations and Maintenance Facility Project
Construction and Utilization Plan Update

Recommendation

There is no recommendation with this informational item.

Background/Discussion

Project Construction Update

The Ron Cowan Central Bay Operations and Maintenance Facility (Central Bay Facility) will be the future home of WETA's central San Francisco Bay ferry fleet, providing a consolidated base for WETA to maintain vessels operating on its Alameda/Oakland, Alameda Harbor Bay, and South San Francisco ferry routes, as well as future Richmond, Seaplane Lagoon, Mission Bay and Treasure Island services under development. The facility will also include an Operations Control Center for service dispatch and emergency response coordination and operations activities. The project is being constructed with the goal of achieving a LEED silver certification.

The project site is located near Pier 3 of the Naval Air Station Base Realignment and Closure area known as Alameda Point. The project includes development of approximately 1 acre of landside property and 1/2 acre within San Francisco Bay. The site was previously home to remnants of a former small vessel marina operated by the U.S. Navy. All debris, including a dilapidated pier extending into San Francisco Bay, was removed as part of this project and WETA worked with the City of Alameda and local community to design and construct an alternative haul-out location for a group of Harbor Seals that previously inhabited the pier.

The Central Bay Facility project was advertised for bid in late 2015 and a contract for construction was awarded to Overaa/Power, A Joint Venture, in April 2016 in the amount of \$54,670,000. Construction of the project began in the fall of 2016. The facility under construction includes a 70-foot high four-story building and working yard along the Alameda Point shoreline that will support light repair and maintenance work, spare parts storage, concession supply, administrative office space, records storage and deliveries. A diesel fuel facility with a total storage capacity of 48,000 gallons – enough to operate WETA's central bay services for up to a week in the event of an emergency – is being constructed across the street (W. Hornet Avenue) from the building. A marine facility with berthing slips for 12 ferry vessels has been constructed adjacent to the new building facility. Each slip will be outfitted with equipment to deliver fuel and utility hook-ups to WETA vessels, while a limited number of slips will be specially outfitted to meet regular vessel maintenance needs such as engine oil changes and life raft servicing.

As part of the project, WETA committed to making the surrounding areas of its project site more attractive and accessible for Alameda residents and the public at-large by improving approximately ½ acre of land adjacent to the project site within a future area designated as parkland by the City of Alameda. The improvements will include expansion of the San Francisco Bay Trail, construction of a shoreline viewing terrace, bicycle parking, interpretive signage, improved lighting and landscaping, and seating.

Project construction is currently scheduled to be largely completed by June and is on target to be completed within budget. The contractor reports that there have been no safety incidents and has already begun conversations with Blue & Gold and WETA staff about transitioning the facility for regular use. This facility represents the first development at Alameda Point, Alameda's former Naval Air Station. The project encountered many challenges with connections to utilities such as power, water and high speed internet cable but staff was able to work through these issues through a collaborative process between the contractor, WETA staff and the City of Alameda. In addition, as the project was constructed, staff was able to work with the contractor and construction manager to execute enhancements and modifications not originally considered in the project design to improve operations.

Facility Utilization Plan

Staff has worked closely with its project construction team and Blue & Gold Fleet, WETA's contract operator and the primary inhabitant of the new Central Bay Facility, during the scoping and design phases of the Central Bay Facility project to ensure that it will meet the operational and maintenance facility requirements for WETA's system.

WETA and Blue & Gold staff have begun planning efforts regarding transitioning the operations and maintenance aspects of WETA's central bay services from Blue & Gold's shared facilities at Pier 9 and Pier 41 to WETA's new Central Bay Facility in Alameda. This transition will require considerable time and effort on the part of Blue & Gold and WETA staff in the coming months to physically test and commission the systems, fully outfit the new facility offices and shops, and transition workers, vessel maintenance, operations and services to this new base. WETA's service schedules and the underlying employee work shifts will need to be fully restructured to account for the change in geographic location of the new facility services, and a new staffing structure will need to be implemented to support the stand-alone WETA facility. This is a monumental work effort that WETA and Blue & Gold staff have embarked upon that will require extensive time, effort and patience to carry out in the coming months as the facility construction wraps up and WETA's system operation transitions across the bay to its new home.

The completion of the new Central Bay Facility represents a significant accomplishment in WETA's overall program and positions WETA to be able to support the expansion envisioned in the 2016 Strategic Plan. Staff will provide the Board with a further update on the facility construction and an overview of the plans for transitioning to the facility at the meeting.

Fiscal Impact

There is no fiscal impact associated with this informational item.

END