

**Members of the Board**

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

**BOARD OF DIRECTORS' MEETING**  
*Thursday, August 4, 2016 at 1:00 p.m.*  
**San Francisco Bay Area**  
**Water Emergency Transportation Authority**  
Port of San Francisco  
Pier 1; San Francisco

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

**AGENDA**

1. CALL TO ORDER – BOARD CHAIR
2. PLEDGE OF ALLEGIANCE/ROLL CALL
3. REPORT OF BOARD CHAIR **Information**
4. REPORTS OF DIRECTORS **Information**
5. REPORTS OF STAFF **Information**
  - a. Executive Director's Report
  - b. Monthly Review of Financial Statements
  - c. Legislative Update
6. CONSENT CALENDAR **Action**
  - a. Board Meeting Minutes – June 2, 2016
  - b. Authorize Release of a Request for Proposals for the *Pisces* Quarter-Life Refurbishment and Passenger Capacity Increase Project
  - c. Authorize Release of a Request for Proposals for the *Mare Island* Major Component and Waterjet Rehabilitation Project
  - d. Approve a Sole Source Contract with Marine Jet Power AB for the Waterjet Subcomponent Replacements Required as a Part of the *Mare Island* Major Component & Waterjet Rehabilitation Project
7. APPROVE BAY BRIDGE FORWARD FERRY ENHANCEMENT PROGRAM **Action**
8. MISSION BAY FERRY LANDING STATUS REPORT **Information/Action**
9. REDWOOD CITY FERRY PROJECT STATUS REPORT **Information/Action**
10. TREASURE ISLAND FERRY SERVICE UPDATE **Information/Action**
11. CONSIDER CENTRAL BAY MAINTENANCE AND OPERATIONS FACILITY NAMING OR OTHER RECOGNITION PROGRAM OPTIONS **Action**
12. CLOSED SESSION **Action**

There are no planned agenda items for a Closed Session for the current meeting. **To Be Determined**

In the event of any urgent matter requiring immediate action which has come to

# Water Emergency Transportation Authority

## August 4, 2016 Meeting of the Board of Directors

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the attention of the WETA after the agenda has been issued and which is an item appropriately addressed in Closed Session, the 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).

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

### 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](mailto:contactus@watertransit.org) or call (415) 291-3377 at least five (5) days before the meeting.

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

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

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

TO: WETA Board Members  
FROM: Nina Rannells, Executive Director  
DATE: August 4, 2016  
RE: Executive Director's Report

**CAPITAL PROJECT IMPLEMENTATION UPDATE**

**Vessel Replacement – Central Bay**

The *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 the contract award to Aurora Marine Design (AMD) for vessel construction management services. The Board approved a contract with Kvichak Marine Industries in April 2015 for the construction of two new replacement vessels. Vessel construction began in early September 2015.

Vessel 1 *Hydrus* – The hull structure is nearing 100% completion and was launched on July 19 at Kvichak Marine in Seattle. The hull will be transferred to Nichols Brothers for joining of the superstructure. The vessel is scheduled for delivery in late December 2016.

Vessel 2 *Cetus* - Fabrication of the hull structure is well underway. Delivery of this vessel is anticipated in late April 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. The Request for Proposal to construct three new passenger-only vessels was released on March 21, 2016. A Pre-Proposal conference was held on April 14, 2016. Step-1 Technical proposals were received from shipyards May 13, 2016. Step-2 Technical and price proposals from all responsive bidders were due June 24, 2016. Interviews were held with responsive bidders on July 27, 2016. Staff anticipates being in a position to recommend contract award for vessel construction in September.

***Intintoli* Major Component and Waterjet Rehabilitation Project**

This project has been completed and the vessel was placed back into Vallejo service in July.

***Gemini/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 and 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 Board of Directors approved the contract award to Marine Group Boat Works in February 2016 for refit work on the vessel *Gemini*. Sea trials were held on July 27, with a small punch list of items to complete, and delivery to San Francisco and return to service is expected

in early August. As this project is wrapping up, the same scope of work is planned for the vessel *Pisces*, with an RFP planned for release in early August and work to be completed winter/spring 2016/17.

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

This project will construct a new ferry maintenance facility located at Building 165 on Mare Island in Vallejo in two phases. The landside phase includes site preparation and construction of a new fuel storage and delivery system along with warehouse and maintenance space. The waterside phase will construct a system of modular floats and piers, gangways, and over-the-water utilities.

The Board of Directors awarded a design-build contract for the landside phase to West Bay Builders, now Thompson Builders, in August 2013. Landside construction is substantially complete. Remaining tasks for the landside construction phase include commissioning and testing of systems that run between the landside and waterside portions of the project.

The Board of Directors awarded a design-build contract for the waterside construction phase to Dutra Construction in July 2014. Construction of the waterside phase is underway. Pile driving activities were completed on September 2, 2015. A total of 23 piles were driven over a 4 week period. The existing service float was modified and rehabilitated at Bay Ship & Yacht and was delivered to the site in February. All of the concrete floats were delivered to the site and secured to the piles in December. The construction contractor has completed installation of the superstructure and is working to complete installation of utility systems. Substantial progress has been made to resolve the recent challenges faced in completion of the waterside construction. The issues with concrete ballast slabs were evaluated and an engineering solution was developed. The construction team is working to retrofit the attachment system for the ballast slabs on all floats. The construction team is also working on final installation of the product delivery systems. System commissioning will begin in August. The final completion date for the waterside construction is tentatively scheduled for September.

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

This project will develop an operations and maintenance facility at Alameda Point to serve as the base for WETA's existing and future central bay ferry fleet. The anticipated opening date will be in the spring of 2018. The proposed project would provide running maintenance services such as fueling, engine oil changes, concession supply, and light repair work for WETA vessels. The new facility will also serve as WETA's Operations Control Center for day-to-day management and oversight of service, crew, and facilities. In the event of a regional emergency, the facility would function as an Emergency Operations Center, serving passengers and sustaining water transit service for emergency response and recovery.

The Board of Directors awarded a construction contract to Overaa/Power, a Joint Venture, at its June 2016 meeting. Staff is continuing to work with state and federal resource agencies with jurisdiction over the work to secure permitting approval.

### **Alameda Seal Haul-out**

A seal haul-out was developed voluntarily by WETA at the site of the future Central Bay Operations and Maintenance Facility. After working with a marine mammal expert and a working group of Alameda seal enthusiasts, a specially-designed float was installed in July at the site. Early reports and photographic evidence suggests the seals love the new float. The next steps are to gradually relocate the float eastward, towards a final mooring location. The first move took place on July 28. Subsequent moves will occur approximately every two weeks until the final location is reached.

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### **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.

Staff is in the final stage of developing design documents and technical specifications required to initiate the construction procurement process for the project. Additionally, permit applications have been submitted to the San Francisco Bay Regional Water Quality Control Board, Bay Conservation and Development Commission, U.S. Army Corps of Engineers, and National Oceanic Atmospheric Administration to authorize construction of the project.

### **SERVICE DEVELOPMENT UPDATE**

#### **Richmond Ferry Service**

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

A construction management RFP was released in June 2016. The RFP for construction of the terminal facility is anticipated for release in the fall of 2016. Terminal construction will begin in 2017 with pile driving and dredging activities taking place in the 2017 in-water work window.

All resource agency permit applications have been submitted. A provisional Letter of Permission was received from the US 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 coordinate with the City of Richmond on lease negotiation.

#### **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 Memorandum of Understanding (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, with 541 average weekday boardings and 31 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.

### **2016 Transbay Ferry Service Enhancement Proposal**

Staff submitted a proposal to the Metropolitan Transportation Commission (MTC) to enhance ferry service in the Transbay/Bay Bridge corridor for the remainder of calendar 2016 and most of calendar 2017. The proposal was submitted at the request of MTC, which asked all Transbay service providers – BART, AC Transit, and WETA – to consider what can be done to address unprecedented demand in the corridor. WETA's proposal is a three phase plan that includes planned service enhancements taking effect in November 2016, additional crews and vessels which could be deployed by May 2017 and capital funding to extend the life of two vessels and add a float to the Oakland terminal. The Commission adopted the Bay Bridge Forward initiative, which includes WETA's ferry enhancement program, at its July 2016 meeting.

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

In April 2016, the Alameda City Council and WETA Board of Directors adopted a Memorandum of Understanding (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 NBA Champion Golden State Warriors basketball team has identified a preferred arena site at the foot of 16<sup>th</sup> Street in the Mission Bay neighborhood of San Francisco. 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. 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 Memorandum of Understanding.

## **SYSTEM PLANS/STUDIES**

### **WETA Strategic Plan**

The Draft WETA Strategic Plan, released in January 2016, is the result of a planning process that began in March 2015 with an introductory Board workshop that provided agency and service background information and identified strategic areas for discussion. A second workshop in May 2015 reviewed and validated the Board-adopted mission and vision

statements and provided an opportunity to consider new WETA policies related to service performance and expansion. Taking input from the Board, WETA staff spent the summer reaching out to stakeholders, sharing draft strategic plan policies and gaining valuable input for the eventual draft plan.

The WETA Board of Directors released the draft 20-year Strategic Plan, which is posted on the WETA website, for public review and comment at its January 2016 meeting. At the March 2016 Board meeting, Chair Breckenridge created a working group consisting of staff, Vice Chair Wunderman and Board Member Donovan to review the draft plan within the context of WETA's mission and vision statements. As the result of the work of this committee, the WETA Board adopted revised Mission and Vision statements at its June 2016 meeting. A revised draft Strategic Plan consistent with the new Mission and Vision statements is under development and scheduled to be brought back to the WETA Board for review at its September meeting.

### **Alameda Terminals Access Study**

Both ferry terminals in Alameda have experienced a surge 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 and AC Transit and local community organization staff to investigate potential City improvements for ferry terminal access during the spring of 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 Main Street terminal.

City staff has recently been coordinating 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 arterials and residential streets. In addition, the Homeowner's Association requests that WETA consider a parking fee at the lot and that potential revenues from parking fees help to 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. WETA staff will continue to work with its partners at the City and the Harbor Bay Homeowner's Association.

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 now 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. Staff anticipates bringing forward the Access Plan and a discussion of the many ongoing work efforts in support of this plan in fall 2016.

### **Berkeley Environmental Studies**

This service will provide an alternative transportation link between Berkeley and downtown San Francisco. Staff has coordinated with FTA staff to discuss the process for completion of the Final EIS/EIR. FTA has indicated that it will not be able to complete the NEPA process and issue a Record of Decision because a long-term operational funding source is not available for the service at this time. Staff is assessing possible approaches to moving this project forward in 2016.

### **OTHER BUSINESS**

#### **CPUC Applications for New Ferry Operations**

Two private ferry operators, PropSF and Tideline Marine Group, have recently applied to the Public Utilities Commission of the State of California (CPUC) for the authority to operate as scheduled vessel common carriers with flexible rates between points in various cities in the San Francisco Bay Area. WETA has commented on these applications and will continue to monitor the development of these new ferry services as they move through the CPUC and implementation process.

#### **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:

##### Transportation Response Planning (TRP) Quarterly Steering Committee Meeting:

On July 21, Keith Stahnke, Lauren Duran Gularte, and Kevin Donnelly attended the quarterly TRP meeting. The 2016 Bay Area Catastrophic Earthquake Plan, developed jointly between the Federal Emergency Management Agency and California Office of Emergency Services was discussed, as well as planning for the upcoming MTC 2016 Regional tabletop Exercise to be held in the fall.

VEOCI: Staff is currently working to implement, VEOCI, a web-based, virtual 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 and is expected to be complete in the fall.

#### **Coast Guard Manning Requirements**

In response to a 2015 U.S. Coast Guard (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. Staff is working with the Coast Guard Inspections to close out this matter.



### **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 second HMP planning team meeting was held in June to continue discussions on the hazard identification and risk assessments for WETA facilities. The HMP is anticipated for completion in August 2016 and will be presented to the Board for review and approval in the fall.

### **KEY EXTERNAL OUTREACH/BUSINESS MEETINGS**

On June 9, Kevin Donnelly attended the Harbor Safety Committee meeting.

On June 7, Kevin Connolly attended the Alameda City Council meeting to discuss the concept plan for Harbor Bay Parking and Access.

On June 7, Kevin Connolly attended a BCDC Design Review Board Hearing on the future Seaplane Lagoon Ferry Terminal design.

On June 9, Mike Gougherty attended a joint presentation to a Mission Bay neighborhood committee with Port of San Francisco staff.

On June 10, Lauren Gularte attended the monthly Regional Business Outreach Committee meeting.

On June 14, Lauren Gularte attended the San Francisco Bay Regional Port Reopening Seminar and Workshop hosted by the Port of San Francisco in collaboration with US Coast Guard, Army Corps of Engineers, Department of Transportation Maritime Administration, Federal Emergency Management Agency, and Department of Defense. This workshop was focused on clarifying agency roles and the coordination process to reopen the San Francisco Bay and ports following a catastrophic disaster.

On June 15, Kevin Connolly attended a community meeting in Mission Bay to co-present the concept study for a future Mission Bay Ferry Terminal with Port of San Francisco staff.

On June 23, Chad Mason and Ernest Sanchez presented an overview of the Richmond Ferry terminal Project to the Point Richmond Business Association.

On July 6, Lauren Gularte and Kevin Donnelly attended the signing ceremony for the Bay Area Earthquake Plan, a joint plan developed by the California Office of Emergency Services and the Federal Emergency Management Agency to prepare the region for a catastrophic earthquake.

On July 8, Lauren Gularte attended the monthly Regional Business Outreach Committee meeting.

On July 8, 13, and 27, Kevin Connolly attended MTC Committee or Full Commission meetings and spoke in support of the Ferry Enhancement Program for the Bay Bridge Forward initiative.

On July 12, Kevin Connolly attended the Port of San Francisco Commission meeting and spoke in support of the Mission Bay Ferry project and partnership between the Port and WETA.

On July 13, Mike Gougherty attended the Alameda-AC Transit Liaison Committee in Alameda.

On July 19, Kevin Donnelly and Keith Stahnke attended the U.S.C.G. Change of Command ceremony for Sector San Francisco. Captain Anthony Ceraolo replaces Captain Stump as the Captain of the Port.

On July 20, Keith Stahnke, Kevin Donnelly and Lauren Gularte met with emergency management staff from PG&E to discuss WETA and PG&E's respective emergency operation procedures and capabilities.

On July 21, Lauren Gularte, Kevin Donnelly and Keith Stahnke participated in the MTC TRP Steering Committee meeting.

### **OPERATIONS REPORT**

Minor service changes and fare adjustments were implemented on July 1. Fourth of July weekend and special service for later return trips after the fireworks went smoothly.

**Monthly Operating Statistics** - The Monthly Operating Statistics Reports for May and June 2016 are provided as Attachment A.

## Attachment A

### Monthly Operating Statistics Report May 2016

		Alameda/ Oakland	Harbor Bay	South San Francisco	Vallejo*	Systemwide	
<b>Boardings</b>	<i>vs. last month</i>	Total Passengers May 2016	102,867	26,828	11,114	84,994	225,803
		Total Passengers April 2016	91,309	27,509	10,860	78,657	208,335
		Percent change	12.66%	-2.48%	2.34%	8.06%	8.38%
	<i>vs. same month last year</i>	Total Passengers May 2016	102,867	26,828	11,114	84,994	225,803
		Total Passengers May 2015	85,780	23,087	9,448	78,002	196,317
		Percent change	19.92%	16.20%	17.63%	8.96%	15.02%
	<i>vs. prior FY to date</i>	Total Passengers Current FY To Date	1,031,925	283,489	114,041	865,102	2,294,557
		Total Passengers Last FY To Date	815,423	240,024	96,839	770,562	1,922,848
		Percent change	26.55%	18.11%	17.76%	12.27%	19.33%
	Avg Weekday Ridership May 2016	4,676	1,278	529	3,108	9,591	
<b>Ops Stats</b>	Passengers Per Hour	167	196	68	125	142	
	Revenue Hours	615	137	163	678	1,593	
	Revenue Miles	7,265	3,018	2,599	18,285	31,167	
<b>Fuel</b>	Fuel Used (gallons)	45,581	10,087	14,388	136,374	206,430	
	Avg Cost per gallon	\$1.90	\$1.90	\$1.90	\$2.11	\$2.04	

\* Vallejo ridership includes ferry + Route 200 bus passengers. May bus ridership totaled 5560.

## Attachment A

### Monthly Operating Statistics Report June 2016

		Alameda/ Oakland	Harbor Bay	South San Francisco	Vallejo*	Systemwide	
<b>Boardings</b>	<i>vs. last month</i>	Total Passengers June 2016	117,160	27,824	11,905	94,837	251,726
		Total Passengers May 2016	102,867	26,828	11,114	84,994	225,803
		Percent change	13.89%	3.71%	7.12%	11.58%	11.48%
	<i>vs. same month last year</i>	Total Passengers June 2016	117,160	27,824	11,905	94,837	251,726
		Total Passengers June 2015	96,050	26,280	10,550	88,103	220,983
		Percent change	21.98%	5.88%	12.84%	7.64%	13.91%
	<i>vs. prior FY to date</i>	Total Passengers Current FY To Date	1,149,085	311,313	125,946	959,939	2,546,283
		Total Passengers Last FY To Date	911,473	266,304	107,389	858,665	2,143,831
		Percent change	26.07%	16.90%	17.28%	11.79%	18.77%
	Avg Weekday Ridership June 2016	3,920	1,265	541	3,481	9,207	
<b>Ops Stats</b>	Passengers Per Hour	192	196	70	139	157	
	Revenue Hours	611	142	171	684	1,608	
	Revenue Miles	7,023	3,145	2,367	17,408	29,943	
<b>Fuel</b>	Fuel Used (gallons)	50,664	10,653	15,094	134,290	210,701	
	Avg Cost per gallon	\$2.01	\$2.01	\$2.01	\$2.18	\$2.04	

\* Vallejo ridership includes ferry + Route 200 bus passengers. June bus ridership totaled 6591.

MEMORANDUM

**TO: Board Members**

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

**SUBJECT: Monthly Review of FY 2015/16 Financial Statements for Twelve Months  
Ending June 30, 2016**

**Recommendation**

There is no recommendation associated with this informational item.

**Summary**

This report provides the attached FY 2015/16 Financial Statements for twelve months ending June 30, 2016.

**Operating Budget vs. Actual**

	Prior Actual	Current Budget	Current Actual
<b>Revenues - Year To Date:</b>			
Fare Revenue	13,924,923	14,507,900	16,681,858
Local Bridge Toll Revenue	15,382,683	19,125,200	12,538,628
Other Revenue	1,150	568,550	142,677
<b>Total Operating Revenues</b>	<b>29,308,755</b>	<b>34,201,650</b>	<b>29,363,163</b>
<b>Expenses - Year To Date:</b>			
Planning & Administration	2,763,907	3,000,000	2,592,500
Ferry Services	26,544,848	31,201,650	26,770,663
<b>Total Operatings Expenses</b>	<b>29,308,755</b>	<b>34,201,650</b>	<b>29,363,163</b>
<b>System-Wide Farebox Recovery %</b>	<b>52%</b>	<b>46%</b>	<b>62%</b>

**Capital Actual and % of Total Budget**

	YTD Actual	% of FY 2015/16 Budget
<b>Revenues:</b>		
Federal Funds	14,095,110	44.87%
State Funds	16,077,615	65.20%
Bridge Toll Revenues	8,245,258	64.19%
Other Local Funds	2,313,360	64.93%
<b>Total Capital Revenues</b>	<b>40,731,343</b>	<b>56.19%</b>
<b>Expenses:</b>		
<b>Total Capital Expenses</b>	<b>40,731,343</b>	<b>56.19%</b>

**Fiscal Impact**

There is no fiscal impact associated with this informational item.

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

**San Francisco Bay Area Water Emergency Transportation Authority**  
**FY 2015/16 Statement of Revenues and Expenses**  
**For Twelve Months Ending 6/30/2016**

% of Year Elapsed 100.0%

	Current Month	Year - To - Date			% of Total Budget
		FY2014/15 Actual	FY 2015/16 Budget	FY 2015/16 Actual	
<b>OPERATING EXPENSES</b>					
<b><u>PLANNING &amp; GENERAL ADMIN:</u></b>					
Wages and Fringe Benefits	\$76,072	\$1,729,316	\$1,508,000	\$1,372,923	91.0%
Services	140,689	956,225	1,488,000	1,185,941	79.7%
Materials and Supplies	49,214	24,302	28,000	58,125	207.6%
Utilities	3,230	14,089	23,000	22,653	98.5%
Insurance	22,320	38,983	23,000	22,320	97.0%
Miscellaneous	44,699	75,205	120,000	144,319	120.3%
Leases and Rentals	25,140	282,850	301,000	296,908	98.6%
Admin Overhead Expense Transfer	(47,254)	(357,063)	(491,000)	(510,689)	104.0%
<b>Sub-Total Planning &amp; Gen Admin</b>	<b>\$314,109</b>	<b>\$2,763,907</b>	<b>\$3,000,000</b>	<b>\$2,592,500</b>	<b>86.4%</b>
<b><u>FERRY OPERATIONS:</u></b>					
<b><u>Harbor Bay FerryService</u></b>					
Purchased Transportation	\$163,263	\$1,462,272	\$1,827,300	\$1,634,809	89.5%
Fuel - Diesel & Urea	21,456	365,499	461,000	266,549	57.8%
Other Direct Operating Expenses	39,611	406,527	499,400	392,807	78.7%
Admin Overhead Expense Transfer	6,979	71,886	82,000	68,061	83.0%
<b>Sub-Total Harbor Bay</b>	<b>\$231,309</b>	<b>\$2,306,184</b>	<b>\$2,869,700</b>	<b>\$2,362,226</b>	<b>82.3%</b>
<b>Operating Subsidy</b>	<b>\$109,801</b>	<b>\$1,130,880</b>	<b>\$1,683,000</b>	<b>\$961,588</b>	<b>57.1%</b>
<b>Farebox Recovery</b>	<b>53%</b>	<b>51%</b>	<b>41%</b>	<b>59%</b>	
<b><u>Alameda/Oakland Ferry Service</u></b>					
Purchased Transportation	\$803,630	\$5,379,882	\$5,862,350	\$5,951,270	101.5%
Fuel - Diesel & Urea	102,042	1,183,834	1,578,050	915,478	58.0%
Other Direct Operating Expenses	110,694	746,894	1,207,000	1,050,353	87.0%
Admin Overhead Expense Transfer	19,684	137,909	219,000	223,583	102.1%
<b>Sub-Total Alameda/Oakland</b>	<b>\$1,036,051</b>	<b>\$7,448,519</b>	<b>\$8,866,400</b>	<b>\$8,140,683</b>	<b>91.8%</b>
<b>Operating Subsidy</b>	<b>\$514,110</b>	<b>\$3,279,860</b>	<b>\$4,414,400</b>	<b>\$2,945,566</b>	<b>66.7%</b>
<b>Farebox Recovery</b>	<b>50%</b>	<b>56%</b>	<b>50%</b>	<b>63%</b>	
<b><u>Vallejo FerryService</u></b>					
Purchased Transportation	\$822,519	\$8,417,616	\$9,245,570	\$9,193,183	99.4%
Fuel - Diesel & Urea	292,913	3,814,605	5,050,820	2,844,302	56.3%
Other Direct Operating Expenses	249,074	1,098,319	1,479,060	1,293,984	87.5%
Admin Overhead Expense Transfer	17,285	62,252	90,000	182,365	202.6%
<b>Sub-Total Vallejo</b>	<b>\$1,381,790</b>	<b>\$13,392,792</b>	<b>\$15,865,450</b>	<b>\$13,513,833</b>	<b>85.2%</b>
<b>Operating Subsidy</b>	<b>\$603,076</b>	<b>\$5,511,928</b>	<b>\$7,709,150</b>	<b>\$4,140,166</b>	<b>53.7%</b>
<b>Farebox Recovery</b>	<b>56%</b>	<b>59%</b>	<b>51%</b>	<b>69%</b>	
<b><u>South San Francisco FerryService</u></b>					
Purchased Transportation	\$188,903	\$2,383,455	\$2,317,900	\$2,046,319	88.3%
Fuel - Diesel & Urea	30,401	498,177	632,500	347,387	54.9%
Other Direct Operating Expenses	34,207	430,706	549,700	323,534	58.9%
Admin Overhead Expense Transfer	3,306	85,016	100,000	36,681	36.7%
<b>Sub-Total South San Francisco</b>	<b>\$256,817</b>	<b>\$3,397,354</b>	<b>\$3,600,100</b>	<b>\$2,753,920</b>	<b>76.5%</b>
<b>Operating Subsidy</b>	<b>\$175,778</b>	<b>\$2,696,107</b>	<b>\$2,887,200</b>	<b>\$1,898,807</b>	<b>65.8%</b>
<b>Farebox Recovery</b>	<b>32%</b>	<b>21%</b>	<b>20%</b>	<b>31%</b>	
<b>Total Operating Expenses</b>	<b>\$3,220,076</b>	<b>\$29,308,755</b>	<b>\$34,201,650</b>	<b>\$29,363,163</b>	<b>85.9%</b>
<b>OPERATING REVENUES</b>					
Fare Revenue	\$1,502,852	\$13,924,923	\$14,507,900	\$16,681,858	115.0%
Local - Bridge Toll	1,716,874	15,382,683	19,125,200	12,538,628	65.6%
Local - Alameda Tax & Assessment		-	568,550	-	0%
Local - Other Revenue	350	1,150	-	142,677	0%
<b>Total Operating Revenues</b>	<b>\$3,220,076</b>	<b>\$29,308,755</b>	<b>\$34,201,650</b>	<b>\$29,363,163</b>	<b>85.9%</b>

**San Francisco Bay Area Water Emergency Transportation Authority**  
**FY 2015/16 Statement of Revenues and Expenses**  
**For Twelve Months Ending 6/30/2016**

Project Description	Current Month	Project Budget	Prior Years Actual	FY2015/16 Budget	FY2015/16 Actual	Future Year	% of Total Project Budget
<b>CAPITAL EXPENSES</b>							
<b>FACILITIES:</b>							
<b>Maintenance and Operations Facilities</b>							
North Bay Operations & Maintenance Facility	\$1,034,675	\$31,082,000	\$17,978,666	\$13,103,334	\$10,614,231	\$0	92%
Central Bay Operations & Maintenance Facility	212,613	69,500,000	3,182,898	14,317,102	1,242,234	52,000,000	6%
<b>Float Rehabilitation/Replacement</b>							
Regional Spare Float Replacement	6,046	3,862,000	1,457,429	2,404,571	2,040,124	-	91%
Replace Mooring Piles - Harbor Bay Float	-	450,000	-	450,000	439,455	-	
<b>Terminal Improvement</b>							
Electronic Bicycle Lockers	-	79,500	-	79,500	46,661	-	59%
Channel Dredging - Vallejo Ferry Terminal	-	1,900,000	57,854	1,842,146	1,664,166	-	91%
Terminal Access Improvement	-	250,000	-	250,000	67,528	-	27%
<b>FERRY VESSELS:</b>							
<b>Major Component Rehabilitation / Replacement</b>							
Vessel Engine Overhaul - Gemini Class Vessels	203,762	1,320,000	777,927	542,073	407,635	-	90%
Vessel Engine Overhaul - Taurus	-	300,000	-	300,000	295,463	-	98%
Selective Catalyst Reduction (SCR) System Overhaul	32,029	1,400,000	-	700,000	61,008	700,000	4%
Major Component & Waterject Rehab - Intintoli	890,284	2,860,000	-	2,860,000	2,197,916	-	77%
Major Component Rehabilitation - Solano	-	430,000	-	430,000	-	-	0%
<b>Vessel Mid-Life Repower/Refurbishment</b>							
Vessel Mid-Life Refurbishment - Peralta	-	5,260,000	3,373,932	1,886,068	50,021	-	65%
Vessel Quarter-Life Refurbishment - Gemini	479,622	3,507,000	-	3,507,000	2,053,446	-	59%
<b>Vessel Expansion/Replacement</b>							
Purchase Replacement Vessel - Express II & Encinal	5,906,534	33,951,000	3,227,001	17,086,999	16,497,429	13,637,000	58%
Purchase Replacement Vessel - Vallejo	6,535	21,052,000	387	4,999,613	56,553	16,052,000	0%
<b>CAPITAL EQUIPMENT / OTHER:</b>							
Purchase Heavy Duty Forklift	-	120,000	-	120,000	-	-	0%
Purchase Utility Vehicles	-	35,000	-	35,000	-	-	0%
<b>SERVICE EXPANSION:</b>							
<b>Environmental Studies / Conceptual Design</b>							
Berkeley Terminal - Environ/Concept Design	-	2,335,000	2,186,799	148,201	-	-	94%
<b>Terminal/Berthing Expansion Construction</b>							
Downtown Ferry Terminal Expansion - South Basin	399,011	79,580,000	3,269,602	4,180,398	2,300,387	72,130,000	7%
Richmond Ferry Terminal	123,705	17,062,500	791,931	1,240,569	591,297	15,030,000	8%
<b>Expansion Ferry Vessels</b>							
Richmond Ferry Vessels - 2 each	11,736	42,000,000	-	2,000,000	105,789	40,000,000	0%
<b>Total Capital Expenses</b>	<b>\$9,306,551</b>	<b>\$318,336,000</b>	<b>\$36,304,428</b>	<b>\$72,482,573</b>	<b>\$40,731,343</b>	<b>\$209,549,000</b>	
<b>CAPITAL REVENUES</b>							
Federal Funds	\$5,979,773	\$67,726,823	\$9,114,783	\$31,415,089	\$14,095,110	\$27,196,952	34%
State Funds	1,566,146	188,831,916	22,272,394	24,660,205	16,077,615	141,899,317	20%
Local - Bridge Toll	1,747,142	55,037,321	3,467,192	12,844,248	8,245,258	38,725,881	21%
Local - Alameda Sales Tax Measure B / BB	13,491	5,139,940	1,450,059	2,323,031	2,195,467	1,366,850	71%
Local - Alameda TIF / LLAD	-	450,000	-	90,000	87,892	360,000	20%
Local - San Francisco Sales Tax Prop K	-	1,100,000	-	1,100,000	-	-	0%
Local - Transportation Funds for Clean Air	-	50,000	-	50,000	30,000	-	60%
<b>Total Capital Revenues</b>	<b>\$9,306,551</b>	<b>\$318,336,000</b>	<b>\$36,304,428</b>	<b>\$72,482,573</b>	<b>\$40,731,343</b>	<b>\$209,549,000</b>	

MEMORANDUM

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**TO:** Board Members

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

**SUBJECT:** WETA Federal Legislative Board Report – July 25, 2016

**What Do the Republican and Democratic Party Platforms Mean to WETA?**

Much attention was paid to the Republican and Democratic Party policy “platforms” in the weeks leading up to the respective party conventions in July. For many high-profile issues, such as climate change and international trade, there were healthy intraparty debates stemming from very serious disagreements over the future of each issue within each party. There was less high-profile debate about the future of funding for transit, although both Party platforms did mention transit, and each Party has a very different view on the future of federal funding for transit. The Democratic Party platform committed to “dramatically” increasing funding for transportation infrastructure, including transit. The Republican platform, on the other hand, aims to phase out the federal transit program.

So, should we be worried (or optimistic) depending on who is elected in November? The answer is ‘no’. The way these platform debates are covered by the media, one would think that they are going to guide the next President and Congress as they work to determine the direction of our country. In reality, while the substance of the party platforms is important to party activists, the platforms are largely ignored by decision-makers in Washington, D.C. In other words, we shouldn’t worry about the Federal Transit Administration (FTA) being phased out if the Republicans are in charge. But we also shouldn’t expect a significant increase in federal funding for ferries if the Democrats control the White House and Congress... but that doesn’t mean we won’t work to achieve just that!

**Priorities for the Remainder of 2016 and Beyond**

Party platforms aside, there will be opportunities in the weeks, months and years ahead to increase federal funding for ferries generally, and for WETA in particular. In fact, we have been working to create several new opportunities and will continue to do so even while the August Congressional recess fades out and the campaign season really heats up.

Here is a summary of what we are doing to create specific funding opportunities for WETA:

- ***Looking Towards the Next FTA Ferry Grant Solicitation***  
While FTA is unlikely to issue its NOFA for FY17 funds until after September, we are working to gain support from the Bay Area Congressional delegation for pressing the agency to be 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 as it has done over the past four years?). Our objective in doing this is to maximize the amount of federal funding WETA receives from the FTA program.



- ***Working 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. Nonetheless, we are working with the California Congressional delegation to develop a mechanism that would allow WETA to “repurpose” the FY08, FY09 and FY10 funding and utilize it for more immediate needs.

- ***Setting Our Sights on the Next Surface Transportation Bill***

Although it is a longer-term objective, we are working to increase the amount of money available through the FTA ferry grant program. Given that competition for transit money is fierce, increasing the size of the FTA ferry grant program will require a concerted effort amongst various stakeholders, including other ferry systems, organized labor, ship-building interests, etc. Grassroots and grass-tops mobilization will be important, and so will targeting the right members of the House and Senate.

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

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

*(June 2, 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. PLEDGE OF ALLEGIANCE AND ROLL CALL**

Chair Breckenridge led the Pledge of Allegiance. Other Directors present were Vice Chair Jim Wunderman, Director Jeffrey DelBono, Director Timothy Donovan and Director Anthony Intintoli.

**3. REPORT OF BOARD CHAIR**

Chair Breckenridge welcomed Directors, staff and guests to the meeting. She thanked City of Alameda and WETA staff for their work on the successful opening of the new O'Lot parking lot at the Alameda Main Street Terminal. She also thanked Directors Donovan and DelBono for their attendance at the opening ceremony on May 23.

**4. REPORTS OF DIRECTORS**

Vice Chair Wunderman said that regrettably, he had been unable to attend the recent Bay Area Council meetings in Washington, D.C. as he had hoped but that he had been told there was great interest and support for WETA expressed during those meetings.

Director Donovan said he had enjoyed taking part in the O'Lot parking lot opening ceremony the prior week. He said that WETA and City of Alameda staff had done a great job partnering to increase parking capacity and improve access and safety for ferry riders with fresh paint and paving in the lot and the addition of a safe pedestrian crossing with a flashing light and crosswalk. He added that he believed that the new lot will help mitigate the parking challenges at the Main Street Terminal.

Director DelBono said that when he had surveyed the new parking lot earlier in the day, there was a huge sign for it and it was easily accessible, but it was only about a quarter full. He said he saw cars were still being parked in the streets and in the makeshift dirt parking lot. Senior Planner Chad Mason said staff was working with Alameda Public Works to have wayfinding and permanent signage work done to further enhance access and safety. Director DelBono said a local newspaper was running a story on the new lot that very day which would also help to alert riders that it was now open for additional ferry terminal parking. Executive Director Nina Rannells said staff had sent Bay Alert messages alerting riders as well.

Director DelBono apologized to Directors for the late notice and said that regrettably, he would not be able to attend the next regularly scheduled Board meeting. He asked if it would be possible to change the date of the July 7 meeting. Directors' summer travel schedules and other preexisting commitments prevented a mutually convenient time for rescheduling the July meeting. Chair Breckenridge said that if staff had no urgent items for the Board's attention in the month of July, that the July Board meeting would be canceled and the Board would reconvene at its August 4 meeting. Otherwise, the July meeting would be rescheduled to June 23. Directors agreed.

## **5. REPORTS OF STAFF**

Executive Director Nina Rannells welcomed Directors to the meeting. She referred the Board to her written report and offered to answer any questions. Ms. Rannells said she had participated in the ribbon cutting ceremony at the O'Lot the prior week. She thanked Directors Donovan and DeBono, City of Alameda and WETA staff, along with Alameda Councilmembers Tony Daysog and Jim Oddie for their attendance and participation.

Ms. Rannells said she had included an update on discussions with Redwood City in her report and that Manager of Planning and Development Kevin Connolly had scheduled a meeting with Redwood City staff and Redwood City Port representatives to restart a dialog about future ferry service in the City. Ms. Rannells explained that she had received letters back from Redwood City and the Port of Redwood City in response to her letters to them and that staff's primary focus at this time to support future Redwood City service was to assure the project was included in the Metropolitan Transportation Commission's (MTC) Regional Transportation Plan (RTP). She added that the objective was to incorporate MTC's specific rules to define the project, with hopes that this would help assure it will be included in the RTP.

Chair Breckenridge noted that Ms. Rannells had reached out with her letters to Redwood City staff and Redwood City Port representatives in response to the comments they had shared with Directors at recent Board meetings on WETA's draft Strategic Plan.

Mr. Connolly said staff had met with Redwood City stakeholders three times in May and that the initial face to face meeting had taken place in Redwood City and had also included the San Mateo County Transportation Authority. He said there had been two conference calls since that first meeting and the focus now was on how to best present the project to MTC to assure it would be included in its RTP. Mr. Connolly explained that projects presented to MTC that exceeded \$100 million were scored using a set of twenty criteria measurements. He further explained that historically, WETA's projects had scored much lower than they did this time. He noted that the highest scoring project for WETA in this round of scoring had been enhanced Vallejo service. Mr. Connolly added that the third and second lowest scoring projects overall were WETA ferry service in Contra Costa and Redwood City with the absolute lowest scoring project being a dedicated Bay Bridge bus lane.

Mr. Connolly further explained that if a project was not included in the MTC RTP, it would not qualify for federal or state funding but that if a project cost less than \$100 million, it was automatically included. He said the objective for Redwood City service was to retain the integrity of the project by having it meet the usual WETA expansion policy guidelines without making it into a fictitious project on paper just so it would do well in MTC's scoring process. He said that the plan to meet that objective was to redefine the implementation of the service so that it would happen in phases. He said the primary departure from the usual model would be to build a terminal first, that the city would own and maintain and to allow other operators to provide service right away with a subsequent phasing plan to ultimately provide regular WETA public transit service at the terminal. Mr. Connolly explained that this approach would keep initial costs below the \$100 million threshold and assure the project was included in the MTC RTP. He noted that Contra Costa officials had planned a similar approach for their RTP project and Vice Chair Wunderman asked what cities were included for Contra Costa.

Mr. Connolly said the Contra Costa project was for a linked service between Antioch, Hercules, Martinez and San Francisco. He said the Contra Costa Transportation Authority (CCTA), consistent with the feasibility studies they had done, linked the three cities together for a future ferry service outside of the traditional WETA system, to be provided by private operators, at least initially. He said this remained CCTA's plan for the project.

Vice Chair Wunderman said that Redwood City ferry service was the highest priority for him and Bay Area Council members because the city was in a corridor of paramount importance to the economy of the region. He asked if there was any possibility that funds could be deposited into an account to support the project, and whether, if there were monies already on deposit in a coffer for the service, those funds might raise the MTC scoring of the project. Mr. Connolly said that the scoring was based on the total cost of the project and was unaffected by the origin of the funding or by the amount of funding required to support the project, other than being under the \$100 million threshold which automatically included in the RTP. Vice Chair Wunderman asked staff to advise him if he or any of the Bay Area Council members would be helpful in supporting WETA and its pursuit of future Redwood City ferry service with MTC. He added that if the founders of companies like Oracle, Google and Facebook, all big South Bay employers, had held back in their pursuits to build their organizations because of a possibly obsolete scoring system and judgment, those thriving companies would not exist today. Vice Chair Wunderman said that progress often involves risk.

Mr. Connolly thanked Vice Chair Wunderman for his offer and said he was optimistic about the planned way forward strategy to assure the project would be included in the MTC RTP. He said it did involve some risk on the part of both parties and that it was unusual to handle a project this way but that doing so would speed up the process of getting service into Redwood City, with public process to follow.

Director DelBono said that he had been receiving many questions from the public about Mission Bay and that there seemed to be quite a bit of confusion around a timeline for ferry service for the project.

Ms. Rannells referred the Directors to her written Executive Director's report which included an update on the ongoing discussions about Mission Bay. She explained that staff had been working with Mission Bay stakeholders and planners going on more than a year and had just met last week with Port of San Francisco (Port) Interim Executive Director Elaine Forbes and Port engineering and planning staff to discuss the project. She said that at the conclusion of that meeting, staff all agreed that it made sense to develop a project Memorandum of Understanding (MOU) outlining roles and responsibilities for moving forward with a new terminal project. Ms. Rannells further explained that at this time, the Port was positioned to move forward with the environmental, design and construction of the terminal and that WETA would ultimately develop plans to serve the terminal. She said details of a draft MOU would be shared with the Board at the next meeting to spur discussions and garner Directors' input before its final version would be presented to the Board for adoption.

Chair Breckenridge said there was confusion about the Port's and the City's roles and plans for the project, with each sharing different timelines and expectations despite the Port being part of the City. Mr. Connolly said that he had been told that the project was one of San Francisco Mayor Ed Lee's highest priorities and that the Port, City, the San Francisco Municipal Transportation Agency (SFMTA), the Office of the Mayor and the Office of Workforce Development were all active stakeholders involved in the process developing the project. He said he would invite these partners to take part in a presentation to the Board on the Mission Bay ferry service project status.

### **PUBLIC COMMENT**

Veronica Sanchez of the Union of Masters, Mates & Pilots said she was looking forward to hearing an update on the Mission Bay ferry terminal at the next Board meeting and was pleased to hear that there was positive movement forward in the plan to create a joint MOU for the provision of ferry service. Ms. Sanchez said that on behalf of the WETA Board that she and Marina Secchitano, Co-Chair of the Port of San Francisco Maritime Commerce Advisory Committee (MCAC) and her counterpart at the Inlandboatmen's Union, along with Port of San Francisco MCAC Co-Chair Ellen Johnck, had spoken at the most recent Port of San Francisco Commission meeting and had asked Commissioners to pause moving forward on the design and engineering contract they had before them for the Mission Bay ferry terminal.

Ms. Sanchez further explained that she felt that WETA needed to play a role in that process since it was responsible for regional public ferry service in the Bay Area and because the agency would ultimately be responsible for providing the new service. She further noted that she felt it was premature for the Port to move forward on the terminal without the involvement of the WETA Board. Ms. Sanchez said that the Commission was receptive to the request and that President Willie Adams asked staff to consult with stakeholders before proceeding. She said that Commissioner Adams subsequently emphasized that the Commission wanted the Mission Bay project to have full transparency and public participation.

Ms. Sanchez said that the Port had set aside \$3 million to invest in the project and had also already completed a feasibility study. She added that her primary concern was to assure there was no confusion for the public with regard to which agency was responsible for the provision of public ferry service in the Bay Area region.

Director Donovan said that he understood the MOU would tie the agencies together and clarify which agency was responsible for what. He asked if it was possible to take full control of the Mission Bay project. Ms. Rannells said if the Port was willing to assign WETA as the project lead, with their full support, WETA could take on this responsibility, but that, to date, the Port had taken the lead role in advancing the project as it is on their property. Director Donovan asked if it was WETA's responsibility to take the lead on the project given WETA's role as the lead agency for public water transportation service on the San Francisco Bay.

Ms. Rannells said that one of the challenges regional agencies like WETA faced, when working with local agencies, was to get them to use their scarce financial resources to support regional agencies' projects. She noted that if WETA were to assume sole control of the project, it might lose the focused commitment from the City and Port staffs, as well as the Port's current funding commitment. She added that Mayor Lee considered the project a high priority and a collaborative approach from both agencies – with upfront discussions clarifying which agency will take the lead on which pieces of the project, how funding will be approached and secured, and the myriad of other pertinent details involved in a project such as this one - would result in the best project outcome. Ms. Rannells added that developing a project MOU would go a long way in supporting a joint agency approach to development of this project.

Director DelBono said he felt that WETA needed to be the lead agency for all ferry service in the Bay Area. Vice Chair Wunderman thanked Ms. Sanchez for her comments. He said taking a step back on Mission Bay was appropriate and that this project was a good example of moving too quickly. He said it was WETA's responsibility to drive regional water transportation in the Bay Area and that every project was different. Vice Chair Wunderman further noted that the City of San Francisco was going to benefit greatly from a Mission Bay ferry service and if they had funding set aside for it, it should most certainly be used for the project. He added that it should never be assumed that WETA would be the bank for every project and said a collaborative approach to find the right mix of funding and involvement on projects was paramount to all projects' success.

Chair Breckenridge said aggressive development was already underway with signed contracts for the waterfront land in and around Pier 70 that the Port was already driving. She said it would be very important for the Port to work collaboratively with WETA on the Mission Bay project. Vice Chair Wunderman suggested that Chair Breckenridge consider assigning a Director to work with staff on a team for Mission Bay as she had done to tackle the Strategic Plan.

Director DelBono said that Treasure Island development had also been in the news a lot recently and he asked for an update. Ms. Rannells said staff had been meeting with stakeholders about Treasure Island for many years and continued to do so. She offered that an item could be added to the next meeting agenda for staff to provide the Board with an update.

Director Intintoli referred to the unforeseen challenges to the completion of the North Bay Operations and Maintenance Facility that were noted in the Executive Director's Report and asked for an update. Mr. Mason explained that because of the massive weight of the float, it was designed, constructed and then moved in two parts. The concrete main float pieces were then secured to a ballast slab with rods. Mr. Mason said that on May 18, several of those rods failed, causing other rods to fail, which resulted in the ballast slab of concrete separating from the float. He said no one was injured and no product was lost, but there was some damage caused by the failure. Mr. Mason said the extent of that damage would be clarified by a diver scheduled the next day to perform an inspection as part of the investigation that was underway to determine exactly what kind of failure had occurred and why. Mr. Mason said the project's design and construction teams were very concerned about the incident and were not rushing to gloss over the problem by simply fixing it as quickly as possible. He said they were working diligently to identify the root cause of the problem and a safe, logical way forward to assure a permanent solution. Mr. Mason said the information garnered thus far from the preliminary investigation indicated that three of the rods used were not to specification and this caused the other three to also fail because of the weight. He said he is having daily calls about the issue, and he expected to have clarity on the matter and the resolution by the next Board meeting.

Chair Breckenridge asked for an update on the final permitting from the Bay Conservation and Development Commission (BCDC) for the new Richmond project. Mr. Mason said a check was presently being processed to pay for the permit and that the process remained on track.

Chair Breckenridge asked if MTC staff had set a meeting date, as they previously indicated they would do, for some time in early June to discuss the transbay corridor service enhancement plan staff had proposed. Ms. Rannells said MTC had put together a master plan for about \$40 million in transbay corridor transit service enhancements - including the WETA proposal - that would go before the July Commission for approval.

### **PUBLIC COMMENT**

City of Alameda Base Reuse Director Jennifer Ott said she was grateful to staff and the Directors for the partnership and diligence in getting the O'Club parking lot opened at the Alameda Main Street Terminal. She said she was committed to continuing work with staff to assure riders were aware of the lot and using it. Ms. Ott said she was also continuing work with staff and other stakeholders to resolve the Harbor Bay Terminal parking challenges. She explained that the parking capacity problem was being addressed with a three-pronged approach of residential parking permits for Harbor Bay residents, plans to charge a nominal parking fee for those riders who must drive their cars to the terminal and a free, reliable transit service that would pick up Harbor Bay residents and deliver them to the terminal. She said there was a lot of work ahead to bring the conceptual plan, already approved by the Alameda County Transportation Commission and Harbor Bay Homeowners Associations affected by the proposed permit policy, to fruition, and that the Alameda City Council was expected to vote on the plan on June 7.

Ms. Ott said the City of Alameda had the lead project management on environmental work and permitting for the Seaplane Lagoon Terminal. She said a funding gap remained for the project but that City staff was diligently working to advance the project with grant applications. She said they expected to submit permit applications for the project to the Army Corps of Engineers and the State Water Resources Control Board the next day and to take plans to the BCDC Design Review Board on June 7.

Ms. Ott said she had reviewed the proposed revisions to WETA's Mission and Vision statements and fully supported the changes. She said language such as state of the art, expansion and enhanced was especially appreciated.

**PUBLIC COMMENT**

Port of Redwood City Executive Director Mike Giari said that he appreciated the work and cooperation of staff in moving forward for MTC's Plan Bay Area 2040 with a redefined project for Redwood City. He said he looked forward to the continuing discussions with staff and Directors regarding the new strategy.

**PUBLIC COMMENT**

Redwood City Councilmember Diane Howard said she had served along with Ron Cowan on the Blue Ribbon Task Force responsible for creating a comprehensive plan for regional water transportation in the Bay Area. She emphasized that she had really enjoyed that time. Ms. Howard said Redwood City and the Port of Redwood City appreciated WETA's support of bringing long desired ferry service to Redwood City. She said WETA staff brought vital expertise to those efforts and she looked forward to continued partnership with the staff and Board. Ms. Howard said concerns remained however, about the ridership survey that had been used by MTC in their scoring for Redwood City ferry service and added that the ridership numbers needed to be updated to reflect current trends and the recent surge in the City's development. Ms. Howard said that the ridership study used by MTC to score the project had caused it to receive a very low score. She explained that recent discussions had taken place with MTC with an objective of redefining the Redwood City ferry project in the Play Bay Area update as a public terminal to support private service. She said this could be a very helpful first step to providing future public ferry service and could be paired with a reevaluation of the 2012 terminal work and new ridership studies. Ms. Howard asked Directors to support these efforts and thanked the Board for their support. She said she hoped Directors would accept the invitation to come to Redwood City and meet with other stakeholders there about these efforts.

Chair Breckenridge thanked Ms. Ott, Mr. Giari and Ms. Howard for their attendance and engagement, and said Directors and Staff looked forward to continued partnerships with them.

Chair Breckenridge asked if capital funds remaining in the budget at June 30 - the end of WETA's current fiscal year - would be rolled over to the new fiscal year. Ms. Rannells said yes and that secured capital grants do not expire.

**6. CONSENT CALENDAR**

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

- a. Board Meeting Minutes – May 5, 2016
- b. Authorize Filing Applications with the Metropolitan Transportation Commission for FY 2016/17 Regional Measure 1 Capital and Regional Measure 2 Operating Funds
- c. Approve Amendment to Agreement with Nematode Media, LLC for Services
- d. Approve Contract Award to Fast Ferry Management, Inc. for Professional Marine Consulting Services

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

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

**7. APPROVE AMENDMENT TO AGREEMENT WITH SOLANO COUNTY TRANSIT FOR THE PROVISION OF BUS SERVICES**

Ms. Rannells presented this item to approve an amendment to the Agreement with Solano County Transit (SolTrans) for the provision of bus services. She explained that the current Agreement had been in place since WETA assumed the Vallejo ferry service and said the provision of bus service to supplement or replace ferry departures was unique to the Vallejo route in the WETA system. Ms. Rannells said that in recent discussions, SolTrans representatives had expressed to staff a need for WETA to purchase new buses to support the Route 200 service they are contracted to provide to WETA to supplement ferry service.

Ms. Rannells further explained that the recommended Amendment was to provide a six month extension to the current Agreement to allow time for an evaluation of the supplemental bus service. She said one of the questions that had arisen was whether or not the bus service could be replaced with additional ferry departures to restore a robust service offering to Vallejo riders. She said that for the next six months, the supplemental bus service needed to remain in place to support the reevaluation period and that the Board would be asked to weigh in further on the matter in future meetings when additional information would be presented for discussion.

Director Intintoli said he felt it was important to have these discussions because the supplemental bus service had been put in place under very different circumstances than existed today. He said he would like to see WETA provide ferry service to Vallejo, not bus service, but he wants to first assure any future capacity challenges can be addressed with ferries. Ms. Rannells said that the general and current trend for ferry riders was that they will wait for the next ferry if they are not able to board on their preferred ferry rather than getting on the bus parked at the curb. She said this was likely because of the long transit times caused by traffic congestion, especially in downtown San Francisco en route to getting on the Bay Bridge. Ms. Rannells said that with limited funding available, spending resources on buses may not be the best solution to meet riders' needs in the transbay corridor, and added that it may make more sense to use those dollars to enhance ferry service which is generally much faster than buses. She added that in keeping with the WETA Strategic Plan vision of a regular and robust 15 minute interval departure objective, focusing limited funds on ferry service may make better sense than spending resources on buses, and added that this new development from SolTrans may provide the opportunity for WETA to return to its core mandate of providing water transportation.

Director Intintoli said he would like staff to make presentations on the Vallejo route service, including Route 200 buses, to the Solano Transportation Authority and to Solano County.

Director Intintoli made a motion to approve the item.

#### **PUBLIC COMMENT**

Tideline Marine Group, Inc. President Nathan Nayman said that more buses on the highways equals more traffic congestion on the highways. He said he had come before the Directors numerous times to offer Tideline services to WETA to help mitigate ridership capacity challenges and Tideline Marine Group's water taxis were poised to assist WETA with ferry capacity challenges and in times when there are no capacity issues. Mr. Nayman asked that Directors partner with his company.

Chair Breckenridge said that one of the first questions she had asked when she was appointed to the Board had been why WETA was in the bus service. She said the buses were not reliable and it was time to ask the question again. She said the six months in this Amendment would provide staff and the Directors the time required to have those discussions.

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

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

#### **8. APPROVE AMENDMENT TO AGREEMENT WITH BROWNSTEIN HYATT FARBER SCHRECK, LLP FOR STRATEGIC CONSULTING SERVICES**

Ms. Rannells presented this item to approve Amendment No. 3 to the current Agreement #14-004 with Brownstein Hyatt Farber Schreck, LLP (BHFS) in the amount of \$270,000 for the provision of strategic consulting services for the period of July 1, 2016 through June 30, 2019 and authorize the Executive Director to execute the Amendment.



Ms. Rannells said that WETA's BHFS representative, Don Perata, was uniquely positioned to play a role in helping to secure Regional Measure 3 (RM3) funding given his long term, passionate support of WETA and his solid history of helping the agency at the state level. She added that Mr. Perata would be working on WETA's behalf in tandem with Barry Broad, WETA's state legislative representative in Sacramento. Ms. Rannells said that at the Bay Area Partnership Board meeting on June 1, MTC Executive Director Steve Heminger indicated that the gas tax MTC was considering would primarily be for roads and highways and that the next real opportunity for transit funding for agencies was going to be RM3. She explained that Regional Measure 2 had provided WETA's primary funding to date, with \$18.3 million annually for operations and \$84 million in capital funding, and she emphasized that the agency's next real funding lifeline would be RM3. She said WETA's long term operating and expansion plans would depend on this funding. Ms. Rannells said this Item, along with the next Item (9) on the Agenda for Broad and Gusman, were paired together because the two complemented each other. She said that both items were very important for the agency.

Vice Chair Wunderman said it was ironic that a government agency had to use private resources to influence government agencies on its behalf but that this was the present. He said Mr. Perata had been the architect of both SB 976 that created WETA and of RM2 which has funded WETA. He said he had great confidence in Mr. Perata and was sure he would do a good job advocating for the agency.

Director Intintoli said he would like to see a list of the other BHFS representatives, especially because of the length of the contract. Chair Breckenridge said she would like to see an action plan from BHFS for their planned work and objectives, along with which representatives were assigned to tackle which items. She emphasized that BHFS should have the lead in the overall strategy of the efforts.

Director DelBono made a motion to approve the item.

Director Donovan seconded the motion and the item carried unanimously.

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

**9. APPROVE AMENDMENT TO AGREEMENT WITH BROAD & GUSMAN, LLP FOR STATE LEGISLATIVE REPRESENTATION**

Ms. Rannells presented the item to approve Amendment No. 6 to Agreement #10-016 with Broad & Gusman, LLP in the amount of \$210,000 for the provision of state legislative representation for the period of July 1, 2016 through June 30, 2019, and authorize the Executive Director to execute the Amendment.

She explained that Broad & Gusman was familiar with WETA's program and they had been successful over the years in helping to monitor pertinent legislative activity in Sacramento, secure meetings with legislative representatives and staff, develop legislation to address agency issues, secure funding, and provide other legislative support as requested. Ms. Rannells said that in addition to continuing the good work Barry Broad has been doing in Sacramento on the agency's behalf, he would be focusing on working with Mr. Perata on RM3.

Director Intintoli made a motion to approve the item.

Director DelBono seconded the motion and the item carried unanimously.

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

## **10. ADOPT REVISED WETA MISSION AND VISION STATEMENTS**

Mr. Connolly presented this item to adopt revised WETA Mission and Vision statements as developed by the Strategic Plan working group. Mr. Connolly explained that in discussing the mission and vision of today's Water Emergency Transportation Authority, the working group - comprised of Vice Chair Wunderman, Director Donovan, Ms. Rannells, facilitator Diana Dorinson of Transportation Analytics and himself - had considered the themes and input that had arisen during the Strategic Plan process. He explained that if adopted, the recommended revisions would be incorporated into the Strategic Plan.

Mr. Connolly said that transportation disruptions in the Bay Area were becoming more and more common and when they occurred, because BART and AC Transit were usually operating at or over capacity, WETA had become the go to agency to step in and help mitigate those disruptions. He said it was important to include the transportation disruptions language in the revised Mission Statement. Vice Chair Wunderman thanked Mr. Connolly, Ms. Rannells and WETA staff for their work in the revision process. He said a lot of effort had been put into these statements and into the Strategic Plan Draft prior to him joining the Strategic Plan working group. He thanked Chair Breckenridge for creating the group and Director Donovan for his work in the group. He said these were critical efforts that brought everyone together to create something really important for the region.

Director Donovan thanked Chair Breckenridge for appointing him to the working group. He said he felt the revised statements were accurate and solid, and they accurately represented what it was that WETA was doing and continued to strive to do, including expansion into the future. He said the discussions had been difficult at times, and those difficulties had ultimately resulted in what he felt were excellent revised statements which would continue to uphold the good reputation of WETA service and serve the agency well into the future.

Chair Breckenridge said she really liked the language of reliable and state of the art and asked for a definition of the word "attractive" as it appeared in the revised Vision Statement. Mr. Connolly said that while BART and AC Transit do heroic work every day, it was unlikely that a public transit user would ever see the words relaxing and enjoyable, both adjectives that appear in WETA's Strategic Plan, in their Strategic Plans or Mission Statements. He said that WETA ferry service provided riders with an attractive choice in comparison to their other public transportation options in the Bay Area.

Director Donovan said there were a number of things that made WETA service attractive to riders, including being able to move into the cabin if it's cold outside, having access to knowledgeable and helpful crews, and being able to order a refreshment from the snack bar.

Director Intintoli thanked Vice Chair Wunderman and Director Donovan for their work in the group responsible for the revisions. He said he had never received a complaint about WETA ferry crews.

Director DelBono thanked the working group and said they had done a great job on the revisions.

### **PUBLIC COMMENT**

Jerry Bellows from MARAD said he interpreted attractive in this context as being a customer-friendly service and he believed the public would do so also.

Vice Chair Wunderman said the group had liked the word attractive because it encompassed and represented many good and true things, like being customer-friendly, but also because it was an action word, as in attracting funding.

## **PUBLIC COMMENT**

Ms. Sanchez said she felt it was important to include the word environmental in the revised statements because environmentalists were tough political activists to win over. She said she could not identify where WETA's clean technologies were represented in the statements. She also suggested using the word green.

Director Donovan said that the state of the art language addressed Ms. Sanchez's concerns. Vice Chair Wunderman agreed and said WETA wants to have the best vessels, terminals, facilities and standards, and this included being environmentally responsible. He said these statements were high level and were meant to provide a broad overview, with granular details available in the Plans and other sources for further scrutiny by funding partners and other stakeholders.

Director Intintoli said the revisions represented the agency well and that the group had done a great job on them. He recommended that the Board adopt the revised statements as presented and added that if they needed to be changed again in the future, they could be revisited then.

Director Intintoli made a motion to approve the item.

Director DelBono seconded the motion and the item carried successfully.

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

Mr. Connolly explained that as a follow-up to this change, WETA staff and consultants would revise the draft strategic plan to reflect the changes and would return to the Board at a future meeting with a revised plan for adoption.

Chair Breckenridge thanked the Directors and staff and said she looked forward to seeing the Strategic Plan revision at a future meeting.

## **11. VESSEL AND FACILITY NAMING DISCUSSION**

Ms. Rannells presented this item for discussion and referred Directors to the item detail in the Board packet which provided an analysis of the costs and time required to rename a WETA vessel in honor of Ron Cowan, per Vice Chair Wunderman's request in prior meetings.

Ms. Rannells said that the most prudent time to take a vessel out of service for a name change would be during the winter months when ridership demand was lowest. She said the process would take about a week and was expected to cost about \$10,000.

Director Intintoli said he felt strongly that WETA should not name vessels after people. He said if Directors decided that this was something WETA should be doing, he felt that Charlene Johnson, who was currently also in ill health and had worked tirelessly in the early days for the agency and secured some of the first funding for WETA, should also be honored in this way. He said there were so many important people deserving of recognition that it would be impossible to pick and choose whose name ended up on a boat and whose did not. Director Intintoli reiterated that he would like his name removed from the vessel named by the City of Vallejo in his honor prior to the service being transferred to WETA, if and when it made sense to do so and if it could be done with minimal or no cost and service disruption.

Vice Chair Wunderman thanked Director Intintoli for sharing his thoughts on the matter and said he understood his concerns. He said he had been encouraged by the suggestion at the last meeting to name a facility after Mr. Cowan rather than a vessel. He said if WETA rebuilt the Harbor Bay terminal that might be a viable and fitting option but a more realistic idea might be the new Central Bay facility,

also in Alameda. He said he also liked the idea of honoring Ms. Johnson if that was something the Board wanted to do. He said WETA would not exist without the efforts of Mr. Cowan and he would like the Board to make a decision soon about how best to honor him since his health was failing. Vice Chair Wunderman reiterated that Mr. Cowan had played a vital role in the creation of the agency. He said that a regional water transportation and emergency response agency was the vision of Ron Cowan and time was of the essence to honor him.

Vice Chair Wunderman asked that an Item be added to the next meeting agenda to consider naming the Central Bay facility in Alameda in Mr. Cowan's honor. Director DelBono agreed with the request and Chair Breckenridge asked staff to add the item for action at the next meeting.

**12. MATRIX OF ALAMEDA PUBLIC COMMENTS FROM APRIL 2016 BOARD MEETING**

Mr. Connolly presented this item per Chair Breckenridge's request at the May 2016 Board meeting. He referred Directors to a Matrix of Alameda Public Comments from the April 2016 Board Meeting which detailed the comments and suggestions received from Alameda residents during the public comments period of the meeting, matched with WETA responses and future possible actions. Mr. Connolly explained that many of the concerns would be addressed with the recent opening of the new O'Club Parking lot at the Main Street terminal. He also briefly reviewed the other items and explained that the comments ranged from maintenance requests to policy input on future service and expansion. He said the Board would be asked to weigh in on some of the items as staff worked through them.

Mr. Connolly said that part of the enhancement service that staff had presented to MTC included feeder bus service to the Alameda Main Street Terminal. Chair Breckenridge said that while staff was already very solidly engaged with the Alameda community, she would like Director DelBono, if willing, to take the lead on providing necessary feedback to the community members whose concerns were detailed in the matrix. Director DelBono said of course.

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

No additional public comments.

**14. ADJOURNMENT**

All business having been concluded, the meeting was adjourned at 2:57 p.m.

Respectfully Submitted,  
Board Secretary

MEMORANDUM

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**TO: Board Members**

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

**SUBJECT: Authorize Release of a Request for Proposals for the *Pisces* Quarter-Life Refurbishment and Passenger Capacity Increase Project**

**Recommendation**

Authorize release of a Request for Proposals (RFP) for the *Pisces* Quarter-Life Refurbishment and Passenger Capacity Increase Project.

**Background**

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

The ferry vessel *Pisces* was built for WTA, WETA's predecessor agency, by Nichols Brothers Boat Builders in 2009. It currently has over 7,000 operating hours and is ready for a minor refit project to improve vessel reliability and passenger amenities. This minor refit project is required to ensure the vessel operates reliably and safely and is necessary to support operation of this vessel in revenue service for its full 25 year life expectancy.

**Discussion**

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

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

In addition to the standard quarter life work described above, this project includes work to increase the passenger capacity of *Pisces* by 76 persons, from 149 to 225, similar to work just completed on the vessel *Gemini*. Due to the large increases in ridership demand experienced on WETA services in recent years, this smaller capacity vessel has increasingly reduced utility and is generally only used in South San Francisco and off-peak services with smaller passenger demand. To comply with the USCG Sub-Chapter K requirements additional work items to be completed as a part of the quarter life refurbishment that will expand the passenger capacity of *Pisces* include:

- New cabin passenger seating;
- Replacement and upgrading structural fire protection insulation; and
- Structural, electrical and plumbing modifications

The vessel *Pisces* refit is planned for winter/spring 2016/17 and will be coordinated with the vessel's required periodic U.S. Coast Guard dry-docking and inspection. Staff anticipates being in a position to return to the Board with a recommendation for contract award for this work later this fall.

**Fiscal Impact**

There is no fiscal impact associated with the release of the project RFP. This project is included in the FY 2016/17 Capital Budget with a total project budget of \$4.1 million funded with Federal Transit Administration (FTA) grant funds and Regional Measure 1 – 2% Capital (RM1 – 2%) funds.

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

MEMORANDUM

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**TO:** Board Members

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

**SUBJECT:** Authorize Release of a Request for Proposals for the *Mare Island* Major Component and Waterjet Rehabilitation Project

**Recommendation**

Authorize release of a Request for Proposals (RFP) for the *Mare Island* Major Component and Waterjet Rehabilitation Project.

**Background/Discussion**

This project provides for replacement of the major propulsion train subcomponents of the M.V. *Mare Island* fast ferry vessel, built in 1997. The original MJP Mk I waterjets currently have 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 has been 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 will require that the installing shipyard complete the engineering for approval by WETA staff. All vessel modifications will be subject to US Coast Guard review, inspection, and approval.

This refit is planned for Winter/Spring 2016/17. The vessel will be drydocked for this work and the US Coast Guard will witness the drydocking for regulatory compliance purposes. 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 10-12 weeks to accomplish this work package.

**Fiscal Impact**

There is no fiscal impact associated with the release of project RFP. This project is included in the FY 2016/17 Capital Budget with a total budget of \$3.6 million funded with Federal Transit Administration (FTA) grant funds and Regional Measure 1 – 2% Capital (RM1 2%) funds.

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

MEMORANDUM

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**TO: Board Members**

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

**SUBJECT: Approve a Sole Source Contract with Marine Jet Power AB for the Waterjet Subcomponent Replacements Required as a Part of the *Mare Island* Major Component & Waterjet Rehabilitation Project**

**Recommendation**

Approve a sole source contract with Marine Jet Power AB, for waterjet upgrade subcomponent replacements on *Mare Island* and authorize the Executive Director to negotiate and execute an agreement for this work in an amount not to exceed \$610,000.

**Background/Discussion**

The port and starboard waterjets on the ferry *Mare Island* have been in service since 1997 with approximately 58,000 hours of use; and are in need of upgrades in order to ensure safe, efficient, and reliable service through the remainder of the vessel's economic life. The scope of work required at this time includes procurement of the following MJP 750 Mk II waterjet subcomponents:

- Hub units
- Drive shafts
- Impeller housings
- Steering units
- Steering cylinders
- Impellers
- Extension rings
- Bearing units

The pricing includes engineering support and shipping. A contingency of 5% is included in the project budget in the event any unexpected adverse conditions are found.

**Sole Source Discussion**

Staff is recommending a sole source contract for this procurement in order to address the need to utilize MJP factory parts as no other manufacturer's waterjets parts can be integrated into the existing waterjets installed on the vessel. Given the costs involved, using OEM factory parts significantly reduces financial risk to the Authority. Since we are not replacing the entire waterjet assembly, rather only certain high wear subcomponents, using any another source for these parts is not a viable alternative.

MJP has been supporting the repair and maintenance of these waterjets since the vessel was first delivered in 1997. These upgrades will improve overall vessel reliability and will reduce operating maintenance costs.

Staff has reviewed the price quote provided by MJP for this work and has determined that it is fair and reasonable given the pricing for all new waterjets. These subcomponents will be installed in the vessel by a shipyard to be determined through a competitive RFP process.



Accordingly, staff has determined that this procurement meets the requirements for a sole source procurement under federal regulations and as set forth in the Authority's Administrative Code Section 502.2(E), which authorizes the agency to procure goods and services without competition under limited circumstances. Subdivision (E) of this provision allows the agency to procure items non-competitively when there is only a single source of supply available. Because MJP is uniquely able to provide and warranty the necessary parts, a competitive bidding process would serve no useful purpose for this procurement.

**Fiscal Impact**

Funds to support this contract are included in the FY 2016/17 Capital Budget as a part of the *Mare Island* Major Component and Waterjet Rehabilitation Project. This project has a total budget of \$3.6 million funded with Federal Transit Administration (FTA) grant funds and Regional Measure 1 – 2% Capital (RM1 2%) funds.

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

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

**RESOLUTION NO. 2016-20**

**APPROVE A SOLE SOURCE CONTRACT WITH MARINE JET POWER AB, FOR WATERJET UPGRADE SUBCOMPONENT REPLACEMENT ON MARE ISLAND AND AUTHORIZE THE EXECUTIVE DIRECTOR TO NEGOTIATE AND EXECUTE THE AGREEMENT**

**WHEREAS**, the San Francisco Bay Area Water Emergency Transportation Authority (WETA) staff has identified the need to overhaul of the *Mare Island* waterjet propulsion system; and

**WHEREAS**, WETA staff has determined that Marine Jet Power, AB is the sole factory dealership for the sale of parts for and services to MJP 750 Mk II waterjets; and

**WHEREAS**, the WETA Staff has identified Marine Jet Power, AB as being both responsive and responsible in the provision of services; now, therefore, be it

**RESOLVED**, that the Board of Directors hereby approves entering into an agreement with Marine Jet Power, AB for a not-to-exceed amount of \$610,000, and authorizes the Executive Director to negotiate and execute the agreement.

**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 August 4, 2016.

YEA:  
NAY:  
ABSTAIN:  
ABSENT:

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/s/ Board Secretary

2016-20

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

MEMORANDUM

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**TO:** Board Members

**FROM:** Nina Rannells, Executive Director  
Kevin Connolly, Manager, Planning & Development  
Lynne Yu, Manager, Manager, Finance & Grants

**SUBJECT:** Approve Bay Bridge Forward Ferry Enhancement Program

**Recommendation**

Approve the following actions in support of the Bay Bridge Forward Ferry Enhancement Program:

1. Authorize extension of the enhanced summer service schedule for the Alameda/Oakland and Vallejo ferry services through December 2017; and
2. Authorize a FY 2016/17 Operating Budget increase in the amount of \$2.0 million to support operating these service enhancements through the full fiscal year.

**Background**

Metropolitan Transportation Commission (MTC) staff, after learning of an “unexpected boost in revenues” for its One Bay Area Grant (OBAG) Program of \$72 million, have recommended that \$32 million of the funding be dedicated to address the Bay Area’s housing crisis. With the remaining \$40 million, MTC asked transit agencies serving the Bay Bridge corridor to develop service enhancement proposals to help address demand in the Bay Area’s most congested corridor.

Working closely with MTC staff, WETA developed a proposal for their consideration that supports recent efforts to enhance ferry services on the impacted Vallejo and Alameda/Oakland services. Support for expanded WETA ferry service was ultimately incorporated into the recommended package of Bay Bridge corridor transit enhancements – named the “Bay Bridge Forward Program” by MTC. The full Commission adopted the Bay Bridge Forward Program at its July 27 meeting.

This memorandum describes the ferry component of Bay Bridge Forward Program, providing a high level overview of Phase I service increases proposed, as well as additional phases of expansion services and related projects that could be implemented over time to help serve the increased demand for ferry services in the Bay Bridge corridor.

**Discussion**

Enhanced service schedules implemented on both the Vallejo and Alameda/Oakland services this summer have supported record levels of ridership recorded in June 2016 and beyond. However, occupancy levels on the most popular trips have reached 90 percent and above, creating leave-behinds despite the increase in summer 2016 service levels

WETA has the ability to enhance Bay Bridge corridor transportation capacity in the short term through extension of enhanced summer service levels through the winter months, as well as through the implementation of future service expansion made possible with the strategic use of new vessels scheduled for delivery in early 2017 and implementation of ferry capital

rehabilitation projects to prolong the useful life of vessels scheduled to retire. MTC's inclusion of \$2.5 million in the Bay Bridge Forward Program to support WETA ferry service enhancement represents an important first step in our ability to deliver these system enhancements in response to ridership increases and demand.

WETA's proposal for Bay Bridge Forward funding identified three phases of work that, provided sufficient funding, could be implemented relatively quickly to provide new travel capacity in the Bay Bridge corridor. The concepts included in these phases of work are reflected in both WETA's draft Strategic Plan (service level increases) and Short Range Transit Plan (extension of vessels beyond their useful life) as core work needed to support system operation and expansion in upcoming years based upon projected increases in ridership demand. While the proposal was not fully funded through the Bay Bridge Forward Program, staff will continue to work with MTC and others to identify additional opportunities for funding full roll-out of the program.

The most immediate (Phase I) enhancements, which are the subject of the recommended action associated with this report, would be to extend enhanced Vallejo and Alameda/Oakland summer service schedules through December 2017 as described below.

**Phase I: Additional Ferry service in Alameda/Oakland and Vallejo, November 2016 through December 2017**

In response to increasing demand and the summer 2015 experience, WETA enhanced Vallejo and Alameda/Oakland service for the period May-October 2016. That service is scheduled to be reduced starting in November, making a seasonal adjustment that in the past responds to reduced demand and the need to conduct vessel and terminal maintenance. However, given the strength of current demand, the Phase I enhancement will preserve the existing summer 2016 schedule through the end of calendar year 2017, or 14 additional months.

The Phase I service plan features a number of schedule adjustments implemented this summer that would be extended year-around. These were developed to respond to increasing demand for ferry service, minimizing schedule impacts to riders while maximizing system efficiencies and utilization of vessels and crews as summarized below:

- Alameda/Oakland - Includes five additional weekday departures to alleviate vessel overcrowding and allow for vessel rotation into this service. Increases weekend service frequency and improves on-time performance;
- Vallejo – Adds three new weekday departures: 8:00 AM, 5:30 PM and 9:30 PM. These trips are being offered on a 199-passenger vessel that is also interlined with Oakland/Alameda service. The additional AM and PM peak period trips have helped to address leave-behinds;
- Terminal Staffing – Increased customer service includes staffing at terminals to manage crowds and sell tickets at peak times. Boarding and alighting times due to larger crowds have had a negative impact on schedule adherence over the past few years. The addition of ticket agents in Oakland and Guest Assistance Representatives at the Ferry Building have helped to address customer care needs.

These changes require three additional crews on weekdays and one crew on weekends, representing an increase in service of 30 percent based on additional capacity. Peak period

capacity would increase by 6 percent in the morning and by 55 percent (1,499 seats) in the more impacted PM peak period. Weekday capacity increases by 30 percent.

The operating cost to implement the Phase I capacity and service enhancements is estimated to be \$3.6 million for 14 months of service, from November 2016 through the end of December 2017. Assuming a 30% farebox return, the net estimate for the Phase I service enhancement will be \$2.5 million.

### **Additional Information**

Additional system and service enhancements identified by staff that could be implemented beginning as early as next summer (beginning in May 2017), provided sufficient funds are made available, are described below. Staff will continue to work with MTC and others to develop operational and funding plans to support implementation of these additional phases of work.

### **Phase II: Additional Oakland/Alameda Service Seasonal Service, May through December 2017**

Phase II service improvements would utilize new, larger capacity, replacement vessels to increase service capacity and allow for the operation of additional peak period trips beginning as early as May 2017, provided sufficient funding is made available. The service enhancement would coincide with the delivery of two new vessels for central bay service, the Cetus and the Hydrus in early 2017. Both vessels will have capacity for 399 passengers and up to 50 bicycles. The new vessels represent a significant improvement over today's operations, where average capacity in the AM period is 324 seats and bikes are sometimes limited to 30 spaces. In addition, new vessels are more reliable, less subject to mechanical breakdowns due to age or wear-and-tear.

Phase II enhancements would have the ability to add approximately 6,400 peak direction seats to the ferry network per average weekday, a 75 percent increase over summer 2016 service. In addition, during peak periods, Alameda/Oakland would operate one additional vessel, increasing service levels by 33 percent.

The annual operating cost to implement the Phase II ferry capacity and service enhancements is estimated to be \$1.5 million for 8 months of service during peak seasons between May and October. Assuming a 30 percent farebox recovery, the net cost for Phase II service enhancements would be approximately \$1.1 million.

Staff will work to further refine this next phase of work as we consider all service needs for next summer (2017) and how we can best integrate the two new central bay vessels that will then be available into our overall system operation.

### **Phase III: Extend Useful Life of Two Ferry Vessels, 2018 and 2020**

Two vessels – the Vallejo (built in 1991) and the Bay Breeze (1994) – will be scheduled for retirement in 2018 and 2019, respectively. Extending the useful life of these two vessels for an additional five years will offer more Transbay capacity between 2020 and 2025. These are critical years when few improvements are currently anticipated to come on line with other transit systems and demand will continue to outpace Transbay capacity.

Together, the Vallejo and the Bay Breeze have a capacity of 517 passengers and extending their useful life will ensure there will be up to 13 vessels in the fleet through 2025. Without an extended life for these two vessels, the fleet will only have 11 vessels or 20 percent less capacity.

Extending the life of the Vallejo and the Bay Breeze is estimated to cost \$3.8 million in capital funding. Staff will work to further assess the cost and viability of this work and to identify capital funding sources and a timeframe for completing this work.

**Fiscal Impact**

The total operating cost to implement Phase I Bay Bridge Forward Program ferry enhancements is estimated to be \$3.6 million over a 14-month period beginning November 2016, to be funded with \$2.5 million in new funds made available from MTC as a part of its Bay Bridge Forward program and \$1.1 million in increased farebox revenues (30%). The additional cost in FY 2016/17 to implement this program beginning November 2016 is \$2.0 million.

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

**MEMORANDUM**

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**TO: Board Members**

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

**SUBJECT: Mission Bay Ferry Landing Status Report**

**Recommendation**

There is no recommendation with this information item.

**Background**

A ferry terminal in the Mission Bay area of San Francisco has been referenced as a desired regional transportation facility in San Francisco planning and transportation policy documents dating back to 2004. Recently, the pending buildout of the former Mission Bay redevelopment area and new development proposals such as an arena for the Golden State Warriors basketball team has revived discussions of a regional ferry terminal in Mission Bay. This memorandum provides a status report on recent project development activity and a preview of upcoming project milestones and opportunities for project advocacy.

The City of San Francisco, through the Port of San Francisco its agency for maritime and waterfront development, has worked in partnership with WETA staff to take proactive steps towards the development of a new regional ferry landing in Mission Bay.

In early 2016, the Port contracted with one of its as-needed architectural engineering firms to prepare a preliminary study of possible ferry terminal sites in the Mission Bay area. The intent of the study was to better understand the development conditions at four separate locations and to develop conceptual design schemes to enable concept-level cost estimates. WETA staff was consulted as the study progressed, both by the consultant and Port staff directly.

The study concluded that of the candidates sites examined, the site at the terminus of 16<sup>th</sup> Street showed the best promise for connectivity to area destinations and San Francisco's transit network. The terminal is estimated to cost approximately \$42.7 million based on the study. Costs will become more refined as detailed engineering takes place. Operating costs for the facility and service have not been developed but will be a focus of the next phase of study.

Port and WETA staff took the results of the study and developed a presentation for the May 2016 Port Commission and for community groups and stakeholders in the central waterfront areas of San Francisco. Thereafter a series of public outreach meetings were held to solicit community feedback. The presentations were made jointly by Port and WETA staff.

At its July 2016 meeting, the Port Commission authorized the release of a Request for Proposals for Design and Permitting services for a Mission Bay Ferry Terminal. The presentation to the commission was a joint effort between Port and WETA staff. Mayor Edwin Lee through the City's General Fund and through the Port's capital budget, has set aside up

to \$7 million towards the design and permitting effort. There are no committed funding sources identified as of today for the terminal construction.

The next steps in the project are to develop a Memorandum of Understanding (MOU) between the Port and WETA, modelled on WETA's own MOU template recently adopted for the Richmond and Seaplane Lagoon projects. The broad responsibilities for project development, which will be articulated in detail in the MOU, assume that Port staff will lead the development, funding and permitting components of the project. While WETA will collaborate with the Port and City to help secure project funding, its primary responsibilities will be as the facility operator, responsible for ongoing maintenance and operations. It is anticipated that the MOU will be agendized for Port Commission approval at the September Port Commission meeting and for WETA Board approval at the October WETA Board meeting.

### **Conceptual Mission Bay Ferry Service**

In the initial years after the Mission Bay facility opens, WETA anticipates providing linked service during peak hours, offering a secondary destination for commuters from the east and north bays to San Francisco. Vessels that currently only serve the ferry building will now make a second stop at Mission Bay in the morning peak period (6-9 AM). In the evening (4-8 PM), vessels will originate from Mission Bay, make a second stop at the Ferry Building and then on to their ultimate destination. Midday service is not anticipated in the initial years. Based on recent ridership studies, the strongest markets for Mission Bay commute service are Vallejo, Richmond and the combined Oakland and Alameda market.

As the service establishes itself, direct service from the strongest markets will be considered along with midday and late night service. In addition, as new services come on line in locations such as Treasure Island and Redwood City, linked service may become part of the initial service plans for those terminals.

Service for basketball games and special events will be available once the ferry landing opens and will likely be direct from Oakland, Vallejo and perhaps Richmond. Golden Gate service from Larkspur will also likely be offered as it is today for Giants games. Based on experience with Giants games, it is safe to assume that approximately 1,800 ferry riders will use the facility for special events.

### **Fiscal Impact**

There is no fiscal impact associated with this informational item.



MEMORANDUM

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**TO:** Board Members

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

**SUBJECT:** Redwood City Ferry Project Status Report

**Recommendation**

There is no recommendation with this information item.

**Background**

Plan Bay Area 2040 is the regional transportation plan for the Bay Area, a document that is required of all metropolitan planning organizations nationwide to satisfy federal funding requirements. The plan considers future land use forecasts and develops the transportation projects and investments necessary to meet regional growth projections. The plan is updated every four years and a "Call for Projects" process solicits transportation projects from congestion management agencies and transit operators in the 9-county Bay Area. To be eligible to receive most state and federal transportation funding, projects must be included in Plan Bay Area.

In accordance with MTC's RTP process, projects with a combined capital and operating cost over \$100 million are subject to an evaluation based on cost effectiveness criteria. The total cost of the Redwood City project – assuming WETA operating a level of service consistent with the Board's System Expansion Policy Guidelines -- is estimated to be \$110 million in capital and \$11.4 million in annual operating cost. Projects that fail to score a minimum level in this process are given a "Not Recommended" rating and are rejected from the plan. The Redwood City project received a "Not Recommended" rating in MTC's RTP process, causing WETA and Redwood City staff to consider alternatives to adjust the project definition or risk having the project deleted from the plan.

The Plan Bay Area process allows for an appeal by project sponsors of Not Recommended projects. Sponsors can make an argument that the evaluation was flawed or that political considerations outweigh the evaluation measures. Or, sponsors can modify projects so that the combined cost is below \$100 million, ensuring that the projects stay in the plan.

**Discussion**

After several discussions among the staffs from WETA, the Port of Redwood City and the City of Redwood City, the project team agreed to adjust the project definition in the Plan Bay Area process and pursue an alternative delivery and service model. The project will be redefined as a public terminal, open to all ferry and water taxi operators but compatible with WETA vessels. This model allows the Port and City to initiate project development activities immediately, without waiting for operational and vessel funding to be secured for WETA service.

Because there are already private operators serving the Port of Redwood City, this allows a form of ferry service to be offered in advance of conventional WETA operations. Once vessel and operating funding is secured, WETA would be able to operate and manage the facility on

behalf of the Port. In the interim period before WETA starts service, the facility would be available as an emergency response asset for WETA use, or as a Special Event facility.

The revised project model lowers the project cost to roughly \$30 million, ensuring that the project stays in Plan Bay Area and remains eligible for state and federal funding. Staff from MTC have modified the project description in the plan to only include initial design, permitting and environmental phases in the plan. The revised entry in Plan Bay Area now only includes these initial activities, estimated to be \$8 million. The next Plan Bay Area will be released in four years and the project team is confident that design and permitting work will be well underway by that time, making the project more competitive for regional funding.

The next steps in the project are to develop a project Memorandum of Understanding among the City and Port of Redwood City together with WETA and possibly the San Mateo County Transportation Authority as the agency that controls \$15 million in capital funding reserved for the project. In addition, consultant support for environmental clearance, design and permitting activities will need to be initiated. Provided progress can be achieved towards a Redwood City project, funding for WETA vessels and operating funding will need to come from future county, regional, state or federal transportation funding sources or measures.

**Fiscal Impact**

There is no fiscal impact associated with this informational report.

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

**MEMORANDUM**

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**TO: Board Members**

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

**SUBJECT: Treasure Island Ferry Service Update**

**Recommendation**

There is no recommendation with this information item.

**Background**

At the June Board meeting, Member Del Bono, referencing recent news reports of Treasure Island development proposals and the possibility of a new ferry service, asked for a status report on the Treasure Island project. This memorandum provides a summary of the project along with key recent activities and future milestones for introducing ferry service to Treasure Island.

A development partnership led by Lennar Urban Corporation secured approvals to redevelop the former Treasure Island Naval Station in 2011. The Treasure Island Transportation Implementation Plan was also adopted by the San Francisco Board of Supervisors in 2011. The Plan conceived of ferry service as an integral part of transportation improvements on the island including buses, shuttles, bicycling and pedestrian infrastructure and strict parking fees and toll charges for private automobiles. The capital requirements (terminal and vessels) to provide ferry service were considered the responsibility of the development team while the operating revenues required would be generated by fares, resident user fees and parking and toll revenues. At the time of the 2011 Plan, the development team assumed that ferry vessels would be leased rather than purchased; as a result, the development approvals do not require the development partnership to purchase a vessel. The Treasure Island Mobility Management Association (TIMMA) – a division of the San Francisco Transportation Authority – manages development and operation of the future Treasure Island transportation system.

**Discussion**

After resolving initial litigation and waiting for the Navy to conclude required environmental mitigation, the development team has begun construction of initial infrastructure to support the planned development. At full buildout, the project is anticipated to include: up to 8,000 new residential housing units, the adaptive reuse of approximately 311,000 square feet of historic structures, up to approximately 140,000 square feet of new retail uses, 100,000 square feet of commercial offices space, 300 acres of parks and open space, up to 500 hotel rooms, and new or upgraded public facilities, including a joint police/fire station, a school, and other community facilities.

First occupancy of the Treasure Island Development Project is anticipated in 2019. Ferry terminal improvements identified in the original development agreement are required to be initiated within 12 months of the issuance of the building permit for the 100th dwelling unit and are to be completed within 36 months. The current Project schedule indicates that ferry infrastructure improvements will be complete in 2021.

WETA staff has been working with their counterparts from TIMMA (San Francisco Transportation Authority) over the past several years in planning for Treasure Island's ferry transportation infrastructure. Recent activities include advisory meetings with the design team for the Treasure Island ferry terminal, coordination with transit operators scheduled to serve the island regarding fares and service plans, and development of a Memorandum of Understanding (MOU) based on WETA's template agreement for other expansion projects. It is anticipated that a draft MOU will be developed for review and considered by the TIMMA and WETA boards sometime this fall.

Some items that will be highlighted in the MOU are as follows:

- Initiation of Treasure Island ferry service is tied to the City's development of the island. As such, identification and generation of operating and capital funds are under the City's purview. The MOU will identify a process for allocating funds between agencies to support system operation and vessel construction and for developing annual operating budgets and related service schedules and fares.
- The Treasure Island development team has learned their original assumption that the project could lease a ferry vessel for initial service years is not possible. As a result, the staffs are exploring grants, funding and financing opportunities for an initial vessel. A second vessel would be acquired using cash flow once the Island's parking and toll revenues are collected.
- As planned, initial service will be with one vessel providing hourly headways during the peak periods. However, midday and evening demand may actually be stronger. The agreement will build in flexibility to offer additional services consistent with demand and subject to operating fund availability.
- The ferry terminal facility will be constructed by the development team. Once completed, the waterside facilities (float, gangway, piles) will be leased or sold to WETA and under WETA control and management consistent with other WETA terminal site arrangements.
- Due to limited funding, there will be no backup Treasure Island vessel. When vessels are down or service is disrupted, TIMMA will be responsible for providing additional bus service through MUNI or another vendor.
- The Treasure Island service profile is well suited to a green technology vessel and both staffs are committed to exploring the possibilities of introducing hybrid or some other form of alternative propulsion technology in Treasure Island ferry service.
- Discussions between George Lucas and the City of San Francisco regarding locating a museum on Treasure Island are ongoing. The museum will likely require ferry service and as of today, staff estimates that WETA service will be in place when the museum is completed. If the museum development schedule is accelerated, staff will explore options for expediting construction of the terminal and vessel.

**Fiscal Impact**

There is no fiscal impact associated with this informational item.

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

**MEMORANDUM**

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**TO: Board Members**

**FROM: Nina Rannells, Executive Director**  
**Ernest Sanchez, Marketing and Public Information Manager**

**SUBJECT: Consider Central Bay Maintenance and Operations Facility**  
**Naming or Other Recognition Program Options**

**Recommendation**

There is no specific staff recommendation associated with this item.

**Background/Discussion**

At the March and May 2016 meetings, the Board expressed a desire to acknowledge individuals who have been instrumental to the establishment of WTA/WETA and to the expansion of WETA services. These discussions were initiated by Vice Chair Wunderman's request that the Board name a vessel after Ron Cowan, the founder of the Harbor Bay Ferry Service and an instrumental member of the Bay Area Council who worked to establish both the Water Transit Authority and WETA. The Board discussion covered the agency's current naming convention for vessels, the potential to re-name an existing vessel on an exceptions basis, and the opportunity to name WETA terminals or facilities after people.

At the June 2 meeting, the Board shifted focus to naming a facility after Mr. Cowan. As a part of the discussion, Charlene Haught Johnson, WTA/WETA's original Chair, was identified as another person who has significantly contributed to the establishment and development of WETA and its services and is deserving of recognition. At the conclusion of the discussion, the Board requested staff to bring forward an item for the August Board meeting regarding naming the Central Bay Maintenance and Operations Facility to facilitate further discussion.

While initiated through Director Wunderman's specific desire to honor Mr. Cowan, Board discussions on this subject have ultimately centered around a general desire to recognize individuals and/or organizations who have played a pivotal role in the development of WETA and its program of regional ferry services.

In considering the Board's broader conversation, staff has identified a variety of approaches to honoring Mr. Cowan, including an option that would create a mechanism for recognizing others over time as well.

**Recommendation Options:**

Staff has identified the following potential Board actions associated with this item:

- 1. Re-name the Central Bay Maintenance & Operations Facility the Ron Cowan Central Bay Operations & Maintenance Facility**
- 2. Recognize Ron Cowan's contributions, through resolution, and memorialized on a plaque to be installed at the CBOMF**

*"The Board of Directors of the San Francisco Bay Area Water Emergency Transportation Authority (WETA), hereby acknowledges and thanks Ron Cowan, a visionary business, community, and transportation leader, for his three decades' of advocacy and leadership in creating a viable, sustainable and growing ferry system on San Francisco Bay. His dream – a comprehensive regional water transit system – is reality, because of his dedication to the people of Alameda and the greater Bay Area. Dedicated on (Month, Day, Year)"*

- 3. Institute a "Leadership Wall" Program, with Ron Cowan named as the first honoree at the Central Bay Maintenance & Operations Facility Site**

A Leadership Wall program, similar to a museum donor wall, would provide an ongoing opportunity to recognize individuals and organizations whose support and vision were instrumental to sustaining and expanding water transit. At the Board's discretion, names could be added to an existing wall or new Leadership Walls dedicated as WETA facilities come online. Walls would provide the flexibility to include local leaders and/or organizations that were instrumental to water transit development in a particular county or city. A CBOMF Leadership Wall could include Mr. Cowan, Charlene Haught Johnson, or other individuals and organizations as deemed appropriate by the Board.

- 4. Institute alternative recognition programs or actions as may be identified by the Board of Directors**

Staff looks forward to continued discussion, direction and action from the Board of Directors on this matter.

**Fiscal Impact**

There is no fiscal impact associated with this item.

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