

Members of the Board

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

BOARD OF DIRECTORS' MEETING
Thursday, November 10, 2016 at 1:00 p.m.
San Francisco Bay Area
Water Emergency Transportation Authority
Port Commission Hearing Room
Ferry Building – 2nd Floor
San Francisco

NOTE: LOCATION CHANGE

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*
5. REPORTS OF STAFF *Information*
 - a. Executive Director's Report
 - b. Monthly Review of Financial Statements
 - c. Legislative Update
6. CONSENT CALENDAR *Action*
 - a. Board Meeting Minutes – October 6, 2016
 - b. Approve Amendment No. 5 to Agreement with KPFF, Inc. for Design and Engineering Services for the Central Bay Operations and Maintenance Facility Project
7. AWARD CONTRACT TO MARINE GROUP BOAT WORKS FOR MV MARE ISLAND PROPULSION TRAIN SUBCOMPONENT REPLACEMENT PROJECT *Action*
8. APPROVE VALLEJO FERRY SERVICE ENHANCEMENTS AND DELETION OF SCHEDULED ROUTE 200 BUS SERVICE BEGINNING JANUARY 2017 *Action*
9. APPROVE SYSTEMWIDE PARKING FEE PROGRAM POLICY GOALS *Action*
10. APPROVE MEETING SCHEDULE FOR CALENDAR YEAR 2017 *Action*
11. CLOSED SESSION *Action*

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

To Be Determined

If WETA enters into Closed Session under such circumstances, WETA will

Water Emergency Transportation Authority
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determine whether to disclose action taken or discussions held in Closed Session under the Brown Act (California Government Code Section 54957.1).

12. REPORT OF ACTIVITY IN CLOSED SESSION

Chair will report any action taken in closed session that is subject to reporting at this time. Action may be taken on matters discussed in closed session.

***Action
To Be Determined***

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

ADJOURNMENT

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

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

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

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

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

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

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

M E M O R A N D U M

TO: WETA Board Members

FROM: Nina Rannells, Executive Director

DATE: November 10, 2016

RE: Executive Director's Report

CAPITAL PROJECT IMPLEMENTATION UPDATE

Vessel Replacement – Central Bay

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

Vessel 1 MV *Hydrus* – The hull structure was launched on July 19 at Vigor in Seattle and transferred to Nichols Brothers Boat Builders for joining of the superstructure. Delivery of this vessel is anticipated in January 2017.

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

Vessel Replacement/New Construction - North Bay Vallejo and Richmond

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

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

This project provides for a general refurbishment of the vessel and will include the following components: refurbish shafts, propellers, rudders, replace bearings, replace and re-upholster seating, replace carpets, renew deck coatings, touch up interior finishes, overhaul main engines, HVAC, electrical, plumbing, emission, fire and lifesaving safety systems. In addition, the scope of work for this project includes increasing the passenger capacity from 149 to 225. The RFP was released on August 5, 2016. On October 6 the Board of Directors approved a contract award to Marine Group Boat Works, a Notice to Proceed was issued, and a project Kick-Off meeting is scheduled to be held on November 11. Work is expected to start in November with project completion in spring 2017.

North Bay Operations and Maintenance Facility

This project constructed a new ferry operations and maintenance facility located on Mare Island in Vallejo. The landside phase included site preparation and construction of a new fuel storage and delivery system along with warehouse and maintenance space. The waterside phase includes a system of modular floats and piers, gangways, and over-the-water utilities. The

project team is working to complete the commissioning of utility and product delivery systems. The team is also working on a project close out punchlist with the construction contractors. A ribbon-cutting ceremony for the project was held on October 26, 2016. Operations and maintenance activities will begin transitioning into the new facility over the next two months.

Central Bay Operations and Maintenance Facility

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

The Board of Directors awarded a construction contract to Overaa/Power, a Joint Venture, in July 2016. A Notice to Proceed with construction was issued in October 2016. Last month, the contractor completed its demolition work, installed steel pipe gangway support piles, and initiated its ground improvement program. Dredging work is scheduled to begin this month and be completed by November 30th. This project remains on schedule for completion by Spring 2018.

Downtown San Francisco Ferry Terminal Expansion Project

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

On October 7th, a Request for Proposals to provide Construction Manager at Risk Services for construction of the project was released. Proposals are due November 7th, 2016. On November 17th, the Bay Conservation and Development Commission (BCDC) will consider approval of a Major Permit authorizing construction of the project. A permit application has been submitted to the U.S. Army Corps of Engineers to authorize construction of the project. Staff has initiated negotiation of long-term Lease and License Agreements for the project with the Port of San Francisco. Construction of this project is tentatively scheduled to start on June 1, 2017, pending approval of the Lease and License Agreements and construction contract award by the WETA Board at a future date.

SERVICE DEVELOPMENT UPDATE

Richmond Ferry Service

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

A contract was awarded to Ghirardelli Associates in September 2016 to provide construction management services. The RFP for construction of the terminal facility is anticipated for release by the end of 2016. Terminal construction will begin in 2017.

All resource agency permit applications have been submitted. A provisional Letter of Permission was received from the U.S. Army Corps of Engineers in June. The dredging approval process with the Dredged Material management Office is near completion. The remaining resource agency approvals are anticipated to be received over the next few months. Staff continues to work on developing a final lease agreement with the City of Richmond for this site.

Treasure Island Service

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

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

South San Francisco Service

The South San Francisco ferry service is currently in its fourth year of operation, averaging 541 daily boardings and 35 percent farebox recovery.

At its May meetings, the Metropolitan Transportation Commission (MTC) approved a program amendment allowing the South San Francisco Ferry service seven years to reach its threshold of 40 percent farebox recovery. The rationale for this revision in MTC's Regional Measure 2 requirements was that the service had demonstrated strong ridership growth and there were many letters of support received by stakeholders on both sides of the Bay. The service now has until 2019 to reach the 40 percent farebox standard.

Alameda Seaplane Lagoon Ferry Terminal

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

Mission Bay Ferry Terminal

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

Redwood City Ferry Terminal

A Redwood City Ferry Terminal site feasibility report was completed in draft in 2012, in an effort to identify site opportunities, constraints and design requirements and better understand project feasibility and costs associated with the development of a terminal and service to Redwood City. During the summer of 2016, staff from the Port, WETA and the City of Redwood City have met to redefine the project, shifting the development towards a public facility available to multiple ferry operators in advance of formal WETA service, given the lack of project funds for such

service at this time. This alternative development model will allow the Port and City to move forward with construction of a terminal, allowing time for WETA and the City to advocate for operational and vessel funding for eventual WETA service. The next step in the project is to develop a project MOU.

SYSTEM PLANS/STUDIES

Alameda Terminals Access Study

Both ferry terminals in Alameda have experienced surges in ridership beginning with the first BART strike in July 2013. As a result, parking at both terminals typically spills on to adjacent streets and informal parking lots. WETA initiated work on an Alameda Terminals Access Study in 2014 as a means to identify immediate, medium and long-term solutions to improve customer access to these terminals. As an outgrowth of this work, the City of Alameda Transportation Commission formed an Ad Hoc Subcommittee, made up of Transportation Commission members and City of Alameda, WETA, AC Transit, and local community organization staff to investigate potential City improvements for ferry terminal access during Spring 2015.

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

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

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

Berkeley Environmental Studies

The proposed Berkeley service will provide an alternative transportation link between Berkeley and downtown San Francisco. Staff has coordinated with Federal Transit Administration (FTA) staff to discuss the process for completion of the Final EIS/EIR. FTA has indicated that it will not be able to complete the NEPA process and issue a Record of Decision because a long-term operational funding source is not available for the service at this time. After coordination between WETA staff and Berkeley elected officials, Berkeley Mayor Tom Bates has recently submitted a letter supporting development of a ferry terminal in Berkeley, pledging to work cooperatively with WETA towards project implementation.

OTHER BUSINESS

State Transportation Bills

Two identical transportation funding bills were introduced on August 24 by Senator Jim Beall (SBX1 1) and Assembly Member Jim Frazier (ABX1 26) that would provide \$7.4 billion annually to transportation projects that repair and maintain our state highways and local roads, improve trade corridors and support public transit. These bills did not pass during the regular session. However, as special session bills they can be considered by the Legislature should it chose to reconvene to hear them prior to the new year.

CPUC Organizational Changes

Working closely with Barry Broad in Sacramento, staff has been monitoring discussions and legislative activities related to potential changes in the CPUC's programs and authority, including the possibility of changes to the transportation oversight functions of the Commission. On September 29, the Governor signed several bills making reforms to help open and expand participation in CPUC proceedings, improve safety and reform ex parte rules. As a part of this action, he directed his administration to work with the CPUC to develop a re-organization plan to, amongst other things, transfer the duties and responsibilities of the CPUC over transportation related entities to the California Transportation Agency. Staff will continue to monitor activity in this area and engage in consultative discussions with state officials to help ensure that plans for transitioning ferry regulatory oversight is done in a manner that supports WETA's legislative authority and ability to provide safe and effective public transit service.

Emergency Response Activities Update

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

San Francisco Fleet Week Exercise: WETA observed the San Francisco Fleet Week exercise on October 3 focused on Bay Area first responders; local, state and federal emergency managers and Department of Defense (DoD) personnel to test disaster logistics strategies following a catastrophic earthquake in the Bay Area. This year's exercise practiced moving necessary and requested commodities and resources the "last tactical mile" from Staging Areas to Commodity Points of Distribution.

MTC 2016 Table Top Exercise: MTC and members of the Transportation Response Plan Committee conducted a table top exercise on October 11 to test the process to identify, request, provide and manage resources, assess methods used to communicate information about transportation service planning and resource management as well as how communication methods may be augmented during the incident.

WETA participated on the planning team and attended the exercise. Participants included U.S. Coast Guard (USCG), State Department of Transportation, California Office of Emergency Services, California Highway Patrol, regional and local transit agencies and utility districts, CPUC, and the Ports of Oakland and San Francisco. Important take away items from the exercise include:

- A push for Cal OES to change the communication procedures post incident to include a transportation focused conference call after the Operational Area conference call
- A discussion and options on where Emergency Function #1 (EF #1) Transportation would physically convene if participants of EF #1 were not able to physically staff the Cal OES State Operations Center or Regional Emergency Operations Center

- The need for staff capable of creating a regional transportation plan to participate in EF #1, and

VEOCI: Staff is currently working to implement, VEOCI, a web-based, virtual Emergency Operations Center (EOC) information and resource management system that will allow staff to access an online workspace for emergency management activities in the EOC and if they are unable to report to WETA's EOC or if they are in the field. VEOCI is anticipated to be used for:

- Staff notification
- Internal and external communications
- Managing tasks and resources
- Document storage
- Compiling information for reports/situational awareness
- Reimbursement documentation

This system will be compatible with the State of California's web based resource management system, CalEOC. Staff is re-evaluating implementation of VEOCI as other close partners are no longer planning to use this system. Staff will bring forward a decision to continue to implement VEOCI or opt for another similar system in the coming months.

Coast Guard Manning Requirements

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

Hazard Mitigation Plan

WETA is preparing a new Hazard Mitigation Plan (HMP) in accordance with the Federal Disaster Mitigation Act of 2000 (DMA 2000). DMA 2000 requires local governments to develop and submit HMPs as a condition of receiving Hazard Mitigation Grant Program and other mitigation project grant funding. This includes pre-disaster mitigation funding and post-disaster mitigation funding for existing WETA facilities. The essential steps of hazard mitigation are to identify and profile hazards that affect the local area surrounding existing facilities, analyze the people and facilities at risk from those hazards, and develop mitigation actions to lessen or reduce the impact of the profiled hazards. WETA staff is working with a consultant to prepare the HMP. The process includes coordination with stakeholder agencies with jurisdictions that might interface with WETA during a disaster response. The process also includes opportunity for public comment. The third and final HMP planning team meeting was held on August 18 to review the draft HMP. The HMP was sent to the Governor's Office of Emergency Services (Cal OES) and the Federal Emergency Management Agency (FEMA) for review and approval in October. After those approvals are received, the HMP will be presented to the Board for adoption.

KEY BUSINESS MEETINGS AND EXTERNAL OUTREACH

On October 10-12, Mike Gougherty attended the RailVolution Conference hosted by BART in Downtown San Francisco.

On October 11, Kevin Connolly and Mike Gougherty attended the Port of San Francisco Commission Hearing to support approval of a Lease Disposition and Development Agreement for the Downtown San Francisco Ferry Terminal Expansion project.

On October 11, Director Intintoli and Chad Mason provided a presentation/discussion on the Vallejo ferry service history to a group of RailVolution Conference attendees.

On October 11, Lauren Gularte, Kevin Donnelly, Tim Hanners and a Blue & Gold representative attended the annual MTC Table Top Emergency Response Exercise.

On October 11-14 Nina Rannells and Keith Stahnke attended the Passenger Vessel Association's Western Region annual conference in Anchorage Alaska.

On October 12, Lauren Gularte attended the California Unified Certification Program (CUCP) monthly meeting. The CUCP is the certifying agency for DBEs in the State of California.

On October 13, Kevin Donnelly attended the Harbor Safety Committee Meeting.

On October 13, Mike Gougherty, Lauren Gularte, and Chad Mason attended the Pre-proposal Meeting at Pier 1 for the Downtown San Francisco Ferry Terminal Expansion project.

On October 14, Kevin Connolly and Mike Gougherty attended a tour organized by the Harvard Loeb's Fellowship Program and participated in a panel discussion with other public and private speakers representing various development projects along the Bay shoreline.

On October 18, Nina Rannells attended the Bay Area Partnership Board of Directors meeting at MTC.

On October 19, Nina Rannells attended the Bay Area Partnership's Legislative Committee meeting at MTC.

On October 24, Nina Rannells attended the Clipper2 Board of Directors meeting held in Oakland.

On October 26, WETA celebrated the opening of the new North Bay Maintenance and Operations Facility project on Mare Island.

On November 1, Lauren Gularte attended the Regional Title VI Working Group quarterly meeting.

On November 1-4, Nina Rannells and Keith Stahnke visited the Seattle area to review construction progress on the *Hydrus* at the Nichols Brother's shipyard and attended the Workboat Ferries Conference.

OPERATIONS REPORT

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

October 3-10, San Francisco Fleet Week: With warm weather over the weekend there was high ridership on the Vallejo and Alameda/Oakland ferry routes. A total of 21,916 passengers were carried over the weekend, double the number of passengers carried the weekend prior.

Minor seasonal adjustments to the Alameda/Oakland and Vallejo schedules are effective Monday, October 31, 2016.

Attachment A

Monthly Operating Statistics Report September 2016

			Alameda/ Oakland	Harbor Bay	South San Francisco	Vallejo*	Systemwide
Boardings	vs. last month	Total Passengers September 2016	112,657	26,930	11,143	88,025	238,755
		Total Passengers August 2016	128,769	28,990	12,447	101,669	271,875
		Percent change	-12.51%	-7.11%	-10.48%	-13.42%	-12.18%
	vs. same month last year	Total Passengers September 2016	112,657	26,930	11,143	88,025	238,755
		Total Passengers September 2015	115,286	25,435	10,255	85,314	236,290
		Percent change	-2.28%	5.88%	8.66%	3.18%	1.04%
	vs. prior FY to date	Total Passengers Current FY To Date	375,879	81,036	34,009	290,120	781,044
		Total Passengers Last FY To Date	360,575	78,178	30,999	276,246	745,998
		Percent change	4.24%	3.66%	9.71%	5.02%	4.70%
		Avg Weekday Ridership September 2016	3,680	1,282	531	3,176	8,670
Ops Stats	Passengers Per Hour	185	197	74	134	153	
	Revenue Hours	610	137	151	659	1,557	
	Revenue Miles	7,049	3,018	2,566	17,383	30,016	
Fuel	Fuel Used (gallons)	42,898	10,537	15,025	145,360	213,821	
	Avg Cost per gallon	\$1.85	\$1.85	\$1.85	\$2.03	\$1.98	

* Vallejo ridership includes ferry + Route 200 bus passengers. September bus ridership totaled 6066.

MEMORANDUM

TO: Board Members

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

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

Recommendation

There is no recommendation associated with this informational item.

Summary

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

Operating Budget vs. Actual

	Prior Actual	Current Budget	Current Actual
Revenues - Year To Date:			
Fare Revenue	4,869,264	4,584,473	5,500,438
Local Bridge Toll Revenue	2,615,826	4,957,918	2,530,995
Other Revenue	325	99,713	350
Total Operating Revenues	7,485,415	9,642,104	8,031,783
Expenses - Year To Date:			
Planning & Administration	586,553	756,164	489,109
Ferry Services	6,898,862	8,885,940	7,542,673
Total Operations Expenses	7,485,415	9,642,104	8,031,783
System-Wide Farebox Recovery %	71%	52%	73%

Capital Actual and % of Total Budget

	YTD Actual	% of FY 2015/16 Budget
Revenues:		
Federal Funds	5,066,041	14.25%
State Funds	4,075,309	9.83%
Bridge Toll Revenues	2,075,490	8.84%
Other Local Funds	742,552	28.68%
Total Capital Revenues	11,959,393	11.60%
Expenses:		
Total Capital Expenses	11,959,393	11.60%

Fiscal Impact

There is no fiscal impact associated with this informational item.

END

San Francisco Bay Area Water Emergency Transportation Authority
FY 2016/17 Statement of Revenues and Expenses
For Three Months Ending 9/30/2016

% of Year Elapsed of Year Elapsed 25.2%

	Current Month	Year - To - Date			% of Year FY 2016/17 Total	% of Total Budget
		FY2015/16 Actual	FY 2016/17 Budget	FY 2016/17 Actual		
OPERATING EXPENSES						
<u>PLANNING & GENERAL ADMIN:</u>						
Wages and Fringe Benefits	\$75,823	\$295,156	\$357,918	\$216,759	1,420,000	15.3%
Services	130,514	276,925	429,375	313,410	1,703,500	18.4%
Materials and Supplies	548	4,638	16,636	1,588	66,000	2.4%
Utilities	1,773	4,660	6,805	2,756	27,000	10.2%
Insurance	-	-	7,058	1,178	28,000	4.2%
Miscellaneous	14,793	23,252	57,721	41,445	229,000	18.1%
Leases and Rentals	25,675	71,246	81,414	76,311	323,000	23.6%
Admin Overhead Expense Transfer	(57,875)	(89,323)	(200,762)	(164,338)	(796,500)	20.6%
Sub-Total Planning & Gen Admin	\$191,251	\$586,553	\$756,164	\$489,109	3,000,000	16.3%
<u>FERRY OPERATIONS:</u>						
<u>Harbor Bay FerryService</u>						
Purchased Transportation	\$123,456	\$383,387	\$468,041	\$375,450	1,856,900	20.2%
Fuel - Diesel & Urea	19,510	77,516	113,954	65,883	452,100	14.6%
Other Direct Operating Expenses	30,212	81,664	142,008	86,937	563,400	15.4%
Admin Overhead Expense Transfer	7,376	15,460	25,962	21,073	103,000	20.5%
Sub-Total Harbor Bay	\$180,554	\$558,028	\$749,964	\$549,343	2,975,400	18.5%
<i>Farebox Recovery</i>	70%	64%	50%	69%	50%	
<u>Alameda/Oakland Ferry Service</u>						
Purchased Transportation	\$583,631	\$1,455,997	\$1,828,607	\$1,863,729	7,254,800	25.7%
Fuel - Diesel & Urea	79,431	285,124	507,613	289,510	2,013,900	14.4%
Other Direct Operating Expenses	87,556	183,967	385,064	250,341	1,527,700	16.4%
Admin Overhead Expense Transfer	23,974	40,668	85,195	67,792	338,000	20.1%
Sub-Total Alameda/Oakland	\$774,592	\$1,965,755	\$2,806,479	\$2,471,371	11,134,400	22.2%
<i>Farebox Recovery</i>	75%	82%	51%	78%	51%	
<u>Vallejo FerryService</u>						
Purchased Transportation	\$817,521	\$2,606,277	\$2,678,309	\$2,577,521	10,625,900	24.3%
Fuel - Diesel & Urea	295,585	826,607	1,224,533	900,840	4,858,200	18.5%
Other Direct Operating Expenses	104,793	240,003	391,466	300,282	1,553,100	19.3%
Admin Overhead Expense Transfer	22,348	14,951	75,490	63,358	299,500	21.2%
Sub-Total Vallejo	\$1,240,248	\$3,687,837	\$4,369,798	\$3,842,001	17,336,700	22.2%
<i>Farebox Recovery</i>	77%	73%	59%	77%	59%	
<u>South San Francisco FerryService</u>						
Purchased Transportation	\$154,456	\$489,829	\$664,668	\$488,904	2,637,000	18.5%
Fuel - Diesel & Urea	27,821	98,191	145,259	89,667	576,300	15.6%
Other Direct Operating Expenses	27,553	80,976	135,656	89,273	538,200	16.6%
Admin Overhead Expense Transfer	4,177	18,245	14,115	12,115	56,000	21.6%
Sub-Total South San Francisco	\$214,007	\$687,241	\$959,699	\$679,959	3,807,500	17.9%
<i>Farebox Recovery</i>	37%	29%	23%	36%	23%	
Total Operating Expenses	\$2,600,651	\$7,485,415	\$9,642,104	\$8,031,783	38,254,000	21.0%
OPERATING REVENUES						
Fare Revenue	\$1,744,483	\$4,869,264	\$4,584,473	\$5,500,438	18,188,400	30.2%
Local - Bridge Toll	856,167	2,615,826	4,957,918	2,530,995	19,670,000	12.9%
Local - Alameda Tax & Assessment	-	-	99,713	-	395,600	0%
Local - Other Revenue	-	325	-	350	-	0%
Total Operating Revenues	\$2,600,651	\$7,485,415	\$9,642,104	\$8,031,783	38,254,000	21.0%

San Francisco Bay Area Water Emergency Transportation Authority
FY 2016/17 Statement of Revenues and Expenses
For Three Months Ending 9/30/2016

Project Description	Current Month	Project Budget	Prior Years Actual	FY2016/17 Budget	FY2016/17 Actual	Future Year	% of Total Project Budget
CAPITAL EXPENSES							
<u>FACILITIES:</u>							
Maintenance and Operations Facilities							
North Bay Operations & Maintenance Facility	\$343,955	\$31,082,000	\$28,592,897	\$2,489,103	\$584,207	\$0	94%
Central Bay Operations & Maintenance Facility	5,835,104	69,500,000	4,425,134	32,962,866	6,169,811	32,112,000	15%
Terminal Improvement							
Electronic Bicycle Lockers	-	79,500	46,661	32,839	-	-	59%
Terminal Access Improvement	2,318	250,000	67,528	182,472	2,318	-	28%
Replace Terminal Fendering - East Bay Terminals	-	92,000	-	92,000	-	-	0%
<u>FERRY VESSELS:</u>							
Major Component Rehabilitation / Replacement							
Selective Catalyst Reduction (SCR) System Overhaul	5,075	1,400,000	61,008	1,338,992	11,385	-	5%
Major Component Rehabilitation - Solano	735	430,000	-	430,000	2,660	-	1%
Vessel Engine Overhaul - Bay Breeze	-	650,000	-	650,000	-	-	0%
Vessel Engine Overhaul - Scorpio	197	625,000	-	625,000	491	-	0%
Major Component & Waterjets Rehab - Mare Island	6,748	3,600,000	-	3,600,000	26,273	-	1%
Vessel Mid-Life Repower/Refurbishment							
Vessel Qtr-Life Refurb & Capacity Increase - Gemini	48,522	3,507,000	2,053,446	1,453,554	1,276,742	-	95%
Vessel Qtr-Life Refurb & Capacity Increase - Pisces	697	4,100,000	-	4,100,000	2,564	-	0%
Vessel Qtr-Life Refurbishment - Taurus	98	2,400,000	-	2,400,000	98	-	0%
Vessel Expansion/Replacement							
Purchase Replacement Vessel - Express II & Encinal	62,300	33,951,000	19,724,430	14,226,570	3,022,569	-	67%
Purchase Replacement Vessel - Vallejo ¹	14,286	23,372,000	56,940	8,447,060	30,376	14,868,000	0%
<u>CAPITAL EQUIPMENT / OTHER:</u>							
Purchase Heavy Duty Forklift	-	105,000	-	105,000	-	-	0%
Purchase Utility Vehicles	-	50,000	-	50,000	-	-	0%
CCTV and LCD Network Integration	-	400,000	-	300,000	-	100,000	0%
<u>SERVICE EXPANSION:</u>							
Terminal/Berthing Expansion Construction							
Downtown Ferry Terminal Expansion - South Basin	318,742	79,580,000	5,569,989	8,279,011	699,175	65,731,000	8%
Richmond Ferry Terminal	29,053	18,000,000	1,383,228	4,403,772	79,180	12,213,000	8%
Expansion Ferry Vessels							
Richmond Ferry Vessels - 2 each ¹	27,688	46,745,000	105,789	16,897,211	51,544	29,742,000	0%
Total Capital Expenses	\$6,695,518	\$319,918,500	\$62,087,050	\$103,065,450	\$11,959,393	\$154,766,000	
CAPITAL REVENUES							
Federal Funds	\$3,888,049	\$67,154,384	\$13,093,526	\$35,539,068	\$5,066,041	\$18,521,790	27%
State Funds	2,625,987	192,911,825	37,429,974	41,446,164	4,075,309	114,035,687	22%
Local - Bridge Toll	171,376	53,733,891	8,584,455	23,490,913	2,075,490	21,658,523	20%
Local - Alameda Sales Tax Measure B / BB	10,106	4,950,000	2,949,095	2,000,905	742,552	-	75%
Local - Alameda TIF / LLAD	-	18,400	-	18,400	-	-	0%
Local - San Francisco Sales Tax Prop K	-	1,100,000	-	550,000	-	550,000	0%
Local - Transportation Funds for Clean Air	-	50,000	30,000	20,000	-	-	60%
Total Capital Revenues	\$6,695,518	\$319,918,500	\$62,087,050	\$103,065,450	\$11,959,393	\$154,766,000	

¹ Board approved total Project Budget increase of \$7.07 million for the two projects, from \$63.05 million to \$70.12 million, on 9/1/2016.

MEMORANDUM

TO: Board Members

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

SUBJECT: WETA Federal Legislative Board Report – October 20, 2016

Gearing Up for a Possible Infrastructure Bill in 2017

Members of the House and Senate return to Washington, D.C. on November 14 for the start of the lame duck session of Congress. During that first week back, Congressional leaders will take stock of the election and determine what the agenda will be for the remainder of 2016. At the same time, members of Congress will have their eyes on the 115th Congress, which will begin January.

Increasing FTA Grant Funding

There was a lot of talk on the campaign trail about taking up a big infrastructure bill in the new year. Transportation advocates have been gearing up for such a package for weeks but with the election over and 2017 in sight, lobbying will kick into high gear, with all transportation interests advocating for their own interests. Similarly, we have been working with other members of the Public Ferry Coalition to develop a strategy for advocating for additional ferry funding, possibly advocating to increase the amount of money available through the FTA ferry grant program. Currently, only \$30 million is available each year for all public ferry systems to compete over. WETA has received two FTA grants totaling \$7 million since the program was created. Increasing the level of funding for this program would increase the potential for even more funding for WETA down the road.

Repurposing Unspent Earmarks

An infrastructure package could also provide for an opportunity to develop a mechanism that would allow WETA to “repurpose” previously awarded earmarks. Funding that we secured for WETA for the ferry service from Berkeley to downtown San Francisco in FY08 (\$642,346), FY09 (\$475,000) and FY10 (\$1,000,000) could not be utilized at the time and because of the rules attached to this funding, the money cannot be re-allocated without Congressional approval. Unfortunately, the Congressional earmark ban makes it nearly impossible to gain this approval.

Leveraging the Political Clout of Public Ferry Systems

Any strategy for lobbying on an infrastructure package will include leveraging the political clout of members of Congress representing ferry systems in Washington State, Alaska, New York, New Jersey, and others. Similar to California, members of Congress from these states – many of them with a history of advocating for public ferries – are members of Congressional leadership and/or are members of committees that will be writing any big transportation bill, and are therefore in a position to advocate for our interests.

Looking Out for the Next Round of FTA Funding

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

END

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

(October 6, 2016)

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

1. CALL TO ORDER – BOARD CHAIR

Chair Jody Breckenridge called the meeting to order at 1:00 p.m.

2. ROLL CALL

Chair Breckenridge welcomed WETA Directors, staff and guests to the meeting. Other Directors present were Vice Chair Jim Wunderman, Director Timothy Donovan and Director Anthony Intintoli.

3. REPORT OF BOARD CHAIR

Chair Breckenridge wished everyone a happy Fleet Week and said she had just attended the Senior Leaders Seminar, also attended by San Francisco Mayor Ed Lee and Federal Emergency Management Agency and Department of Defense representatives and others, where topics included Bay Area emergency response. She said it was good that WETA was thinking broadly about its roles in emergency response efforts and that it had an adaptable and flexible Emergency Response Plan. She added that it was crucial for WETA to continue building, broadening and nurturing both domestic and international relationships with its emergency response partners.

4. REPORTS OF DIRECTORS

Vice Chair Wunderman thanked WETA staff for their work on the Ron Cowan Central Bay Maintenance and Operations Facility groundbreaking and dedication ceremony on September 15 which he said had been a wonderful and successful event. Vice Chair Wunderman said that he had recently met with Executive Director Steve Heminger from the Metropolitan Transportation Commission (MTC) during a trip to Los Angeles to survey the work being done there for transportation funding and planning. He explained that an \$80 billion measure which incorporated \$40 billion from a prior measure was being considered there by voters and his trip to learn more had been inspiring. He said he would continue to discuss Regional Measure 3 funding with Mr. Heminger and work to ensure that MTC understands the importance of the measure for WETA's future operations and expansion success.

Director Intintoli said there was a lot of interest and excitement building, especially in Napa Valley, about the imminent ribbon-cutting ceremony opening on October 26 of WETA's new North Bay Maintenance facility on Mare Island in Vallejo.

5. REPORTS OF STAFF

Executive Director Nina Rannells welcomed Directors to the meeting, referred them to her written report, and offered to answer any questions. She said she agreed that the Central Bay facility groundbreaking event had been wonderful and added that staff was also very excited about the upcoming opening of the new North Bay facility.

Ms. Rannells introduced Tim Hanners, WETA's new Engineering and Maintenance Administrator, and said he brought a vast amount of experience and familiarity with ferries to the WETA operations team having worked at both Blue and Gold Fleet and Golden Gate Ferry. Ms. Rannells also introduced

Manager of Operations Keith Stahnke who provided an overview of recent vessel events that had occurred including an oil spill in the Vallejo area which required decontamination of a WETA vessel by the U.S. Coast Guard when the event was federalized. He said WETA had been the first to report the incident and the cleanup process had been very impressive, with the vessel being out of service for less than one day. Mr. Stahnke also explained that WETA would be providing additional service for riders traveling from the East Bay to the upcoming Giants playoff games at AT&T Park as well as more service over the coming weekend to support Fleet Week travelers.

Ms. Rannells presented the financial statements and legislative updates in her written report. She explained that the proposed bill to reorganize the California Public Utilities Commission (CPUC) had not passed and added that California Governor Jerry Brown, in the process of working on other bills, had expressed strongly that he wanted to see a reorganization happen that would move transportation oversight to the State. Ms. Rannells said WETA's state legislative representative, Barry Broad, would be following those developments and would keep Directors informed. Chair Breckenridge asked if there were any questions about the financials or the legislative updates and there were none.

Chair Breckenridge said that because the Directors would next be going into a closed session she was moving the period for public comments unrelated to specific agenda items to this place in the meeting so those speakers would not have to wait if they wanted to leave the meeting after speaking.

PUBLIC COMMENT

PROP Chief Executive Officer James Jaber said the CPUC recently granted PROP permission to operate a public, scheduled service. He said that over the last year, PROP had been operating a private for-hire water transportation service for some of the Bay Area's largest employers and that during that time, the company had developed best practices and other things like that which he was excited to be able to deploy to the public. Mr. Jaber said he recognized that WETA had some concerns about the public service routes initially proposed and to avoid duplication of service offerings, PROP had removed those routes from the PROP proposal that were already in existence in the WETA ferry service offerings. He said it had always been a goal for PROP to work with WETA, and he believed the PROP service would be a complement to WETA's service. He added that he was convinced that there would be a great marriage between the two different service models. Mr. Jaber said the PROP boats were all brand new and that they would be adding another large, 49 passenger boat to their fleet soon. He explained that all of the PROP boat hulls were custom designed and they planned to employ tier 3 diesel engines and jet drives. Mr. Jaber said he hoped to meet with WETA to develop a strong relationship. He said that the PROP boats were smaller than the WETA vessels which would allow PROP to access areas requiring small boats so PROP should be added to the disaster preparedness list. He said there were structured, nice seats on the PROP boats and that they had a lot of neat equipment.

PUBLIC COMMENT

Jerry Bellows of the United States Maritime Administration (MARAD) extended an invitation to the Board, staff and meeting attendees to visit the MV *Cape Hudson* for a tour on October 8 between the hours of 10:00 a.m. to 4:00 p.m. as one of the San Francisco Fleet Week event offerings. Mr. Bellows said that the tour would provide visitors with a good overview of the Administration's emergency response capabilities.

6. RECESS INTO CLOSED SESSION: 1:19 P.M. – 1:32 P.M.

a. CONFERENCE WITH REAL PROPERTY NEGOTIATORS

7. REPORT OF ACTIVITY IN CLOSED SESSION

Chair Breckenridge reported that during the closed session, the Directors reviewed a new contract for the WETA office lease with the Port of San Francisco. She introduced WETA Manager of Administration and Business Services Melanie Jann to provide further information on the details of the closed session

discussion topic. Ms. Jann explained that WETA had entered into a five year lease agreement with the Port of San Francisco initially in 2006 and had exercised its option to renew and extend the lease for another five years in 2011. She said that lease would expire November 30, 2016 and therefore, the Board was being asked to approve a new five year lease at the lowest approved commission rate for the WETA offices on Pier 9.

Director Donovan made a motion to approve the item.

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

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

8. CONSENT CALENDAR

Chair Breckenridge asked if the Directors had any questions or items for discussion about anything in the Consent Calendar.

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

- a. Board Meeting Minutes – September 1, 2016
- b. Authorize Release of a Request for Proposals for the MV *Solano* Propulsion Train Subcomponent Replacement Project and Upgrades
- c. Authorize Release of an Invitation for Bids for Purchase of Fuel for North Bay Ferry Operations
- d. Approve Revised Mitigation Measure and Adoption of Addendum No. 1 to the CEQA IS/MND and MMRP for the Central Bay Operations and Maintenance Facility Project
- e. Authorize Execution of a Lease Disposition and Development Agreement with the Port of San Francisco for Construction of the Downtown San Francisco Ferry Terminal Expansion
- f. Approve a Project Labor Agreement for Construction of the Downtown San Francisco Ferry Terminal Expansion
- g. Authorize Release of a Request for Proposals for Construction Manager at Risk Services for the Downtown San Francisco Ferry Terminal Expansion

Director Donovan asked if there was anything included in the Agreement for fuel that would support emergency fuel delivery. Mr. Stahnke said the Agreement included emergency delivery of fuel within 24 hours of request.

Director Donovan asked about the cost to perform 24 hours a day dredging. Mr. Mason explained that the 24 hour dredging would provide a time and cost savings because the contractor's equipment would not need to be onsite as long as it would if the dredging process took longer.

PUBLIC COMMENT

Secretary-Treasurer of the San Francisco Building and Construction Trades Council Michael Theriault thanked the Board for including the Project Labor Agreement (PLA) for Construction of the Downtown San Francisco Ferry Terminal Expansion on the Consent Calendar and said he looked forward to its approval.

Mr. Theriault said that he believed the proliferation of PLAs around the Bay Area demonstrated that they were effective in producing projects with formalized, smooth processes for labor relations, reductions in labor disputes, and ready resolutions on the rare occasions that they did occur. He said the Agreement had been simplified to mirror the Alameda County Agreement. Mr. Theriault said that he had spared the Board from crowding the meeting with colleagues but he did bring with him to the meeting several representatives of the various trades with the objective of them being able to show their support and

commitment to the project along with their appreciation to the Board for approving the Agreement. Mr. Theriault introduced representatives of the trades most likely to be utilized in the project including Field Representative for Pile Drivers Local 34 Martin Espinoza, Field Representative for Carpenters Local 22 Peter Garza, Business Representative for Operating Engineers Local 3 Michael Ginter, and Senior Field Representative for Pile Drivers Local 34 Pat Karinen.

PUBLIC COMMENT

Field Representative, Treasurer and Financial Secretary for Pile Drivers Local 34 Chris Moyer said he represented the many hard working pile drivers and carpenters throughout Northern California. Mr. Moyer said that as a veteran and a father of two sons currently serving on active duty, he was happy to be in San Francisco during Fleet Week. Mr. Moyer said that many of the projects he had worked on in and around San Francisco as a pile driver and commercial diver have been conducted under PLAs and this had presented him with the opportunity to provide a dignified standard of living for his family, purchase a home, contribute to the property tax base of his own town, and raise his children in one of the most desirable metropolitan areas in the nation. Mr. Moyer said that a healthy middle class was essential to the economic well-being of any community and that PLAs not only played an integral part in assuring that projects were completed in a timely and orderly fashion, they also provided the wages and support to Americans that allow them to be able to survive in a region like the San Francisco Bay Area and to contribute to the economic and cultural diversity of such regions. Mr. Moyer said he respectfully urged the Board to approve the PLA on the Consent Calendar and he thanked the Directors for their time.

Chair Breckenridge thanked Mr. Theriault and Mr. Moyer for speaking and said the Directors recognized the special and challenging environmental circumstances involved in waterside construction. On behalf of the entire Board she thanked both speakers for their work.

Vice Chair Wunderman said it was a good idea to have a PLA. He asked, as WETA continued moving forward in its expansion as laid out in the Strategic Plan, what the relationship between WETA and the construction unions was with regard to apprenticeships and recruitment for the trades in economically disadvantaged communities of the Bay Area.

PUBLIC COMMENT

Mr. Theriault said that the Council's membership was 70% minority currently and that included women but he would like to see more women applying and he encouraged people to get that word out. He said the Council was affiliated with various apprenticeship programs around the Bay Area to recruit people from disadvantaged communities and said the one in San Francisco was called City Build. He explained that there was a shop program in the San Francisco Public School District for Carpenters, and another for all of the other trades. He added that the process of merging the school apprenticeship programs with the school district programs was ongoing with the objective of enhancing and expanding those programs in the process.

PUBLIC COMMENT

Mr. Moyers said that for pile drivers, there was a program that required going to school for training that was paid for by signatory contractors for just one week a quarter and that as trainees moved up to journeyman status, their pay scales rose along the way. He said this program was open to anyone with a GED or high school diploma. Mr. Moyers added that there was also a program for people leaving the military called the Helmets to Hard Hats program which focused on minority recruitment.

Ms. Rannells said that one of the values of the PLA was to define relationships between WETA, its contractors, and the labor unions, and that a big piece of the PLA process was assurance that training was available and that these structured programs existed to help build and support a robust labor pool for future projects.

Chair Breckenridge said that in this particular case the trades have had to fill a void created in the nation by the loss of early training in our educational system. She said that the recruitment and training done by the unions was crucial and served as a testament to their commitment to the workforce of this nation.

Director Donovan said that when concern had arisen in the recent past about the lack of minorities in the trades, the unions stepped up and worked diligently to recruit and train minorities. He further explained that over a three year period they had done a phenomenal job which was now reflected in the majority of minorities in the trades. Director Donovan added that the early adoption of PLAs on projects in the Bay Area was hugely responsible for that.

PUBLIC COMMENT

Governor's appointee to the California Workforce Advisory Board Nathan Nayman said that the California Apprentice Program and the Regional Workforce Investment Boards around the Bay Area were a source that members of the labor workforce and the labor unions should look at and consider. He said there was federal money available through these Boards for apprenticeships that was matched by the state and was being used in various regions around the Bay Area. He said it was easy to be San Francisco centric in these matters, but that the labor workforce moved around across all of the state's regions and people should look closer at these opportunities, especially since they can take a boat to work these days.

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

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

9. APPROVE CONTRACT AWARD TO MARINE GROUP BOAT WORKS FOR MV PISCES QUARTER-LIFE REFURBISHMENT PROJECT

Mr. Stahnke presented this item to approve a contract award to Marine Group Boat Works for the MV *Piscis* Quarter-Life Refurbishment and Capacity Increase project in the amount of \$3,675,000 and authorize the Executive Director to negotiate and execute an agreement and take other related actions as may be necessary to support this work.

Vice Chair Wunderman asked what portion of the funding for the project was being provided by the Federal Transit Administration (FTA). Mr. Stahnke said that 80% of the funding would come from the FTA and the balance from a local funding match.

Director Donovan made a motion to approve the item.

Director Intintoli seconded the motion and the item carried unanimously.

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

10. ADOPT THE FINAL 2016 WETA STRATEGIC PLAN

Manager of Planning and Development Kevin Connolly presented this item to adopt the 2016 WETA Strategic Plan (Plan). He shared a slideshow of Plan highlights along with written detail of the changes made to the current Plan since presented to the Board in its first draft form.

Director Intintoli asked about a letter that had been received and distributed to Directors from the City of Hercules regarding specifics about the inclusion of Hercules in the Plan.

Chair Breckinridge asked whether ample information had been received at this time to support moving the City of Hercules ahead of the rest of the Carquinez Strait region to make a future prioritized standalone site for expansion. Mr. Connolly said that information about Hercules is sufficient for it to

remain a part of the overall Carquinez Strait versus prioritizing it over other cities on the Strait. He said what separated Hercules from the other cities in the region was a sales tax measure for Hercules and Richmond. Mr. Connolly said WETA had never had the opportunity to review the Agreement between the cities of Hercules and Richmond and added that WETA's Agreement for the new Richmond service was between WETA, the Contra Costa Transit Authority, and the City of Richmond.

Vice Chair Wunderman said he had enjoyed working with Director Donovan and the rest of the working group that had tackled the final Plan creation and he appreciated having the extra time to review it since he had not been able to stay for the duration of the prior Board meeting. He said WETA staff had done a wonderful job incorporating all of the feedback provided by the working group into the robust, future looking expansion projects in the Plan and thanked staff for their work on the Plan.

Director Intintoli said there were some really helpful details in the Plan that illustrated very well what was possible and what would be involved in its ambitious service expansion. He said Regional Measure 3 (RM 3) would be paramount in assuring WETA would have the funding required to successfully expand as dreamed and detailed in the Plan.

Ms. Rannells said the Executive Summary provided with the Plan would be an essential tool for talking with current and potential partners about funding and general expansion in the future. She thanked Kevin Connolly and his Planning team for their work on the Plan, as well as MacKenzie Communications who put the plan together in its final format. Ms. Rannells said she very much appreciated all of the hard work done by the Plan working group, and thanked Vice Chair Wunderman and Director Donovan most especially for their support and work in the group.

Director Donovan noted that all of the projects laid out in the Plan could be shifted around as projects progressed and funding became available to support the projects. He said the Plan would work in concert with the WETA Short Range Transit Plan, which detailed those projects expected to come to fruition in the nearer term and would be updated, as a rule, more frequently.

PUBLIC COMMENT

Hercules City Manager David Biggs said the Plan was aspirational, and that Hercules was grateful to be included in the Plan. He apologized for missing the September Board meeting because he was on vacation and said he was glad the Plan adoption was pushed out to October so he could have more time with it. Mr. Biggs said that how Hercules was characterized in various transportation and regional plans would have an effect on its ability to source and secure regional and federal funding. Mr. Biggs asked that Hercules be included as a standalone city for future ferry service in the Plan instead of as part of the Carquinez Strait. He added that he would like to see Hercules have the same priority for near future ferry service in the Plan as the cities of Redwood City and Berkeley. Mr. Biggs said Hercules had the same characteristics of these other two cities, and he was concerned that as included in the Plan draft, the perception would be that Hercules would not be getting ferry service until 2035 or beyond. Mr. Biggs added that numerous transportation projects had been completed recently in the City of Hercules and more were underway and in planning stages. He emphasized that ferry service was an important component of the City's overall master transportation plan.

Chair Breckenridge thanked Mr. Biggs for attending the meeting, reading the Plan and for engaging with WETA about ferry service.

PUBLIC COMMENT

City of Hercules Councilmember Chris Moyer said people in Hercules were really excited, energized, and committed about ferry service, and that traffic on the Highway 80 corridor was a parking lot these days. Ms. Moyer said she was asked about ferry service by Hercules residents constantly. She explained that more housing was being built in the City, including new luxury apartments down by the

water, and she asked that WETA pull Hercules out of the grouping in the Carquinez Strait in the Plan, and include it as a standalone city for near future ferry service. She said doing so would help the City secure the necessary funding for ferry service.

Chair Breckenridge thanked Ms. Moyer for her comments. She said she would like WETA staff to engage the Hercules representatives to identify exactly what steps were going to be required to bring ferry service to the City and to solidify a collaborative partnership to further that objective.

Vice Chair Wunderman said he would be biased in favor of acknowledging Hercules's desire to see ferry service in the City, and in naming the city individually in the Plan. He said he recognized it would not be an easy thing to do but the traffic was so awful coming into San Francisco on the 80 corridor that ferry service in Hercules was desperately needed.

Director Donovan said the City of Hercules was named in the Plan in numerous places already but if changing that would be helpful to the City being able to secure funding, that he would be in favor of doing so. Director Intintoli said he was concerned about the other cities on the Carquinez Strait who also want and need ferry service if Hercules were to be prioritized in the way being requested. He said he would like to see staff work with Hercules and be able to provide more details before making any changes in the Plan. Ms. Rannells said Hercules had been characterized as part of the Carquinez Strait based on the work done by Contra Costa County for their White Paper research on the Carquinez Strait cities. She added that it would make sense to name Hercules specifically when the facts supported doing so.

Chair Breckenridge reiterated that updating the Plan would happen as and when that made sense and that staff would be engaging further with Hercules to solidify the understanding on future ferry service details for Hercules.

PUBLIC COMMENT

Alameda Point Reuse and Transportation Planning Director Jennifer Ott said the City of Alameda had commented on the previous version of the Plan and was positive, excited about, and supportive of the new version of the Plan. She noted that the current version of the Plan was a great improvement and had a wonderful vision with a lot of wonderful expansion specifics. Ms. Ott added that the City of Alameda was working hard to secure private partner funding and participate politically to help secure regional funding for the Alameda projects included in the Plan.

Vice Chair Wunderman made a motion to approve the item with the caveat that staff would work with the City of Hercules representatives to garner more details on their efforts and concerns, and possibly modify the Plan at a later date when services were more clearly defined.

Director Donovan seconded the motion and the item carried unanimously.

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

11. APPROVE NON-COMPETITIVE NEGOTIATED CONTRACTS WITH VIGOR KVICHAK LLC AND AURORA MARINE DESIGN FOR THE CONSTRUCTION OF TWO 400-PASSENGER VESSELS

Ms. Rannells introduced this item to approve the following actions associated with the purchase of two new 400-passenger, 26-knot passenger vessels procured through a non-competitive negotiated contract method:

1. Approve a contract with Vigor Kvichak LLC for design-build construction of two 400-passenger vessels in an amount up to \$29,930,000;

2. Approve a contract with Aurora Marine Design for construction management services associated with these vessels in the amount of \$500,000;

3. Authorize the Executive Director to execute these agreements and take any other such actions as may be necessary to support this work; and

4. Add the Purchase of Two New 400-Passenger Vessels project to the FY 2016/17 Capital Budget at a total project cost of \$33,400,000.

Ms. Rannells said that she recognized this item was outside of the normal vessel procurement process and she would not bring it to the Board if she did not feel it was crucial to support ridership demands and best position WETA to support the Strategic Plan in the future. She noted that ridership had increased by more than 70% over the last four years, and said the increasing demands have required constant tweaking of vessel use including vessel interlining across routes and borrowing vessels from WETA's contract operator Blue & Gold Fleet. Ms. Rannells said that even with this creative problem solving, WETA's spare fleet was depleted. Ms. Rannells explained that WETA's spare vessels were critical to service operations because in addition to the occasional mechanical challenges that could take a boat out of service for a day or a week or even longer, regular, ongoing maintenance for the fleet required vessels to be out of the water altogether for 6-12 months. She said riders got left behind when smaller capacity vessels had to be put in service in place of a route's larger vessels when the regular vessels needed maintenance or experienced unexpected mechanical or other disruptions.

Ms. Rannells said that even with the delivery early next year of the MV *Cetus* and MV *Hydrus* Central Bay vessels which will help with the spare fleet challenges, a review of WETA's 10 year, basic fleet maintenance schedule confirmed the need for these additional vessels to maintain today's service operations levels. Ms. Rannells said staff had considered the possibilities of extending the lives of several of the older vessels currently in the fleet, as well as some other procurement method possibilities with the help of WETA Counsel Stan Taylor and Nossaman LLP, and found those options to be cost-prohibitive and also complicated by upcoming new Environmental Protection Agency (EPA) engine requirements. She said that especially because of these new EPA requirements, time was of the essence to find a more realistic solution and this item recommendation provided that solution.

Ms. Rannells said this item would effectively allow WETA to piggyback onto the current vessel build in process at Vigor Kvichak, and would conservatively represent a \$3 million savings by capitalizing on the engineering and design work already underway for the other vessels. She said it would also allow WETA to acquire the highest EPA Tier IV standard vessels in the most expeditious and cost-effective manner. Ms. Rannells said she urged the Board to approve this important item.

Chair Breckenridge asked if replacing the MV *Mare Island* engine would extend the vessel's life. Ms. Rannells explained that the engine replacement represented a mid-life service for the MV *Mare Island* which was a basic maintenance requirement for the vessel to maintain its normally expected service life of 25 years.

Vice Chair Wunderman asked how the new EPA requirements would affect the two new vessels, the MV *Hydrus* and MV *Cetus*, due to be delivered soon. Mr. Stahnke said the requirements had to do with when engines were built, and that both of the new vessels exceeded the EPA requirements.

Vice Chair Wunderman said it was a tall order to ask and he wondered how one could know that there wasn't an order of magnitude of savings if the work went out to bid instead. Ms. Rannells said there was no way to be certain but that this option provided a minimum savings of \$3 million because design and construction management services would be minimized. She said the price for the vessels was actually

even less than what was being paid for the two boats currently in production. Ms. Rannells said WETA had gone out to bid for vessels three times and there was very little competition. She said that given today's costs for aluminum and labor, the prices for these vessels as proposed in this item were excellent. Ms. Rannells emphasized that she understood Vice Chair Wunderman's concern and took it very seriously.

Ms. Rannells explained that WETA had been setting aside Regional Measure 1B (RM 1B) funds for vessels for some time which would support this request. She said she felt strongly that new vessels were the very best investment WETA could be making at this time.

Director Donovan asked if there were any legal implications in approving the item. Mr. Taylor said he recognized that it was not customary but it was clearly permitted based on WETA's enabling legislation and the extraordinary details.

PUBLIC COMMENT

Ms. Ott said the City of Alameda fully supported the item and urged the Directors to approve it. She said that based on the Memo of Understanding for the planned Seaplane Lagoon service at Alameda Point, it was her hope that one of the vessels may be able to jump start that service. She said she would like to hear from staff if that was a possibility. Ms. Ott said Alameda was expected to submit to the San Francisco Bay Conservation & Development Commission (BCDC) to approve the Seaplane Lagoon project in the next few months, and said funding was being secured to support the project. She added that the City of Alameda would like to begin operating the new service in 2019 and said there would be about 400 parking spaces for the terminal. Ms. Ott said City of Alameda staff was working on this project every single day and looked forward to partnering with WETA politically on RM 3 to support funding for the project. She said Alameda was grateful to have WETA as a partner in the process of bringing the new service to fruition, especially since Alameda Main Street and Harbor Bay services were at capacity.

PUBLIC COMMENT

Alexandra Daum from Alameda Point Partners, the master developer at Alameda Point, said Alameda Point Partners had committed \$10 million to the Seaplane Lagoon project, along with ongoing construction expertise and staff resources. She emphasized that the ferry was absolutely vital to the future commercial development at Alameda Point, and said that lack of transportation to the base was always listed as the key hindrance to commercial development at the site. Ms. Daum said she strongly supported the purchase of the vessels in the item and hoped they would be utilized in the Seaplane Lagoon service.

Director Intintoli made a motion to approve the item.

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

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

12. AUTHORIZE FILING AN APPLICATION WITH THE METROPOLITAN TRANSPORTATION COMMISSION FOR FY 2016/17 REGIONAL MEASURE 1 FUNDS

Ms. Rannells presented this item to approve the following actions relative to securing funds to support the Purchase of Two New 400-Passenger Vessels:

1. Authorize the Executive Director to file an application with the Metropolitan Transportation Commission (MTC) for a total of \$4.5 million FY 2016/17 Regional Measure 1 – 5% State General Fund Revenues (RM1 – 5%); and

2. Authorize the Executive Director to take any other related actions as may be required to secure these funds.

Director Intintoli made a motion to approve the item.

Director Donovan seconded the motion and the item carried unanimously.

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

13. CONSIDER PROPOSAL FOR VALLEJO FERRY SERVICE ENHANCEMENTS AND DELETION OF SCHEDULED ROUTE 200 SERVICE BEGINNING JANUARY 2017

Mr. Connolly presented this item to release the draft proposal to enhance Vallejo ferry service and delete scheduled Route 200 service for public and stakeholder review and comment. He explained that WETA had originally purchased the three buses used for scheduled Route 200 service between Vallejo and San Francisco and that those buses had reached the end of their useful lives. He said that SolTrans - the contract operator for the service - did not have resources available to replace the buses. Mr. Connolly reviewed the details of an enhanced ferry service schedule proposed to replace the Route 200 service.

Mr. Connolly said if approved, the proposal would be released to the public and agency stakeholders for review and comment. He said public notice flyers and advertising would be done on the buses and on the Vallejo ferry service route, as well as on the WETA website, to get the word out and solicit public and stakeholder feedback on the proposal. Mr. Connolly said the proposal would be presented to the SolTrans board on October 12.

Chair Breckenridge said she didn't think this was a bad idea but she wanted to raise the concern that the additional ferry service could present new challenges to the current WETA fleet and she wanted the Directors to understand this. Vice Chair Wunderman asked if it would still be possible to contract for back-up buses with operators other than SolTrans when unexpected service disruptions occurred. Mr. Connolly said yes. Mr. Stahnke added that in the past, back-up buses ordered a day in advance from other operators had not been a problem for them to deliver and that they had delivered buses on occasion with as little as three hours' notice.

PUBLIC COMMENT

Hans Korve of Korve Communications said more ferry service in place of the Route 200 bus service would be a huge improvement because he utilized the bus often during the midday period and the bus service was pathetic. He said that the Route 80 bus service was not timed to meet BART trains at the Del Norte BART station as SolTrans claimed and that these missed connections created a lot of problems for bus riders. Mr. Korve also suggested that an operator other than WETA operate smaller boats between Vallejo and San Francisco as an alternative to regular WETA service.

Ms. Rannells clarified that WETA already operated smaller boats on runs where warranted by ridership demand. Mr. Connolly said the majority of the proposed midday runs to replace the Route 200 service would be operated with WETA's smallest vessels.

PUBLIC COMMENT

SolTrans Planning and Operations Manager Mike Abegg said he was concerned about the comment that the bus service was pathetic. He said an overhaul was done back in August because the BART schedules changed. He said the agency had gone to great pains to assure the buses were synchronized with the trains. Mr. Abegg said the agency felt it would be positive for the Route 200 service to be replaced with ferries because it was clear that the riders preferred to be on ferries instead of buses. He

added that it made sense to have good, robust ferry service with supplemental bus service and he was looking forward to solving the puzzle and the next iteration of the SolTrans WETA relationship.

Vice Chair Wunderman made a motion to approve the item.

Director Intintoli seconded the motion and the item carried unanimously.

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

14. RICHMOND FERRY TERMINAL PROJECT UPDATE

Senior Planner Chad Mason presented this informational item and provided an overview on the status of the Richmond Ferry Terminal project. Mr. Mason explained that the Richmond Ferry Terminal project would establish a new ferry route between the existing San Francisco Ferry Terminal and a new ferry terminal on the Ford Peninsula in the City of Richmond. He said the design included plans for replacement of an existing facility and landside improvements including public access and parking lot expansion. Mr. Mason reminded Directors that the WETA Board adopted a Funding Agreement and MOU with the Contra Costa Transportation Authority at its March 2015 meeting that would fund the operation for a minimum period of 10 years.

Mr. Mason shared a slideshow with details on the project's progress and what remained ahead. He said a passenger shelter with bird-safe glass to protect riders from inclement weather at the windy site had been approved in the design phase.

Mr. Mason reviewed all of the project's milestones to date, and said staff had developed a plan to allow WETA to begin construction of the project in 2017 with a target date for opening the new facilities for use as early as 2018. Mr. Mason said the BCDC permitting was expected by November. He thanked Shasa Curl, Administrative Chief of the City of Richmond for attending the meeting and for her partnership on the project.

Director Donovan asked what green technologies would be included in the project and Mr. Mason said the energy demand for the terminal would be very low and would utilize LED lighting for the entire project.

PUBLIC COMMENT

Ms. Curl said the City of Richmond was working diligently with Mr. Connolly and Mr. Mason on a lease for the terminal property. She thanked the Directors for approving Item 11 on the Agenda and for the commitment to the Richmond Ferry Service project on behalf of City Manager Bill Lindsay and the entire city of Richmond.

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

Former CPUC and Federal Communications Commissioner and, most recently, outside regulatory counsel for PROP Rachelle Chong said she gained some perspective in the process of working with PROP in their application for their Vessel Common Carrier (VCC) license. Ms. Chong said the Commissioners were very enthusiastic about a privately funded common carrier because it was the first of its kind. She said they welcomed the competition because smaller and privately funded boats can more quickly access smaller cities that are not going to be up and running per the WETA Strategic Plan for a number of years. She added that smaller boats can access smaller waterways also. Ms. Chong explained that these reasons were why the VCC license for PROP was granted.

Ms. Chong said the CPUC Commissioners were very concerned about emergency services in the greater Bay Area and the Commission staff asked that PROP meet with WETA and play a role in its emergency plans. She said she wanted to ask informally that WETA staff meet with her to discuss how

PROP could be included as a partner in WETA's Emergency Response Plan as soon as they begin service. Ms. Chong said PROP was willing to dedicate all resources in the case of a big emergency.

Chair Breckenridge said WETA staff would connect to have that discussion. She said it was important to have all contact and capability information available and she thanked Ms. Chong for her comments.

PUBLIC COMMENT

Tideline Marine Group President Nathan Nayman said that as a follow-up to Ms. Chong's comments, he reminded Directors that he had come to the Board to ask for the same thing and said WETA didn't have to wait for Tideline to get boats on the water because they were ready to provide emergency response service now.

Chair Breckenridge thanked Mr. Nayman for his comments and said that if WETA staff didn't already have all of Tideline's contact and capabilities information that they would be in touch to gather it.

All business having been concluded, the meeting was adjourned at 3:21 p.m.

Respectfully Submitted,
Board Secretary

MEMORANDUM

TO: Board Members

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

SUBJECT: Approve Amendment No. 5 to the Agreement with KPFF, Inc. for Design and Engineering Services for the Central Bay Operations and Maintenance Facility Project

Recommendation

Approve Amendment No. 5 to Agreement #09-007 with KPFF, Inc. in the amount of \$360,000 to provide design and engineering services for the Central Bay Operations and Maintenance Facility and authorize the Executive Director to execute the Amendment.

Background/Discussion

In November 2009, at the conclusion of a competitive Request for Qualifications process, the WETA Board approved a contract award with KPFF, Inc. in the amount of \$200,000 for preliminary engineering and design services for the Central Bay Operations and Maintenance Facility, with the option to amend the contract for final engineering and design services at the conclusion of this initial phase of work. In June 2013, the Board approved Agreement Amendment No. 4 for final engineering and design services, extending the contract term through November 15, 2017, and increasing the overall contract budget to \$4,725,000 to cover the estimated cost of additional services.

Since Agreement Amendment No. 4, the scale and program requirements of the Central Bay Operations and Maintenance Facility have increased due to the purchase of larger vessels, additional permitting requirements, and the expansion of the project site to allow WETA's fuel storage facilities to be moved across W. Hornet Avenue. As a result, additional design and engineering services have been required from KPFF to complete the project bridging documents, limiting the hours and budget remaining in the contract for oversight during construction.

In order for KPFF to continue providing design and engineering services to WETA during the course of project construction, an estimated additional budget of \$360,000 will be required. KPFF's continued involvement on the project during construction will involve working with WETA's Owner's Representative to review design and construction materials submitted by the construction contractor and is critical to ensuring that WETA's specifications are being met. As such, staff recommends that the Board approve Amendment No. 5 to increase the contract budget for Agreement #09-007 in the amount of \$5,085,000, to be utilized as needed, and extend the term through September 30, 2018.

Fiscal Impact

The *Central Bay Operations and Maintenance Facility* project is included in the FY2016/17 Capital Budget in the amount of \$69,500,000. This project is funded with a combination of State Proposition 1B (Prop 1B), Federal Transit Administration (FTA), and TPI – Incentive Program grant funds. Sufficient funds are included in the project budget to support this amendment.

END

RESOLUTION NO. 2016-32

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

APPROVE AMENDMENT NO. 5 TO AGREEMENT WITH KPFF, INC. FOR DESIGN AND ENGINEERING SERVICES FOR THE CENTRAL BAY OPERATIONS AND MAINTENANCE FACILITY AND AUTHORIZE THE EXECUTIVE DIRECTOR TO EXECUTE THE AMENDMENT

WHEREAS, The San Francisco Bay Area Water Emergency Transportation Authority entered into Agreement #09-007 with KPFF in November 2009 to provide Phase I Conceptual Design and Engineering services for the Central Bay Operations and Maintenance facility project in the amount of \$200,000; and

WHEREAS, WETA has subsequently approved Amendments No. 1 through 4, expanding the scope of work to include design and engineering services for full design and project build-out, for a total contract amount of \$4,725,000 and extending the time of the agreement to November 15, 2017; and

WHEREAS, WETA seeks to authorize additional budget authority to support additional work and time to complete project construction in the amount of \$360,000; and

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

WHEREAS, WETA staff has recommended the approval of Amendment No. 5 to Agreement #09-007 with KPFF, Inc. to increase the total contract amount in the amount of \$360,000 and to extend the agreement to September 30, 2018.

THEREFORE BE IT RESOLVED THAT, the Board of Directors hereby approves Amendment No. 5 to Agreement #09-007 with KPFF, Inc. in the amount of \$360,000, increasing the total contract value from \$4,725,000 to \$5,085,000, and to extend the agreement to September 30, 2018 and authorizes the Executive Director to execute the amendment.

CERTIFICATION

The undersigned, Board Secretary, does hereby certify that the foregoing is a full, true and correct copy of a resolution duly and regularly adopted at a meeting of the San Francisco Bay Area Water Emergency Transportation Authority held on November 10, 2016.

AYE:

NAY:

ABSTAIN:

ABSENT:

/s/ Board Secretary

2016-32

END

MEMORANDUM

TO: Board Members

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

SUBJECT: Award Contract to Marine Group Boat Works for MV *MARE ISLAND*
Propulsion Train Subcomponent Replacement Project

Recommendation

Approve contract award to Marine Group Boat Works for the MV *MARE ISLAND* Propulsion Train Subcomponent Replacement Project in the amount of \$2,260,000 and authorize the Executive Director to negotiate and execute an agreement and take other related actions as may be necessary to support this work.

Background

This project provides for replacement of the major propulsion train subcomponents of the MV *MARE ISLAND*. The original waterjets currently have over 60,000 operating hours. This project is required to ensure that the vessel can operate reliably and efficiently over the remainder of its economic lifetime. Replacement of the high wear subcomponents of the waterjets necessitates replacement and upgrades to other propulsion train subcomponents. This project will result in higher propulsive efficiency, more reliable operation, and reduced maintenance costs.

Preliminary engineering work was jointly completed by Advanced Multihull Design (original naval architect), MJP (waterjet manufacturer), ZF Marine (reduction gear manufacturer), and MTU (main engine and shafting manufacturer). The RFP requires that the installing shipyard complete the engineering for approval by WETA. All vessel modifications will be subject to U.S. Coast Guard review, inspection, and approval.

This refit is planned for Winter 2016/2017. During the work, other minor upgrades to the passenger cabins and minor vessel system upgrades will be accomplished. The vessel is expected to be out of service for 12 weeks to accomplish this work package.

Discussion

The Request for Proposals (RFP) was released on August 29, 2016. Notice of this RFP was sent to WETA's mailing list, posted on the Agency's website, and advertised with the San Francisco Chronicle and Passenger Vessel Association.

On September 15, 2016, WETA hosted a mandatory Proposers' conference at Pier 9 which was attended by three individuals representing three shipyards. WETA staff issued three addenda to the original RFP clarifying the specifications set forth in the RFP and responding to pre-bid questions. Proposals were due to WETA on or before October 21, 2016.

The RFP required proposers to submit technical qualifications for review and scoring, as well as a separate price proposal to be reviewed if the proposer met the technical requirements. The technical portion of the evaluation process amounted to 60 percent of the total possible score. Technical scores considered each proposer's technical approach, team qualifications, shipyard production abilities, machinery installation and alignment work plan, experience in similar projects, and references.

A total of one proposal was received. The submitting shipyard was Marine Group Boat Works. This proposal was reviewed and determined to be compliant with the bid and technical specifications. In accordance with WETA's Administrative Code and Federal Transit Administration (FTA) guidance related to single bids, staff determined that the RFP was adequately advertised and the specifications were not unduly restrictive, and completed a cost analysis of the proposal to ensure that the proposed price was fair and reasonable. Marine Group Boat Works is well qualified to complete this work as they recently successfully completed the same work on the sister vessel MV *INTINTOLI*.

Accordingly, staff recommends awarding a contract to Marine Group Boat Works and proposes that this award include a 15% owner's contingency to allow for additive changes for work not yet identified but that may be necessary to satisfactorily complete the project. The recommended award including contingency is \$2,260,000. If approved, staff will issue the Notice To Proceed for design and engineering activities as soon as possible with shipyard work to begin in December 2016. Work for the project is expected to be completed by March 2017.

DBE/SBE Participation

For Federal FY 2016/17, WETA's overall annual Disadvantaged Business Enterprise (DBE) goal is 1.78 percent, and its Small Business Enterprise (SBE) goal is 5.04 percent for all FTA-assisted contracts. Staff has reviewed the DBE/SBE materials provided by Marine Group Boat Works and has determined that they have complied with the DBE requirements for this contract. Marine Group Boat Works has committed 1.7 percent SBE participation on this contract.

Fiscal Impact

The MV *MARE ISLAND* Propulsion Train Subcomponent Replacement Project is included in the FY 2016/17 Capital Budget at a cost of \$3,600,000 funded with Federal Transit Administration grant funds and Regional Measure 1 – 2% Capital funds. Sufficient funds are in the project budget to support the award of this contract.

END

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

RESOLUTION NO. 2016-33

AWARD CONTRACT TO MARINE GROUP BOAT WORKS FOR SHIPYARD SERVICES FOR THE MV *MARE ISLAND* PROPULSION TRAIN SUBCOMPONENT REPLACEMENT PROJECT

WHEREAS, San Francisco Bay Area Water Emergency Transportation Authority (WETA) has established the MV *MARE ISLAND* Propulsion Train Subcomponent Replacement Project as a part of its FY 2016/17 Capital Budget and program of projects; and

WHEREAS, WETA has established procedures in its Administrative Code relating to the selection and contracting of Construction Services, including projects where Federal Transit Administration (FTA) funds will be used; and,

WHEREAS, WETA has FTA and local match funds to support the Project; and

WHEREAS, on August 29, 2016, WETA issued an Request for Proposals (RFP) for MV *MARE ISLAND* Propulsion Train Subcomponent Replacement Project; and

WHEREAS, WETA followed the procedures in its Administrative Code, consistent with an FTA project regarding solicitation and evaluation of qualifications; and,

WHEREAS, WETA staff has evaluated the proposal submitted for this project and conducted a cost analysis to ensure that the proposed price is fair and reasonable and, as a result, recommends the award of a contract for services to Marine Group Boat Works, LLC, to complete this project in the amount of \$2,260,000 which includes a fifteen (15) percent owner's contingency; now, therefore, be it

RESOLVED, that the Board of Directors hereby approves an agreement with Marine Group Boat Works to provide shipyard services for the MV *MARE ISLAND* for an amount not to exceed \$2,260,000; and be it further

RESOLVED, that the Board of Directors authorizes the Executive Director to negotiate and execute an agreement and take any other related actions as may be necessary to support this work.

CERTIFICATION

The undersigned, Board Secretary, does hereby certify that the foregoing is a full, true and correct copy of a resolution duly and regularly adopted at a meeting of the San Francisco Bay Area Water Emergency Transportation Authority held on November 10, 2016.

YEA:

NAY:

ABSTAIN:

ABSENT:

/s/ Board Secretary

2016-33

END

MEMORANDUM

TO: Board Members

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

SUBJECT: Approve Vallejo Ferry Service Enhancements and Deletion of Scheduled Route 200 Bus Service Beginning January 2017

Recommendation

Approve Vallejo ferry service enhancements and delete scheduled Route 200 bus service beginning January 2017.

Background

As a part of the Vallejo Ferry Service (Ferry Service) transition to WETA in June 2013, WETA entered into an agreement with the Solano County Transit Agency (SolTrans) for the provision of Route 200 bus service and on demand backup services necessary to maintain the Ferry Service as historically operated by the City of Vallejo. SolTrans currently operates scheduled Route 200 express bus service between Vallejo and San Francisco. Backup bus service – needed when vessels experience mechanical breakdowns or demand exceeds capacity of scheduled ferry service – was once operated by SolTrans but has gradually transitioned to private contract operators over the past two years as SolTrans has been increasingly unable to offer this service when needed. Operating expenses for both scheduled and backup bus service are covered by WETA.

At the October Board meeting, staff presented a proposal to enhance ferry service in Vallejo, eliminating the need for scheduled Route 200 service while at the same time addressing recent strong demand for increased ferry service (copy provided as **Attachment 1**). The increased ferry service will be paid for with savings from deleting scheduled Route 200 service and additional Regional Measure 1 and 2 operating subsidy available to support WETA's ferry services. Staff asked that the Board release the proposal for public input with the expectation that a formal action to adopt a new service plan would occur at the November meeting.

Discussion

Outreach to Vallejo ferry and bus riders on the proposal was undertaken through emails and notices on WETA's Bay Alerts service along with flyers distributed on boats and buses. The flyers were accompanied by a comment card, enabling riders to provide feedback that was then collected by crews.

In addition to the direct outreach to riders, the boards for both the Solano Transportation Authority (STA) and SolTrans received informational presentations on the service change proposal. The STA Board met on October 12 and the SolTrans Board met on October 20. A staff meeting among the three agencies was hosted by WETA on October 18 to discuss the proposal and the outreach effort to date. WETA received letters from both agencies in support of the service proposal, provided as **Attachments 2a and 2b** to this report. WETA staff also reached out to City of Vallejo staff, describing the proposal and providing the opportunity to

provide input to the service proposal. Finally, WETA received a letter of support from the Napa Valley Transportation Authority – **Attachment 3** – that also expressed concern over late night bus service and informing WETA of an ongoing express bus study.

In addition to agency-generated letters, WETA received written input from over 250 individuals through email, WETA's website, comment cards and phone calls. A summary matrix of the comments indicating the general themes expressed is provided as **Attachment 4** to this memo and discussed below.

Summary of Comments

A significant number of the commenters support the proposal. Many of the comments, while supporting the proposal for more ferry service, also expressed concern over losing the option of a late night bus at 10:30 PM. Other themes include the need for additional service and capacity in the evening peak period or suggestions for additional midday or weekend ferry trips.

Support for increased ferry trips. The overwhelming majority of comments support the proposed service changes, express enthusiasm for the additional ferry trips and a desire for more ferry service.

Loss of bus service. While not the majority of respondents, there are several individuals that rely on specific bus trips or prefer the bus over the ferry or appreciate the flexibility provided by the bus. The service proposal will replace the highest ridership bus trips (6:00 AM and 2:30 PM weekday trips) with ferry departures. Additional midday and reverse-peak ferry trips will also help to address the loss of scheduled Route 200 service. And finally, SolTrans Route 80 offers frequent bus service from the City of Vallejo to the El Cerrito del Norte BART station that is timed with BART's schedule to minimize wait times.

Need for late night bus to Vallejo. The concerns raised about the loss of a late night bus by some riders have been relayed to both SolTrans and STA. SolTrans operates Route 80 today which provides an all-day frequent connection between Vallejo and BART at the El Cerrito del Norte station where passengers can transfer to trains to San Francisco or East Bay locations. SolTrans is aware of the strong desire for a direct late night bus returning from San Francisco and is exploring its ability to provide this as a part of its independent bus service offerings. STA is in the process of studying potential new express bus services in Solano County and a new San Francisco service may be part of a future new intercounty route.

Desire for additional peak evening ferry service. Many passengers expressed frustration with the existing condition where boats are at or near capacity throughout the evening peak period. A similar concern was raised about losing the 6:30 PM bus as it functions as a backup in case the 6:00 PM boat experiences leave-behinds. There are both short- and long-term solutions to the strong demand in the evening period. In the short term, the proposed new 2:30 PM departure should attract some riders to shift to take this earlier trip. Also, new larger capacity vessels will come online in 2018, alleviating some of the capacity issues on peak trips. However, the long-term solution will be to advocate for new operating funding and vessels to achieve 20-minute peak service levels as envisioned in the *WETA Strategic Plan*.

Proposed Service Changes

Based on the strong support for the proposed service changes and the need to address increasing demand for ferry service, staff recommends that the Board approve Vallejo service changes as originally proposed and outlined in the October Board report, which includes increasing ferry trips and eliminating the Route 200 bus service.

Provided the Board adopts the staff proposal, public outreach will begin immediately with notices to ferry and Route 200 riders that the service changes will take effect beginning January 1, 2017. Email and Bay Alerts messages will be distributed to Vallejo riders along with notice on the San Francisco Bay Ferry website. On board flyers will be distributed on both boats and buses as well as at the Vallejo transit center.

Table 1.0 presents the completed and upcoming schedule milestones for outreach and implementation of the changes.

Table 1.0
Route 200 Service + Ferry Service Enhancement Service Change

No.	Action	Date	Status
1	Ferry Service Enhancement & Route 200 Service Change Proposal WETA Board Action	October 6, 2016	Complete
2	Outreach, Notice to Riders	October – November	Complete
3	Adoption of Service Enhancement, WETA Board Action	November 10, 2016	Current
4	Notice of Route 200 Change	November -- December	Upcoming
5	Route Service Change	January 1, 2016	Upcoming

Fiscal Impact

The proposed ferry service enhancement is estimated to cost \$970,000 in operating dollars on an annual basis. This increase would be offset with \$716,000 in funds currently utilized to fund Route 200 operation, resulting in a net increased service operating cost of \$254,000. Sufficient RM1 and RM2 ferry operating funds are available to support this change.

END

Attachment 1

AGENDA ITEM 13
MEETING: October 6, 2016

MEMORANDUM

TO: Board Members

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

SUBJECT: Consider Proposal for Vallejo Ferry Service Enhancements and Deletion of Scheduled Route 200 Service Beginning January 2017

Recommendation

Release the draft proposal to enhance Vallejo ferry service and delete scheduled Route 200 service for public and stakeholder review and comment.

Background

As a part of the Vallejo Ferry Service (Ferry Service) transition to WETA in June 2013, WETA entered into an agreement with the Solano County Transit Agency (SolTrans) for the provision of Route 200 bus service and on demand backup services necessary to maintain the Ferry Service as historically operated by the City of Vallejo. SolTrans currently operates scheduled Route 200 express bus service between Vallejo and San Francisco. Backup bus service – needed when vessels experience mechanical breakdowns or demand exceeds capacity of scheduled ferry service – was once operated by SolTrans but has gradually transitioned to private contract operators over the past two years as SolTrans has been increasingly unable to offer this service when needed. Operating expenses for both scheduled and backup bus service are covered by WETA.

At its May 2016 meeting, the SolTrans Board considered a recommendation by staff to extend the operating contract for scheduled Route 200 service through the end of calendar year 2016 but to then transition responsibility for operating the service directly to WETA. The SolTrans staff recommendation was based on the difficulties experienced by the SolTrans contract operator in reliably providing scheduled Route 200 service and the need to imminently replace the three coach-style vehicles used for the service. The SolTrans Board extended the operating contract but did not take action on transitioning the service. Instead, the SolTrans Board asked that staff from SolTrans, WETA and the Solano Transportation Authority (STA) work collaboratively to develop a service plan that addressed SolTrans staff concerns and the need to provide reliable transit service for Solano County residents.

This memorandum presents WETA's proposal to enhance ferry service in Vallejo, eliminating the need for scheduled Route 200 service while also addressing recent strong demand for increased ferry service.

Provided the WETA Board accepts the staff recommendation, the proposal will be released to the public and agency stakeholders for review and comment. After comment has been received, staff will return to the Board for adoption of the final ferry service plan in November, with the goal of implementing the new service in January 2017.

Discussion

Scheduled Route 200 SolTrans bus service as a companion to the ferry serves two purposes: first, as a means of backup when scheduled ferry departures reach boarding limits or when vessels are experiencing anticipated outages due to maintenance or mechanical issues. As a result, Route 200 service is scheduled to depart during peak periods shortly after the most popular trips. Second, Route 200 service helps to “fill gaps” in the schedule. Reverse commute, midday and late evening scheduled Route 200 service offers Vallejo riders an option that would not be cost effective to provide by ferry boat. Backup bus service – needed when vessels are down due to unanticipated breakdowns – is currently provided by separate contract operators and is not affected by this proposal.

Despite a recent increase over the past year, ridership on scheduled Route 200 service is on a long-term decline. This trend coincides with the enhancements implemented by WETA in Vallejo ferry service. Table 1.0 below presents average daily boardings on weekday Route 200 service for the summer 2016 period, the highest ridership period of the year. As the data indicates, many of these trips are less than half full. The Route 200 coach has a seated capacity of 57 passengers. The exceptions are morning departures at 6:00 and 8:45 a.m. and 2:30 and 6:30 p.m. departures from the ferry building. Passenger feedback indicates that the ferry schedule is frequent enough and that traffic has become so severe leaving San Francisco in the evening that commuters choose to wait for a ferry rather than take a scheduled bus trip.

Table 1.0
Scheduled Route 200 Average Daily Ridership
June – August, 2016

To San Francisco		To Vallejo	
Departure	Avg. Boardings	Departure	Avg. Boardings
6:00 AM	47	7:35 AM	4
8:45 AM	37	9:55 AM	6
1:00 PM	16	2:30 PM	36
3:00 PM	5	4:00 PM	18
9:30 PM	3	4:45 PM	15
		6:30 PM	30
		10:30 PM	20

Proposal

Based on ridership trends and the need to address concerns raised by SolTrans staff regarding the present Route 200 service contract and the long term viability of Route 200 service, WETA proposes to enhance ferry service beginning in January 2017 while deleting scheduled Route 200 bus service. Ferry enhancements will include three new departures from Vallejo and two from San Francisco. Ferry service will replace high ridership bus departures to offer passengers a capacity and travel time improvement. Finally, adjustments to the ferry schedule will also help to fill in schedule gaps, allowing for all-day ferry service between Vallejo and San Francisco.

Table 2.0 presents the proposed ferry enhancements side-by-side with the proposed deletions of Route 200 trips. The proposed schedule provides ferry service at roughly 30 minute intervals through the morning and evening peak periods. It also introduces ferry service during the midday period, with a 12 p.m. departure to San Francisco, and a 2:30 p.m. trip to Vallejo. While gaps still exist, they have been reduced to just one period during the day.

WETA staff will work collaboratively with SolTrans and the Solano Transportation Authority to assist in any planning needed to consider offering express bus service from Solano County to the Transbay terminal in San Francisco. Such a service can fill an area of need for North Bay travelers and be compatible with ferry service.

Table 2.0

2017 Proposed Enhanced Ferry/Replaced Route 200 Service
Departures from Vallejo, Proposed

Ferry	Route 200	Notes
5:30 AM		
6:00 AM	6:00 AM	Ferry replaces bus
6:30 AM		
7:00 AM		
7:45 AM		
8:30 AM		Schedule adjustment from 8 AM
	8:45 AM	
9:30 AM		
10:30 AM		
12:00 PM		New ferry trip
Gap: 2 hrs		
	1:00 PM	
2:00 PM		
3:00 PM	3:00 PM	Ferry replaces bus
4:00 PM		
4:45 PM		
5:45 PM		
6:45 PM		
	9:30 PM	

	New Ferry Trip
7:35 AM	Deleted Trip

2017 Proposed Enhanced Ferry/Replaced Route 200 Service
Departures from San Francisco, Proposed

Ferry	Route 200	Notes
6:35 AM		
7:15 AM	7:35 AM	Ferry replaces bus
8:15 AM		
9:00 AM		New ferry trip
	9:55 AM	
10:40 AM		
11:40 AM		
Gap: 3 hrs		
2:30 PM	2:30 PM	Ferry replaces bus
3:30 PM		
	4:00 PM	
4:30 PM		
	4:45 PM	
5:15 PM		
5:30 PM		
6:00 PM		
	6:30 PM	
7:15 PM		
8:15 PM		
	10:30 PM	Replaced by late Route 80 service

The proposed ferry service enhancement is estimated to cost \$970,000 in operating dollars on an annual basis. This increase would be offset with \$716,000 in funds currently utilized to fund Route 200 operation, resulting in a net increased service operating cost of \$254,000. Sufficient RM1 and RM2 ferry operating funds are available to support this change.

If the Board adopts the staff proposal, public involvement activities will immediately begin with targeted outreach to ferry and Route 200 riders along with direct communication with Solano County partners SolTrans and the Solano Transportation Authority. Staff proposes to return to the WETA Board in November for final adoption of a proposed enhancement plan incorporating the input and feedback of the general public, transit riders and ferry stakeholders. Provided a new plan is adopted, the new service will go into effect starting in January 2017.

Table 3.0 presents a proposed schedule for outreach and implementation of an enhanced Vallejo ferry service for 2017.

Table 3.0
Route 200 Service + Ferry Service Enhancement Service Change

No.	Action	Date
1	Ferry Service Enhancement & Route 200 Service Change Proposal WETA Board Action	October 6, 2016
2	Outreach, Notice to Riders	October – November 2016
3	WETA Board Action, Adoption of Service Enhancement	November 10, 2016
4	Notice of Route 200 Change	November-December 2016
5	Route Service Change	January 1, 2017

Fiscal Impact

There is no fiscal impact associated with this item at this time. In the event that the proposed service changes are ultimately approved, the FY 2016/17 operating costs are estimated to increase \$127,000 to support service changes from January 1, 2017 through June 30, 2017. Sufficient funds are available in the FY 2016/17 Operating Budget to cover this additional cost.

END



Solano Transportation Authority

...working for you!

SOLANO TRANSPORTATION AUTHORITY

Member Agencies:

Benicia • Dixon • Fairfield • Rio Vista • Suisun City • Vacaville • Vallejo • Solano County

One Harbor Center, Ste. 130, Suisun City, CA 94585-2473 • Phone (707) 424-6075 / Fax (707) 424-6074

Email: info@sta.ca.gov • Website: sta.ca.gov

October 24, 2016

Sent Via Electronic Mail

Page 1 of 2

Kevin Connolly
 Manager of Planning and Development
 Water Emergency Transportation Agency (WETA)
 Pier 9, Suite 111
 San Francisco, CA 94111

RE: WETA Ferry Service and Route 200 Service Change Proposal - Support

Dear Mr. ^{Kevin}Connolly:

I am writing to convey the Solano Transportation Authority's support for the San Francisco Bay Area Water Emergency Transportation Authority's (WETA) proposed Ferry Service and Route 200 Service Change Proposal. As proposed, this service change would replace the current Route 200 with expanded ferry service for the current ferry and bus riders that travel between the City of Vallejo and San Francisco on a daily basis.

This item was reviewed and discussed at the STA Board's October 12, 2016 meeting. In addition to conveying its support for the enhanced ferry service proposal replacing the Route 200 service, the STA Board requested that further analysis be done by STA in coordination with Solano County Transit to assess the demand for direct bus service from the City of Vallejo in Solano County to the Transbay Terminal in San Francisco to address the elimination of the Route 200 9:30 p.m. departure from Vallejo and the 10:30 p.m. from San Francisco.

Based on the public input received by WETA from current Ferry and Route 200 riders traveling between San Francisco and Vallejo, there is strong support for the enhanced ferry service replacing the Route 200 service as proposed by WETA with the second most frequent comments received focused on concern or opposition to discontinuing the late evening Route 200 service. Under the new service proposal proposed by WETA, the last ferry service returning to Vallejo from San Francisco will depart at 8:30pm, two hours earlier than the current last Route 200 bus.

STA staff wishes to thank WETA staff for meeting with STA and SolTrans staff to discuss and coordinate on this issue and for the proposal for enhanced ferry service for the San Francisco to Vallejo ferry line. If you have any questions, please contact Philip Kamhi, STA's Transit Manager at (707) 399-3233.

Sincerely,

Daryl Halls
 Executive Director

STA Support Ltr. to WETA's KConnolly dated Oct. 24, 2016
Re. WETA Ferry Service and Route 200 Service Change Proposal – Support

Cc: STA Board Members
SF Bay Ferry – Water Emergency Transportation Authority (WETA) Board Members
SoTrans Board Members
Solano Board of Supervisors
Mayor and City Council, City of Vallejo
Nina Rannells, Executive Director, WETA
Mona Babauta, Executive Director, Solano County Transit (SolTrans)
Steve Heminger, Executive Director, MTC
Kate Miller, Executive Director, NVTa



311 Sacramento Street, Suite A • Vallejo, CA 94590 • (707) 736-6990 Phone/Fax

October 25, 2016

Mr. Kevin Connolly, Manager of Planning and Development
Water Emergency Transportation Authority
Pier 9, Suite 111, The Embarcadero
San Francisco, CA 94111

Re: Public Comment Sought re: Vallejo Service Change

Dear Mr. Connolly:

Please accept these comments in response to the proposed changes on the Vallejo Ferry route and accompanying Route 200 bus service.

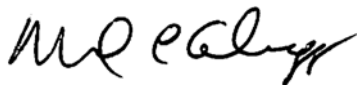
At its regular meeting on October 20, 2016, the SolTrans Board of Directors acted to “direct staff to outline a potential operating plan and resources needed to maintain existing Route 200 weekday (Monday-Friday) trips, which are not proposed to be replaced with augmented ferry service.” Implicit in this statement is support for the proposed WETA action to increase the number of ferry trips on the Vallejo-San Francisco route. The SolTrans Board has committed to assessing those needs that can be met by bus service as a complement to the enhanced ferry operation.

SolTrans staff, in partnership with STA, has begun review of typical ridership on the weekday late-evening and weekend early-morning Route 200 trips, as well as the capacity of existing Route 80 trips in the same time periods. In addition, staff is reviewing configuration options for providing a highly reliable service for current and potential riders between Vallejo and San Francisco.

From a staff perspective, the expansion of ferry service enhances the entire transportation system in a way that furthers SolTrans’ mission of delivering safe, reliable, and efficient transportation services that effectively link people, jobs, and communities. The proposal offers increased ferry options at times of the day when bus operations are hindered by heavy traffic, and in turn provides an opportunity for SolTrans to understand, address, and develop complementary services at times when the bus represents a more appropriate option for expenditure of public funds.

I look forward to continuing our work to deliver public transportation to the Bay Area and in particular the residents and businesses of southern Solano County.

Yours truly,

A handwritten signature in black ink, appearing to read "Michael Abegg".

Michael Abegg, Planning & Operations Manager

Attachment 3



October 26, 2016

Kevin Connolly
Manager of Planning and Development
Water Emergency Transportation Agency (WETA)
Pier 9, Suite 111
San Francisco, CA 94111

RE: WETA Ferry Service and Route 200 Service Change Proposal

Dear Kevin,

The Napa Valley Transportation Authority (NVRTA) supports increasing ferry service between Vallejo and San Francisco. The Vallejo Ferry is a major origin and destination for NVRTA Vine riders and enhanced service on the ferry would only strengthen the Vine/WETA rider base.

NVRTA is in the midst of an Express Bus Study. It is the agency's goal to provide more frequent and extended connecting transit service to the Vallejo Ferry Terminal to ensure a seamless connectivity for individuals wishing to transfer between the two systems. In the short term, that would include connections to any added service that WETA implements as an outcome to your current public inquiry. In addition, NVRTA strongly encourages WETA to continue subsidizing a late (after 9:00PM) Route 200 run from the San Francisco or operate late night ferry service. NVRTA riders use the ferry both to commute to work and to enjoy extracurricular activities in San Francisco. The late night service provides flexibility, thereby encouraging riders.

We appreciate the opportunity to comment and look forward to working with WETA in the future to provide a smooth and consistent transit experience for NVRTA customers. Please contact NVRTA Transit Manager, Matthew Wilcox mwilcox@nvta.ca.gov or (707) 259-8635 should you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Kate Miller", written over a horizontal line.

Kate Miller
Executive Director

cc: Nina Rannels/WETA
Mona Babauta/Soltrans
Daryl Halls/Solano County Transportation Authority

Attachment 4

Route 200 Public Comments

WETA distributed flyers & comment cards on Vallejo ferries and Route 200 buses describing the service change proposal and seeking input. In addition, an informational page was created on Sanfranciscobayferry.com and notices were sent to subscribers of WETA's Bay Alerts system.

The table below summarizes the general themes and concerns from the over 250 comments received to date.

Topic	Total Comments
Support for more ferries in place of bus service	165
Desire for late night bus or ferry after 10 PM	82
Suggestions for alternative ferry departure times	61
Desire for preserving weekend bus or ferry schedule	25
Desire for more PM peak period ferry departures	20
Support for preserving existing Route 200 scheduled bus service	18
Miscellaneous	9

Comment Submission Method	Total Comments
Onboard Comment Card	150
Email	95
Phone	3
US Mail	4

Total comments received	252
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MEMORANDUM

TO: Board Members

FROM: Nina Rannells, Executive Director
Kevin Connolly, Manager, Planning and Development
Michael Gougherty, Senior Planner, Planning and Development

SUBJECT: Approve Systemwide Parking Fee Program Policy Goals

Recommendation

Adopt the proposed systemwide parking fee program policy goals.

Background

This memo proposes goals for a systemwide parking fee program policy for WETA-controlled facilities. If adopted, the goals will help shape parking fee programs at individual terminals and provide guidance as staff works with City partners to develop parking and access initiatives at various system terminals. It is expected that a parking fee program will be introduced at the Harbor Bay terminal in early 2017 as a part of a multi-pronged approach developed by the City of Alameda in conjunction with Harbor Bay residents, the Alameda Transportation Commission and WETA to address terminal access issues and concerns.

The proposed goals are based upon a consultant (Nelson\Nygaard) review of WETA's existing policy and planning documents such as WETA's Access Policy, the *2016 Strategic Plan* and actions taken by the WETA Board at recent meetings. The goals were developed with the understanding that while a parking fee program may be introduced at the Harbor Bay terminal in the near term, the program goals are meant to apply to all existing and future terminals.

Proposed systemwide parking fee program policy goals

- 1) **Develop a program that helps to increase the share of passengers who access the system on foot, bike, transit or other alternatives to single-occupancy vehicles.**

WETA's Access Policy calls for increasing the share of passengers who access the system on foot, bike, or transit, and the parking policy should be consistent with this larger system goal. Encouraging access by modes other than private automobiles can produce positive outcomes for the environment, an emphasis in the *2016 Strategic Plan*. A comprehensive approach to terminal access is also a critical prerequisite to expanding service and growing the system's ridership, as stated in WETA's System Expansion Policy.

Parking is a constrained resource for WETA, given the high costs of expanding supplies through land acquisition or the construction of structured parking. In addition, cities often have land use policies that encourage and foster high density residential or commercial development in close proximity to regional transit facilities such as ferry terminals. As such, limited land resources will act as a cap on parking expansion, limiting ridership growth over time if automobiles continue to be the primary access mode. Bicycle and pedestrian capacity is abundant, constrained only by the number of

potential ferry riders who live within a reasonable walk or bike ride of a terminal. Similarly, public transit bus routes accessing the terminals currently have spare capacity available to serve additional commuters transit capacity and frequency can be scaled as demand grows. Accommodating access to the ferries via any of these alternative modes is generally more sustainable, from both the environmental and financial perspective, than accommodating more single-occupancy vehicles.

2) Develop a parking management system that helps to balance passenger loads and ensure parking availability.

Parking policies should be designed to help balance passenger loads on peak-period ferry trips, in order to make the best use of the limited vessel capacity. Ridership data indicate that due to growing ridership, the parking lots (as well as nearby on-street parking) at certain terminals, including Harbor Bay, are filling to capacity early in the morning peak period. Given the lack of available parking later in the morning, some riders have adjusted their schedules to depart earlier. This has led to greater ridership on some early ferry departures and fewer riders on later trips, where loads were previously evenly balanced. At terminals with limited parking but all day service, there may not be available midday or early evening parking. Managing parking resources – through fees and/or time-of-day constraints -- has the potential to ensure parking availability throughout the day.

More generally, maintaining adequate parking availability at all terminals at all times can help the system maintain balanced loads between different departure times, helping WETA make the best use of its limited capacity. Therefore, WETA's parking policies should support the administration of a system in which loads are as balanced as possible across the peak, to rationalize utilization and make the most of the operating resources.

3) Develop fees that strike a balance between managing parking resources, covering system costs and maintaining transit affordability.

Fee structures should be developed thoughtfully, to ensure that larger policy goals for WETA are realized. A potential negative consequence of parking fee programs is that it drives up the cost of the overall transportation trip which could serve to cap system demand. On the other hand, if fees are not adequate to cover the cost of administering the program or to influence access demand, the parking program risks being ineffective and resulting in a new cost to WETA. Therefore, fees need to achieve a balance, ensuring that sufficient revenues are generated to cover expenses, that parking utilization can be managed carefully and that the expense of taking the ferry is not cost prohibitive.

4) Invest any surplus revenue generated from parking fees into the WETA system.

Surplus revenue, consisting of any fees collected above and beyond the revenues required to offset the cost of administering the parking fee program, should be invested exclusively and directly into the WETA system. Use of parking revenues should be kept flexible, in order to allow revenues to be directed toward WETA's highest priority goals, rather than restricted solely to improving landside access.

5) Ensure that all elements of the parking program are scalable to terminals across the system.

Payment, wayfinding, and enforcement systems put in place at initial implementation sites (e.g., Harbor Bay) should be implementable at a reasonable cost at all other terminals where WETA owns or manages parking. Contracts with vendors should include provisions allowing for expansion to other terminals. Payment options, online information, wayfinding, and other aspects of the program should be as consistent as possible across terminals to minimize confusion for customers and reduce administrative costs.

6) Aim for ease of operations, maintenance and enforcement, in order to minimize capital costs and staffing requirements.

The parking program should be designed to achieve its overall goals while minimizing the capital costs and staff time required to establish, operate and maintain the parking program. Achieving this goal may involve, for example, selecting parking fee schedules and/or regulations, payment options and equipment, parking access and revenue control systems, and/or enforcement methods with an eye to minimizing operations, maintenance and enforcement costs.

7) Implement parking programs in partnership with local communities.

Strengthening partnerships is a key focus area identified in the *2016 Strategic Plan*. As such, WETA aims to continue working with cities to both support their overall land use and transportation goals, and to solve any specific areas of concern related to terminal access. While the ferry service provided by WETA helps many cities meet their goals of reducing motor vehicle traffic, congestion and pollution, growing ferry ridership can lead to growing pains. In particular, when terminal lots fill to capacity, parking spillover into residential streets in areas near terminals can be a source of tension with nearby residents. Working with residents and local jurisdictions to address this problem, by supporting local jurisdiction's efforts to implement on-street parking management, such as curb parking pricing and/or residential parking permit districts, can help achieve the goal of maintaining good relationships with WETA's partner jurisdictions.

Fiscal Impact

There is no fiscal impact associated with this policy item.

END

MEMORANDUM

TO: Board Members

FROM: Nina Rannells, Executive Director
Melanie Jann, Manager, Administration & Business Services

SUBJECT: Approve Board of Directors Meeting Schedule for Calendar Year 2017

Recommendation

Approve WETA Board of Directors meeting schedule for Calendar Year 2017.

Discussion

The WETA Board of Directors generally meets on the first or second Thursday of the month at 1:00 p.m. at the Port of San Francisco's offices at Pier 1 in downtown San Francisco with exceptions made to address holidays, business conflicts or occasional travel meetings. Based upon a review of the 2017 calendar, staff proposes the following meeting dates for next year:

DATE:	TIME:	LOCATION/ADDRESS:
Thursday, January 12	1:00 p.m.	Port of San Francisco
Thursday, February 2	1:00 p.m.	Port of San Francisco
Thursday, March 2	1:00 p.m.	Port of San Francisco
Thursday, April 6	1:00 p.m.	Port of San Francisco
Thursday, May 11	1:00 p.m.	Port of San Francisco
Thursday, June 8	1:00 p.m.	Port of San Francisco
Thursday, July 6	1:00 p.m.	Port of San Francisco
Thursday, August 3	1:00 p.m.	Port of San Francisco
Thursday, September 7	1:00 p.m.	Port of San Francisco
Thursday, October 5	1:00 p.m.	Port of San Francisco
Thursday, November 9	1:00 p.m.	Port of San Francisco
Thursday, December 7	1:00 p.m.	Port of San Francisco

This schedule may be amended during the year to adjust the time, meeting place or number of meetings held in response to WETA's business needs. At this juncture, staff has identified the potential for two travel meetings in 2017 including meeting in Richmond in January or February and Redwood City later in the calendar year. Staff will work to identify details and confirm these opportunities with the Board in the coming months.

Fiscal Impact

There is no fiscal impact associated with setting the Board meeting calendar.

END