

Members of the Board

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

BOARD OF DIRECTORS' MEETING
Thursday, June 2, 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.

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 – 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
7. APPROVE AMENDMENT TO AGREEMENT WITH SOLANO COUNTY TRANSIT FOR THE PROVISION OF BUS SERVICES **Action**
8. APPROVE AMENDMENT TO AGREEMENT WITH BROWNSTEIN HYATT FARBER SCHRECK, LLP FOR STRATEGIC CONSULTING SERVICES **Action**
9. APPROVE AMENDMENT TO AGREEMENT WITH BROAD & GUSMAN, LLP FOR STATE LEGISLATIVE REPRESENTATION **Action**
10. ADOPT REVISED WETA MISSION AND VISION STATEMENTS **Action**
11. VESSEL AND FACILITY NAMING DISCUSSION **Information/Action**
12. MATRIX OF ALAMEDA PUBLIC COMMENTS FROM APRIL 2016 BOARD MEETING **Information/Action**

Water Emergency Transportation Authority
June 2, 2016 Meeting of the Board of Directors

13. CLOSED SESSION

There are no planned agenda items for a Closed Session for the current meeting.

***Action
To Be Determined***

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

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

ADJOURNMENT

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

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

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

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

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

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

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

M E M O R A N D U M

TO: WETA Board Members

FROM: Nina Rannells, Executive Director

DATE: June 2, 2016

RE: Executive Director's Report

CAPITAL PROJECT IMPLEMENTATION UPDATE

Vessel Replacement – 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 at Kvichak. The installation of the propulsion, machinery and piping is well underway with major equipment being installed and paint starting next week. The hull is scheduled to be transferred to Nichols Brothers at the beginning of July. The Superstructure is being fabricated at Nichols Brothers with structure approximately 70% complete and piping starting to be installed. The vessel is still on schedule for launch in late August with final delivery scheduled for early December 2016.

Vessel 2 *Cetus* - Prefabrication of the hull structure has commenced with the engine rooms and tank modules well underway. Approximately 10% of the fabrication is complete. Delivery of this vessel is anticipated in late April 2017.

Vessel Replacement/New Construction – 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 are due June 24, 2016. Staff anticipates being in a position to recommend contract award for vessel construction in August or September.

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

This refit is planned for Winter/Spring 2016. During the replacement of the major propulsion train subcomponents work, other minor upgrades to the passenger cabins and minor vessel system upgrades will be accomplished. The Board of Directors approved the contract award to Marine Group Boat Works in November 2015. The vessel was successfully delivered to the Marine Group yard in San Diego on January 27. Pre-work noise and vibration testing was completed. The vessel was drydocked without issue and the hull bottom looks to be in great shape. Major work is complete, work remaining includes final alignment requiring the main engines and marine gears be repositioned to accommodate new drive lines. Dock and sea trials are scheduled to start on June 20.

Gemini Quarter-life and Passenger Capacity Increase Project

This project is planned for February/May 2016. 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. Work currently underway includes installation of insulation, main engines and a new drivetrain, as well as preparation of the passenger cabin for new seating.

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. The final completion date for the waterside construction is uncertain at this time due to unforeseen challenges with the product delivery systems and concrete floats. WETA staff is working closely with the design build team to address these issues.

Regional Passenger Float Construction – This project will construct a new regional spare float that can be utilized as a backup for the Vallejo terminal float as well as other terminal sites such as downtown San Francisco when the permanent terminal floats must undergo periodic dry dock, inspection, and repair. This spare will support ongoing daily services and will be a valuable asset to have available for use in unplanned or emergency conditions. Ghirardelli Associates Inc. was selected as the project construction manager. Procurement of the passenger float construction contract was combined with the North Bay Operations and Maintenance Facility Project construction contract. The Request for Proposals for the project was released on February 28 and the construction contract was awarded to Dutra Construction on July 10, 2014. Final design was completed in December 2014. Float fabrication was completed in Portland, Oregon. The float arrived at Dutra's Alameda yard in early October. Float ramping and utility systems are being installed. The float is complete and was towed to the existing Mare Island facility for storage.

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 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.

Last month, the Board of Directors awarded a contract to Overaa/Power, a Joint Venture, to construct the project. Construction is scheduled for completion by Spring 2018. Staff is advancing work to provide a replacement harbor seal haul-out in conjunction with this project. A conceptual design and implementation plan has been developed in coordination with a working group consisting of Alameda community members, City staff, and a marine mammal expert. Staff is worked with state and federal resource agencies with jurisdiction over the work to secure permitting approval. The seal haul-out float is in the final design phase. Construction of the float is anticipated to take approximately 6 weeks. The float will be towed to the site of the existing haul-out so the seals can become familiar with the new haul-out prior to demolition of the existing haul-out.

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.

The NEPA environmental review process was completed in October. Project review by the City of Richmond's Design Review Board and Planning Commission was completed in May 2016. A Conditional Use Permit was approved at the May 5, 2016 Planning Commission meeting. WETA staff are currently working with City of Richmond staff to develop a lease or license agreement for the terminal and parking areas. The BCDC Design Review Board recommended advancing the project e to the full BCDC commission. It is anticipated that a final permit from BCDC will be issued by Summer 2016.

On December 10, the Board authorized release of a RFP for construction management services. Construction management services will assist staff by providing oversight and support during the pre-construction project development, project construction, and project closeout phases. The construction management RFP is anticipated for release in June 2016. The RFP for construction of the terminal facility is anticipated for release by the end of 2016. Terminal construction will begin in 2017 with pile driving and dredging activities taking place in the 2017 in-water work window.

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 development agreement states that ferry operations would commence with the completion of the 50th residential unit.

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.

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.

South San Francisco Service – The South San Francisco ferry service is currently in its fourth year of operation, with 483 average weekday boardings and 28 percent farebox recovery. Based on current Regional Measure 2 (RM2) performance criteria, ferry services must reach a level of 40% farebox recovery in the third year of operation. Services that do not meet that standard are asked to develop a Corrective Action Plan, identifying measures to achieve the desired performance level. The WETA Board adopted a South San Francisco Corrective Action Plan in September 2015 that identified ridership enhancement strategies along with cost reduction actions. In addition, the Corrective Action Plan proposed modifying RM2 performance requirements to be more reflective of actual experience concerning the ramp up period necessary to achieve a 40% farebox recovery rate and the need to view the ferry system as a comprehensive whole and not a collection of independent routes.

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 enhance ferry service in the Transbay/Bay Bridge corridor for the summer and fall of 2016 to the Metropolitan Transportation Commission (MTC). 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 May, additional crews and vessels which could be deployed by October, feeder bus service at the Main Street terminal and capital funding to extend the life of two vessels and add a float to the Oakland terminal. In all, the proposal seeks \$6.1 million in operational funding and \$8.8 in capital investment. A meeting to discuss possible service enhancements has been scheduled by MTC for early June 2016.

SYSTEM 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 and to develop a strategy for revision, review and eventual adoption by the Board of Directors. The working group met in late March and discussed ways to expand, re-position and re-format the plan to better communicate the vision and opportunities for expanded ferry service and discussed mechanisms for seeking additional input. The working group has developed revised Mission and Vision statements based on these discussions. The draft Mission and Vision statements will be presented to the WETA Board at its June 2016 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. The Ad Hoc Subcommittee and City adopted an overflow parking plan for the Harbor Bay Terminal in April 2015 that led to an application to BCDC to amend parking restrictions along Harbor Bay Parkway, roughly a half-mile from the terminal. In response, BCDC staff sent a letter to the City of Alameda stating that the proposed parking changes were unlikely to be approved. As a result, staff has withdrawn its permit application.

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. The City of Alameda Transportation Commission is scheduled to take action on the plan on May 25, 2016 and the City Council on June 7, 2016.

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 summer 2016.

Alameda Seaplane Lagoon Study – In April 2016, the Alameda City Council and WETA Board of Directors each adopted a Memorandum of Understanding (MOU) setting forth 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 16th Street in the Mission Bay neighborhood of San Francisco. A Mission Bay ferry terminal has been identified in both WETA and City of San Francisco planning documents as a potential future infrastructure investment but no significant planning or development work has been conducted to date and no funding exists to develop this as a terminal site. The Warriors and the City released an Environmental Impact Report for the proposed arena in early June, 2015, that does not consider a new ferry terminal or ferry service as a part of its project. 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. Port staff are currently preparing to release a Request for Proposals for environmental clearance and preliminary design of a Mission Bay ferry terminal and have included this work in the Port of San Francisco's proposed FY 2016/17 Capital Budget. Mission Bay ferry service was included in WETA's draft Strategic Plan, released in January 2016. Port and WETA staff met in late May to discuss our continued collaboration on the project, and agreed to start development on a project MOU for terminal development, construction, funding and use, which will be brought forward to the Board in the coming months.

Redwood City Ferry Service Investigation – A Redwood City Ferry Terminal site feasibility report was completed in draft in July 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. This report was developed as a part of a collaborative effort with the Port of Redwood City and Redwood City staff. An update of WETA's system ridership model and projection was also completed during this same time period, working closely with City and Port staff. At the time that this work was completed the cost associated with the identified site, coupled with low ridership projections, presented challenges related to the financial viability of the project from both a capital construction and operational cost perspective. Redwood City service was included as a potential future ferry service in WETA's draft Strategic Plan, released in January 2016. The Redwood City project has received a "Not Recommended" rating in the draft Plan Bay Area 2040 produced by MTC. WETA staff is currently working with staff from the City and Port of Redwood City along with the San Mateo County Transportation Authority and the San Mateo City/County Association of Governments to modify the project so it is not rejected from the Plan.

Contra Cost County Site Feasibility Studies – Site feasibility reports have been prepared in cooperation with the cities of Hercules, Martinez and Antioch in an effort to identify site constraints and design requirements and better understand project feasibility and costs associated with development of terminals and services to these cities. The Contra Costa County Transportation Authority, as the county transportation planning and funding authority, has utilized this information to develop a Financial Feasibility of Contra Costa Ferry Service Report (completed June 2014) to assess the feasibility of implementing ferry services in the county. The report concludes that of the candidate ferry terminals in Contra Costa County, only the Richmond project is financially feasible at this time. WETA is moving forward to construct a new terminal and service in Richmond in 2018 and Hercules and Carquinez Strait services were included as potential future ferry services in WETA's draft Strategic Plan, released in January 2016. A project submitted by CCTA for consideration in Plan Bay Area that proposed a linked ferry service between Antioch, Martinez and Hercules was given a "Not Recommended" rating. CCTA has indicated that it will revise the project definition to construct smaller facilities for low-capacity private operators, instead of WETA service. CCTA staff is including WETA staff as it seeks to redefine the project.

OTHER

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 March 3, Kevin Donnelly attended the quarterly TRP meeting to discuss and determine the key planning elements of 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 will be 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.

Alameda/Oakland Ferry Summer Schedule/Pier 41 Petition

At the May 5 Board meeting, Christine Bauer, an Alameda/Oakland ferry rider, submitted a "Petition to Reinstate the Pier 41 Evening Ferry". The petition had 182 signatures. The petition requested that WETA reinstate the weekday 5:00 PM Pier 41 departure that had been discontinued on May 2 with the new summer schedule. The petitioners also requested an explanation of the decision to discontinue the 5:00 PM departure.

The Summer service schedule was developed with the following three primary goals in mind:

- Increase the number of both weekend and weekday transbay trips
- Maximize the number of weekday afternoon peak period departures to the East Bay from "impacted" terminals in order to minimize "leave behinds".
- Improve fleet operational efficiency by maximizing crew/vessel revenue service hours and minimizing non-revenue operating hours

In examining operating and ridership data, staff determined that reconfiguring the schedule to eliminate the 5:00 PM Pier 41 departure would provide enough time savings to enable that vessel/crew to provide one additional Transbay crossing, thereby increasing vessel/crew efficiency while reducing the number of leave behinds at the impacted Ferry Building terminal. While the new schedule eliminates the 5:00 PM Pier 41 departure, it adds new 3:30 PM and 4:15 PM Pier 41 departures that go directly to the East Bay with no Ferry Building stop.

Regarding the 3:30 PM Pier 41 departure, the petition asks why that boat could not provide a 5:20 PM Pier 41 departure upon its return from the East Bay rather than going "back to the Ferry Building, where it sits idle until...5:20 pm..." While true that the vessel is not in revenue service at that time, it is "out of service" for that short time to provide a required crew Work Rule break and rest period.

Staff has been in contact with the petitioner and has prepared a detailed response.

KEY EXTERNAL OUTREACH/BUSINESS MEETINGS

On May 5, Kevin Connolly and Chad Mason attended the City of Richmond Planning Commission meeting where they discussed the new Richmond ferry terminal.

On May 5, Kevin Connolly attended a community workshop for the Alameda Transportation Plan.

On May 6, Nina Rannells and Kevin Connolly attended the Bay Area Council's Water Transit Subcommittee where Kevin provided the group with a presentation on WETA's draft Strategic Plan

On May 10, Nina Rannells participated in the bi-monthly Small Transit Operator's informational exchange meeting.

On May 10, Kevin Connolly attended the Port of San Francisco Port Commission meeting where they discussed work on the Mission Bay Ferry terminal project.

On May 11, Kevin Connolly and Lynne Yu attended MTC's Programming and Allocation Committee meeting where they approved a change to the RM2 criteria for the South San Francisco service, extending the time period to reach their 40% farebox recovery requirement to 2019.

On May 12, Kevin Donnelly attended the Harbor Safety Committee meeting.

On May 13, Kevin Connolly and Chad Mason met with the City of Redwood City, Port of Redwood City and SamTrans to discuss options for the Redwood City project in the Regional Transportation Plan.

On May 17, Nina Rannells attended the Bay Area Council's annual Outlook Conference.

On May 19, Kevin Connolly attended the South Beach Neighborhood Association meeting and the Port of San Francisco's Maritime Commerce Advisory Committee meeting to where he provided a joint update with Port of San Francisco staff on development of the Mission Bay Ferry terminal project.

On May 23, Nina Rannells participated in the Clipper Executive Board's monthly meeting.

On May 25, Kevin Connolly attended the City of Alameda's Transportation Commission meeting where they discussed plans to address parking issues at the Harbor Bay Ferry Terminal and surrounding neighborhoods.

On May 27, WETA staff and Directors DelBono and Donovan attended a ribbon cutting ceremony for the opening of the O' Club parking lot and new bike lockers at the Main Street Terminal.

On June 1, Nina Rannells and Kevin Connolly attended the Bay Area Partnership Board meeting.

OPERATIONS REPORT

Summer Service Schedules were implemented Monday May 2 and will run through October 30, 2016.

Monthly Operating Statistics - The Monthly Operating Statistics Reports for April 2016 is provided as Attachment A.

Attachment A

Monthly Operating Statistics Report April 2016

		Alameda/ Oakland	Harbor Bay	South San Francisco	Vallejo*	Systemwide	
Boardings	<i>vs. last month</i>	Total Passengers April 2016	91,309	27,509	10,860	78,657	208,335
		Total Passengers March 2016	80,619	29,273	11,702	75,498	197,092
		Percent change	13.26%	-6.03%	-7.20%	4.18%	5.70%
	<i>vs. same month last year</i>	Total Passengers April 2016	91,309	27,509	10,860	78,657	208,335
		Total Passengers April 2015	76,895	24,421	10,224	74,210	185,750
		Percent change	18.75%	12.64%	6.22%	5.99%	12.16%
	<i>vs. prior FY to date</i>	Total Passengers Current FY To Date	929,058	256,661	102,927	780,108	2,068,754
		Total Passengers Last FY To Date	729,643	216,937	87,391	692,560	1,726,531
		Percent change	27.33%	18.31%	17.78%	12.64%	19.82%
	Avg Weekday Ridership April 2016	3,364	1,310	517	3,116	8,307	
Ops Stats	Passengers Per Hour	242	205	67	155	176	
	Revenue Hours	377	134	162	508	1,181	
	Revenue Miles	5,761	2,967	2,582	13,795	25,105	
Fuel	Fuel Used (gallons)	47,074	15,519	21,313	115,909	199,815	
	Avg Cost per gallon	\$1.68	\$1.68	\$1.68	\$1.89	\$1.80	

* Vallejo ridership includes ferry + Route 200 bus passengers. April bus ridership totaled 7129.

MEMORANDUM

TO: Board Members

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

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

Recommendation

There is no recommendation associated with this informational item.

Summary

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

Operating Budget vs. Actual

	Prior Actual	Current Budget	Current Actual
Revenues - Year To Date:			
Fare Revenue	11,220,280	12,083,292	13,734,748
Local Bridge Toll Revenue	12,411,862	15,928,934	9,717,447
Other Revenue	500	473,532	141,627
Total Operating Revenues	23,632,642	28,485,758	23,593,821
Expenses - Year To Date:			
Planning & Administration	1,722,794	2,498,630	2,130,438
Ferry Services	21,909,848	25,987,128	21,463,383
Total Operatings Expenses	23,632,642	28,485,758	23,593,821
System-Wide Farebox Recovery %	51%	46%	64%

Capital Actual and % of Total Budget

	YTD Actual	% of FY 2015/16 Budget
Revenues:		
Federal Funds	7,670,039	24.42%
State Funds	14,224,512	57.68%
Bridge Toll Revenues	6,296,365	49.02%
Other Local Funds	2,293,212	64.36%
Total Capital Revenues	30,484,127	42.06%
Expenses:		
Total Capital Expenses	30,484,127	42.06%

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 Ten Months Ending 4/30/2016

% of Year Elapsed 83.3%

	Current Month	Year - To - Date			Budget	
		FY2014/15 Actual	FY 2015/16 Budget	FY 2015/16 Actual	FY 2015/16 Total	% of Total
OPERATING EXPENSES						
<u>PLANNING & GENERAL ADMIN:</u>						
Wages and Fringe Benefits	357,298	1,018,430	1,255,978	1,223,056	1,508,000	81.1%
Services	67,156	659,093	1,239,321	956,243	1,488,000	64.3%
Materials and Supplies	428	8,051	23,321	8,545	28,000	30.5%
Utilities	1,781	9,877	19,156	17,869	23,000	77.7%
Insurance	-	18,335	19,156	-	23,000	0.0%
Miscellaneous	23,042	64,391	99,945	86,266	120,000	71.9%
Leases and Rentals	25,844	235,030	250,696	246,825	301,000	82.0%
Admin Overhead Expense Transfer	(55,140)	(290,413)	(408,942)	(408,365)	(491,000)	83.2%
Sub-Total Planning & Gen Admin	420,409	1,722,794	2,498,630	2,130,438	3,000,000	71.0%
<u>FERRY OPERATIONS:</u>						
<u>Harbor Bay FerryService</u>						
Purchased Transportation	149,297	1,191,286	1,521,916	1,311,958	1,827,300	71.8%
Fuel - Diesel & Urea	26,126	312,111	383,956	225,885	461,000	49.0%
Other Direct Operating Expenses	34,963	329,640	415,939	324,437	499,400	65.0%
Admin Overhead Expense Transfer	7,272	57,925	68,296	53,944	82,000	65.8%
Sub-Total Harbor Bay	217,657	1,890,962	2,390,106	1,916,224	2,869,700	66.8%
Farebox Recovery	56%	51%	41%	61%	41%	
<u>Alameda/Oakland Ferry Service</u>						
Purchased Transportation	508,198	4,354,626	4,882,615	4,549,075	5,862,350	77.6%
Fuel - Diesel & Urea	79,248	982,564	1,314,321	726,641	1,578,050	46.0%
Other Direct Operating Expenses	175,066	553,007	1,005,282	853,595	1,207,000	70.7%
Admin Overhead Expense Transfer	23,428	112,110	182,400	180,145	219,000	82.3%
Sub-Total Alameda/Oakland	785,941	6,002,307	7,384,618	6,309,455	8,866,400	71.2%
Farebox Recovery	60%	56%	50%	66%	50%	
<u>Vallejo FerryService</u>						
Purchased Transportation	882,660	7,221,314	7,700,420	7,621,936	9,245,570	82.4%
Fuel - Diesel & Urea	218,604	3,163,619	4,206,710	2,263,563	5,050,820	44.8%
Other Direct Operating Expenses	109,349	816,341	1,231,875	938,711	1,479,060	63.5%
Admin Overhead Expense Transfer	20,381	51,578	74,959	144,886	90,000	161.0%
Sub-Total Vallejo	1,230,993	11,252,851	13,213,964	10,969,096	15,865,450	69.1%
Farebox Recovery	64%	56%	51%	71%	51%	
<u>South San Francisco FerryService</u>						
Purchased Transportation	184,255	1,927,026	1,930,525	1,684,998	2,317,900	72.7%
Fuel - Diesel & Urea	35,881	431,572	526,795	289,588	632,500	45.8%
Other Direct Operating Expenses	32,712	336,329	457,832	264,630	549,700	48.1%
Admin Overhead Expense Transfer	4,059	68,800	83,288	29,391	100,000	29.4%
Sub-Total South San Francisco	256,907	2,763,727	2,998,439	2,268,608	3,600,100	63.0%
Farebox Recovery	29%	21%	20%	31%	20%	
Total Operating Expenses	2,911,906	23,632,642	28,485,758	23,593,821	34,201,650	69.0%
OPERATING REVENUES						
Fare Revenue	1,456,314	11,220,280	12,083,292	13,734,748	14,507,900	94.7%
Local - Bridge Toll	1,455,593	12,411,862	15,928,934	9,717,447	19,125,200	50.8%
Local - Alameda Tax & Assessment	-	-	473,532	-	568,550	0%
Local - Other Revenue	-	500	-	141,627	-	0%
Total Operating Revenues	2,911,906	23,632,642	28,485,758	23,593,821	34,201,650	69.0%

San Francisco Bay Area Water Emergency Transportation Authority
FY 2015/16 Statement of Revenues and Expenses
For Ten Months Ending 4/30/2016

Project Description	Current Month	Project Budget	Prior Years Actual	FY2015/16 Budget	FY2015/16 Actual	Future Year	% of Total Project Budget
CAPITAL EXPENSES							
FACILITIES:							
Maintenance and Operations Facilities							
North Bay Operations & Maintenance Facility	1,715,538	31,082,000	17,978,666	13,103,334	9,525,055	-	88%
Central Bay Operations & Maintenance Facility ¹	21,589	69,500,000	3,182,898	14,317,102	932,816	52,000,000	6%
Float Rehabilitation/Replacement							
Regional Spare Float Replacement	141,903	3,862,000	1,457,429	2,404,571	2,015,016	-	90%
Replace Mooring Piles - Harbor Bay Float	-	450,000	-	450,000	439,455	-	
Terminal Improvement							
Electronic Bicycle Lockers	-	79,500	-	79,500	46,661	-	59%
Channel Dredging - Vallejo Ferry Terminal	5,776	1,900,000	57,854	1,842,146	1,664,166	-	91%
Terminal Access Improvement	-	250,000	-	250,000	67,528	-	27%
FERRY VESSELS:							
Major Component Rehabilitation / Replacement							
Vessel Engine Overhaul - Gemini Class Vessels	203,400	1,320,000	777,927	542,073	203,873	-	74%
Vessel Engine Overhaul - Taurus	-	300,000	-	300,000	295,463	-	98%
Selective Catalyst Reduction (SCR) System Overhaul	-	1,400,000	-	700,000	816	700,000	0%
Major Component & Waterject Rehab - Intintoli	4,804	2,860,000	-	2,860,000	1,301,058	-	45%
Major Component Rehabilitation - Solano	-	430,000	-	430,000	-	-	0%
Vessel Mid-Life Repower/Refurbishment							
Vessel Mid-Life Refurbishment - Peralta	-	5,260,000	3,373,932	1,886,068	50,021	-	65%
Vessel Quarter-Life Refurbishment - Gemini	95	3,507,000	-	3,507,000	1,104,592	-	31%
Vessel Expansion/Replacement							
Purchase Replacement Vessel - Express II & Encinal	57,329	33,951,000	3,227,001	17,086,999	10,537,638	13,637,000	41%
Purchase Replacement Vessel - Vallejo	10,606	21,052,000	387	4,999,613	47,082	16,052,000	0%
CAPITAL EQUIPMENT / OTHER:							
Purchase Heavy Duty Forklift	-	120,000	-	120,000	-	-	0%
Purchase Utility Vehicles	-	35,000	-	35,000	-	-	0%
SERVICE EXPANSION:							
Environmental Studies / Conceptual Design							
Berkeley Terminal - Environ/Concept Design	-	2,335,000	2,186,799	148,201	-	-	94%
Terminal/Berthing Expansion Construction							
Downtown Ferry Terminal Expansion - South Basin	304,746	79,580,000	3,269,602	4,180,398	1,745,023	72,130,000	6%
Richmond Ferry Terminal	35,475	17,062,500	791,931	1,240,569	419,400	15,030,000	7%
Expansion Ferry Vessels							
Richmond Ferry Vessels - 2 each	20,260	42,000,000	-	2,000,000	88,465	40,000,000	0%
Total Capital Expenses	2,521,520	318,336,000	36,304,428	72,482,573	30,484,127	209,549,000	
CAPITAL REVENUES							
Federal Funds	328,529	67,726,823	9,114,783	31,415,089	7,670,039	27,196,952	25%
State Funds	1,958,654	188,831,916	22,272,394	24,660,205	14,224,512	141,899,317	19%
Local - Bridge Toll	227,171	55,037,321	3,467,192	12,844,248	6,296,365	38,725,881	18%
Local - Alameda Sales Tax Measure B / BB	7,166	5,139,940	1,450,059	2,323,031	2,175,320	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%
Total Capital Revenues	2,521,520	318,336,000	36,304,428	72,482,573	30,484,127	209,549,000	

¹ Board approved Project Budget increase of \$23.9 million, from \$45.6 million to \$69.5 million, in April 2016.

MEMORANDUM

TO: Board Members

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

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

While it is only June, many people in Washington, D.C. are already looking past the November elections to the lame duck session of Congress that is expected to convene in late November and likely go into December. Why are people effectively writing off the next five months? The answer has everything to do with the election-year calendar.

While Congress is expected to be in session into July, the weeks between now and then will likely be taken up by debate over appropriations bills and election-year “messaging” bills. The Republican and Democratic Party conventions are scheduled for the third and fourth weeks of July, respectively, which mean the August recess, for all effective purposes, will begin in mid-July, and extend through Labor Day. While Congress is *scheduled* to be in session for most of September, it is likely that the September work session will be shortened and that Members of Congress (and much of their staff) will hit the campaign trail, not to return to Washington until after the election.

While Congress may not be doing a lot of work in Washington during the summer and fall seasons, there will be a lot of work to do in order to position WETA for the lame duck session of Congress and for the next Congress. Over the next several months, our focus will be on the following:

- ***Laying the Groundwork for the Next FTA Ferry Grant Solicitation***

As described in previous reports, we do not believe the Federal Transit Administration (FTA) has been fully transparent in the way it has awarded ferry grant program funds the past four years. In fact, by seeking applications for funding for a single year but awarding grants for a two-year period, the agency has reduced the amount of money that WETA would likely have sought over that two-year period. While FTA is unlikely to issue its NOFA for FY17 funds until after September, we will be working over the summer 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. In other words, when the FY17 NOFA is issued, we would like to know what level of funding WETA should request based on how the agency treats funding for FY17 and FY18. Our objective is to maximize the federal funding from the FTA program to WETA.

- ***Working to Gain Authority to Spend Previously Awarded Earmarks***

Even though we worked with the California Congressional delegation to secure funding for WETA for the ferry service from Berkeley to downtown San Francisco in FY08 (\$642,346), FY09

(\$475,000) and FY10 (\$1,000,000), this funding could not be utilized at the time, and because of the rules attached to this funding, the money cannot be reallocated. We are working with the California Congressional delegation on a mechanism that would allow WETA to “repurpose” this funding and utilize it for more immediate needs. While the appropriations process is moving forward now, it will not likely conclude until after the election. We will be working this issue in the interim.

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

The amount of money that WETA can reasonably seek through the FTA Ferry Grant program is relatively small given that the overall level of funding – for the entire nation – is only \$30 million. If the level of funding for the FTA program were increased, so could the level of funding that WETA seeks on an annual basis. With this in mind, we are beginning to lay the groundwork for building a coalition to seek an increase in the amount of money that FTA makes available specifically for ferry service. 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.

Bottom line: Congress may not be in session for much of the second half of the year, but the work to increase funding for WETA will go on without them.

END

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

(May 5, 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 1:01 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 said that since the last meeting, she had engaged one of the region's U.S. Coast Guard (USCG) regulators and had learned that there would soon be a complete turnover of the San Francisco USCG senior leadership. She said that she had been learning about the USCG's experiences with new maritime technologies. Chair Breckenridge explained that since the last meeting, she had also been in discussions with Sacramento officials and others regarding WETA's authority and capacity to enter into P3 and P4 relationships.

Chair Breckenridge said she wanted to follow up on the information shared by speakers at the April Board meeting. She asked that staff use the public comments details in the minutes from that meeting to create a comprehensive list of what had been requested of WETA by the community members who had spoken.

4. REPORTS OF DIRECTORS

Vice Chair Wunderman said he was continuing work with Director Donovan and staff on the Strategic Plan and he felt those efforts were positive and going well. He said he hoped to return to the Board at the next meeting with some language and general revisions to the vision and mission of the organization and then return to the Board in July with revisions to the Strategic Plan. He said he appreciated the leadership of Chair Breckenridge and Executive Director Nina Rannells in holding the April Board meeting in Alameda and today's meeting at the Port of San Francisco. He added that the April meeting had been well attended and all of the public comments about the service provided by WETA that had been shared by the community were positive, even when concerns such as the parking situation at the Harbor Bay terminal had also been raised.

Vice Chair Wunderman explained that on May 2, the Bay Area Council had held its annual meetings in Sacramento. He said that during that trip he got the sense that there was a lot of support and positivity for WETA's underlying mission and its services. He further noted that he and others from the Bay Area Council had also recently met with Executive Director Steve Heminger and several of his key lieutenants from the Metropolitan Transportation Commission (MTC) and had discussed the need for MTC's support of WETA. Vice Chair Wunderman said he was perpetually working to garner support for WETA and its services at every opportunity.

Director DelBono welcomed guests to the meeting. He thanked staff and the Directors for holding the recent Board meetings out in the communities the agency serves and said he recognized and appreciated the organizing and logistical challenges faced by WETA's tiny staff to make offsite meetings happen. He said it was a positive thing that the April meeting had been held in Alameda and said he hoped the practice of meeting out in the community would continue. He added that other cities like Richmond, where service was planned or desired, should be considered for possible meeting locations also even if an official, regular Board meeting could not take place there.

Director Donovan welcomed guests to the meeting. He thanked Director DelBono for his work with the City staff and residents to facilitate holding the WETA April Board meeting at Alameda City Hall. He said he had heard positive comments from all of the speakers at that meeting and it was remarkable what a wonderful job the captains and crews on the ferry vessels were doing. He added that there was an obvious issue with parking at the ferry terminals in Alameda, but he never heard a single thing about a rider having any negative experiences on board the ferries.

Director Donovan reiterated that he and Vice Chair Wunderman were on track to bring a revised Strategic Plan to the Board at the July meeting, and he said the work they had been doing on the Plan with staff had been going well and they were making good progress.

5. REPORTS OF STAFF

Executive Director Nina Rannells welcomed Directors and attendees to the meeting and thanked Director DelBono, Alameda Naval Base Use Director Jennifer Ott, Mayor Trish Spencer, and City staff for their hospitality and efforts in assisting WETA to hold the April Board meeting in Alameda. She then referred the Board to her written report and offered to answer any questions.

Ms. Rannells said that she anticipated the new North Bay Operations and Maintenance Facility in Vallejo would be ready for a ribbon-cutting ceremony in the late summer or fall and that she would keep the Directors posted on a date for this event once the project completion date became clearer. Chair Breckenridge said she would like Directors to see the *Gemini* expanded passenger capacity when the vessel is returned to operations. Vice Chair Wunderman said he would like to see a Board meeting held in Redwood City. Chair Breckenridge confirmed that Redwood City and Richmond were already on the community locations list for future meetings.

Ms. Rannells emphasized that it had been important to capture all of the feedback shared at the April meeting and said staff was organizing the comments into a comprehensive list. Ms. Rannells said that much of what had been shared by the community overlapped with the Alameda Access Study, and she introduced Manager of Planning and Development Kevin Connolly to provide an update on that Study, as well as work in process to address the growing parking challenges at the Main Street and Harbor Bay terminals in Alameda.

Mr. Connolly said that during their site tour in April, Directors had seen some of the construction presently underway at Alameda Main Street on projects aimed at improving access and reducing parking congestion at that terminal. He said the Officer's Club (O Club) Parking lot was expected to be open for Main Street riders within the next 2 or 3 weeks and that the new lighted crosswalk was finished and in use, already providing improved safety for Alameda pedestrians and bicyclists. Mr. Connolly said that there may be an event to mark the official opening of the O Club lot, a significant achievement for the City and WETA which is expected to increase parking capacity at the Main Street Terminal by more than 120 additional spaces.

Mr. Connolly said WETA staff was continuing its work with City staff and the Harbor Bay Master Homeowner's Association (HOA) to address overflow parking in the vicinity of the Harbor Bay Terminal. He said options currently in discussion included charging for parking, residential parking permitting, and

shuttle possibilities. Mr. Connolly further explained that staff had engaged a parking specialist to evaluate potential parking fee programs, not just at Harbor Bay but throughout the entire WETA system and noted that the implementation of such a program at any terminal would be no small endeavor given the stakeholder and general public input process. He said staff looked forward to continued work with its partners at the City and the Harbor Bay Master HOA to find parking and access solutions.

Director DelBono asked who the responsible party would be to charge for parking at Alameda terminals and Mr. Connolly said the City owned the land, but WETA had a lease for it, therefore WETA could charge for parking if that was decided as the best solution. Director DelBono said people should not be rewarded with free parking for driving their vehicles to the ferry terminals. He emphasized that he strongly favored parking fees for riders at the Harbor Bay Terminal if that was determined to be the best solution. He said it would be important to assure the fee program implementation was done properly at the outset and said he looked forward to hearing more about the solution planning at the June Board meeting. Mr. Connolly clarified that the parking consultant findings were expected in late July. He said each WETA terminal Land Use Agreement was unique and that a parking fee program would need to be implemented on a terminal by terminal basis within a larger context of a Board adopted agency parking fee policy clarifying general, system-wide parking management.

PUBLIC COMMENT

Jennifer Ott from the City of Alameda thanked the Directors for holding the April Board meeting in Alameda. She said there was a lot of momentum for finding a long-term, permanent resolution to the parking challenges at the Harbor Bay terminal and said the City recently discussed the possibilities of free, reliable transit to the terminals and the implementation of residential parking permits for the affected neighborhoods. Ms. Ott said the City felt strongly that resolution required the partnership of WETA and other agencies such as AC Transit, as well that of Alameda residents in the Harbor Bay Homeowners Associations (HOA). Ms. Ott said the HOAs would be meeting for further discussions on the matter again soon and added that the City Council was expected to take action on a resolution in their June 7 meeting.

PUBLIC COMMENT

Executive Director of Alameda's master Community of Harbor Bay Isle Homeowners Association (CHBIOA) George Kay thanked the Directors for holding the April Board meeting in Alameda and said he and his members totally support the ferry service. He said all of the people who spoke at the meeting in Alameda love the ferry service and everyone was going to work hard to find a long-term resolution to the parking challenges that riders and residents in Alameda were experiencing.

PUBLIC COMMENT

Master HOA Board Chair Charles Hodgkins said it had been wonderful working with City staff and WETA Directors and said he supported a three pronged plan to resolve the parking challenges. He thanked the Board for their support and partnership and said he hoped things would move forward quickly on the solutions because time was of the essence.

Chair Breckenridge thanked the speakers for working with staff and Directors to find a resolution.

Chair Breckenridge asked for an update on staff's engagement with Redwood City. Ms. Rannells said that as a result of the comments and questions shared with Directors by Redwood City and San Mateo County representatives at the April Board meeting, staff had written to them to acknowledge their concerns and invite them to participate in more formal discussions. She said the first in a series of such discussions would take place in a meeting scheduled for the following week. Mr. Connolly said that despite some challenges with the availability of all of the interested parties and stakeholders, the plan to begin the discussions was moving forward. He explained that not every one of the interested parties would be participating in the first meeting, but that all had been invited and that he hoped that everyone would be able to attend subsequent meetings. Mr. Connolly added that the Directors would be hearing

more about the discussions once these meetings were on track, resulting in more information to share. Chair Breckenridge noted that because there were so many people who wanted to participate in the discussions, it had been difficult to pinpoint a mutually convenient time to assure everyone who wanted to participate could do so. She thanked staff for their tenacity in securing a date for a first meeting that maximized Redwood City's participation despite the challenges encountered.

Ms. Rannells reminded Directors of the Bay Bridge corridor traffic and transit congestion discussions that had taken place with MTC, and the resulting request by the Commission that WETA provide some suggestions to address the problem. She said a proposal which relied heavily on WETA's contract operator's private fleet had been provided to MTC, along with a request for additional capital and operations funding to support both an immediate and a longer term plan to provide additional service in the transbay corridor. Ms. Rannells thanked Vice Chair Wunderman for the support he had provided with his recent reiteration of that proposal to MTC and for confirming for the Commission WETA's interest in being part of the solution.

Mr. Connolly said that MTC had also asked BART and AC Transit to participate in the transbay corridor congestion mitigation solutions but both agencies said they were already doing everything possible and had no more capacity at this time. He explained that the proposal WETA had submitted was a two part plan with part one beginning in May and part two planned for the fall. Mr. Connolly further explained that MTC had been made aware that to meet any expanded service implementation date in October that WETA would need to receive an answer and the corresponding funding commitment by early June. Mr. Connolly said MTC was fully aware of this deadline, and he expected staff would be having frequent discussions with the Commission on the proposal. Mr. Connolly added that part of the funding request in the proposal was to support capital improvements that would extend the useful life of existing WETA vessels scheduled for retirement, thus increasing system capacity. Ms. Rannells said staff would keep Directors updated in ways they can support these efforts in their work and advocacy on behalf of the agency.

Chair Breckenridge said the California Public Utilities Commission (CPUC) leadership may be fine tuning its attentions and she noted that Information Technology was on the agency's radar. She said maritime operations may also be receiving more of their attention and she asked staff to assure WETA's legislative representatives were tracking this pulse in Sacramento.

Senior Planner Chad Mason provided an overview of WETA's Hazard Mitigation Plan (HMP) revision. Mr. Mason explained that the only facility that had been included in the first and current HMP was the Pier 9 WETA office in San Francisco. He said staff partnered with an experienced consultant to update the HMP and it will include all facilities in the expanded WETA system. He added that the work was expected to take about 6 months.

Mr. Mason explained that the first steps in the HMP revision were to perform risk and vulnerability assessments. He said there were strict Federal Emergency Management Administration (FEMA) guidelines that would apply to the process and once the Plan was revised, it would provide updated mitigation measures to reduce hazards in the WETA system in the event of disaster events. Chair Breckenridge said she had firsthand experience in this realm and asked Mr. Mason to provide her with clarity on the risk assessment details. She said once completed that it would be important to explicitly clarify assumptions related to the HMP with local government agencies and Sacramento, especially with regard to support for WETA's emergency response security requirements. Chair Breckenridge added that the Plan should also be used to support a business case for funding sources. Mr. Mason said he would add WETA's legislative representatives to the stakeholders list to assure they fully comprehend it and to enable its utilization as a tool in Sacramento and Washington D.C. for disaster relief funding opportunities.

Ms. Rannells referred Directors to the provided written financial statements and offered to answer questions.

Director Intintoli asked if there had been any update on WETA's request that MTC increase their farebox return rate requirement period from the current three year threshold. Ms. Rannells said the request would be presented to the committee the following week and it was expected that the threshold would be raised from three to seven years. She said staff had requested an increase to 14 years because it took the Harbor Bay service that long to reach the required recovery rate. Vice Chair Wunderman said that 10 years would be better than seven but that seven would be better than three. Ms. Rannells agreed, and said that the letters that had been sent to MTC in support of WETA's request from organizations like the Bay Area Council were appreciated.

Director Intintoli said that he knew from personal experience with the Vallejo service that the cost to begin a new service was enormous. He said that to start the South San Francisco service and then cease operations after just a few years would be ridiculous. Vice Chair Wunderman agreed. He said it was crucial to educate people about the costs and logistics of operating the ferries. He added that he had thanked MTC Executive Director Steve Heminger for raising the period threshold and that Mr. Heminger had asked about the possibility of commute period service from San Francisco to South San Francisco. Chair Breckenridge said that when the new Richmond service was up and running, additional service to South San Francisco may warrant further study.

Ms. Rannells then introduced WETA's Washington legislative representatives Peter Friedmann and Ray Bucheger from Lindsay Hart, LLP to present a legislative update. Mr. Friedmann shared a binder of information with the Directors and explained that Alaska, New Jersey and Washington have historically divvied up the bulk of available ferry funding but there were now many more hungry mouths for the tiny funding pot.

Mr. Friedmann provided the Directors with an overview of 2016 funding pursuit strategies in a handout. He explained that in the early days of his partnership with WETA, the agency had created the Public Ferry Coalition and in doing so, had disrupted the ferry funding concentration of the three primary recipients of ferry funding dollars, that of Alaska, New York and Washington State. He said the presumption of the Washington State ferry members had been business as usual, with an expectation that they would receive the lion's share of available funds. Mr. Friedmann said WETA had connected with allies in Washington D.C. who had advocated on its behalf to assure an early stream was available for WETA funding.

Mr. Friedmann said WETA remains in competition for federal funding with Washington State where the ferry is regularly ridden by the state's Senator, Patty Murray. He said the ferry is ingrained in Washington and serves a critical role in their transportation system. He further explained that the state's shipbuilding industry is also a thriving and important advocate for federal ferry funding dollars which WETA has also partnered with to lobby on its behalf. Mr. Friedmann said WETA had several strong advocates on the Transportation Infrastructure Committee and the support of dockside and shipyard labor groups, also important constituents in Washington, D.C.

Mr. Friedmann said that even with all of its support in Washington, WETA needed to remain creative in its pursuit of funding and most especially to continue its outreach to the local delegation which he said were well familiarized with BART, MUNI and the Bay Area buses and bridges but still getting their minds around current and future ferry service. Mr. Friedmann said that since earmarks were eradicated, funding required new ferry programs. Mr. Friedmann noted that cumulatively, more than \$42 million in funding dollars had been secured for the agency since he began working on WETA's behalf. He introduced WETA's Sacramento legislative representative Ray Bucheger who provided an overview of WETA's strategic funding efforts over time. Mr. Bucheger explained that today, there were two primary

federal programs dedicated to funding ferries; the Federal Transit Administration (FTA) competitive grant program, which provides \$30 million annually, and a formula program administered by the Federal Highway Administration (FHA) from a funding pool of \$80 million. Mr. Bucheger said it had been a great success to get the formula used for the FHA funding changed from one that heavily favored cars to one more favorable to passengers. He said that because of this formula change, and the \$13 million increase to the previous fund of \$67 million, the next installment of FHA funds WETA receives should be considerably higher than previously awarded from the program.

Mr. Bucheger explained that the legislative strategy for WETA's funding pursuits was to repurpose old earmarks in the short term and to concentrate on better understanding the opaque FTA program details in the medium term. He said work would continue to build a strong and effective grassroots coalition that can advocate for and provide clarity on the FTA competitive grant program. He said this would be an ongoing objective to assure WETA's requests were pragmatic and attainable, since the FTA had been known to dismiss requests it deemed too ambitious. Mr. Bucheger further explained that the last federal transportation funding bill that was passed was for a five-year period. He said that it is two years into that funding cycle and that in about two years Congress would begin looking at the next transportation bill considerations. He said WETA's strategy for this was to figure out how to increase the funding pot with the advocacy of its grassroots coalition all around the country.

Director DelBono thanked Messrs. Friedmann and Bucheger for their work on WETA's behalf and said they had built a strong grassroots coalition with labor and others, and he appreciated their efforts and partnership building. Mr. Friedmann thanked Director DelBono and said the stability and endurance of the current WETA staff was appreciated and incredibly valuable in assisting his and Mr. Bucheger's efforts. He said that being able to provide accurate and timely data was a huge challenge for many ferry operators and funding efforts required this data delivery to be timely and thorough. Mr. Friedmann said that over the last few years, WETA has had an advantage over its competitors by consistently providing this data. He said those efforts contributed to WETA's funding successes.

Mr. Bucheger thanked Director DelBono and said Directors and staff had an open invitation to visit Washington. He said it was the constituents that most mattered to Congress and he welcomed participation and advocacy. Chair Breckenridge said that with regard to WETA staff and Board consistency, there was perpetual turnover in Washington and she was convinced that despite being a maritime nation, most members of Congress did not fully understand maritime. She thanked Messrs. Friedmann and Bucheger for their diligence in not only advocating for WETA but also for working perpetually to educate members of Congress about ferry operations.

Vice Chair Wunderman thanked Messrs. Friedmann and Bucheger for the report they shared and their continued diligence and hard work on WETA's behalf. He said the Bay Area Council (BAC) would be in Washington in a few weeks and he appreciated their work with BAC Policy Manager Emily Loper to identify what could be added to the agenda for a meeting there on behalf of WETA. He emphasized that legislators preferred requests for specific projects to those with just general possibilities or murky ideas. Vice Chair Wunderman asked if there was a possibility that Homeland Security or emergency response related funding that might be pursued for WETA given its emergency response mandate. Mr. Bucheger said WETA had received funds in the past from FEMA Port Security and Transit Security grant programs and that it was unfortunate these programs were so competitive and had so little money to offer now. He said instead of these funds being allocated regionally as they once were, they were now in a national pool with all sorts of agencies vying for them. Because of this, it was difficult to pursue this funding successfully. He added that efforts to do so would continue, however, and that coalition building was a fundamental part of that process. Mr. Bucheger said that the most recent focus of these funding awards had been for cybersecurity programs. Chair Breckenridge said it was important to identify the local focus for those funds to obtain a holistic picture and more intelligently make decisions about such pursuits. She said staff should open a discussion with Chief Deputy Director Nancy Ward at the California

Governor's Office of Emergency Services who was a prior FEMA Administrator. She said Ms. Ward may be able to advise how best to approach emergency response related funding pursuits.

6. CONSENT CALENDAR

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

- a. Board Meeting Minutes – April 7, 2016
- b. Approve Amendment to Agreement with the Association of Bay Area Governments for the Provision of Accounting Support Services
- c. Overview of FY 2015/16 Financial Audit Scope and Process

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

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

7. APPROVE FISCAL YEAR 2016/17 OPERATING AND CAPITAL BUDGET

Finance and Grants Manager Lynne Yu presented this item to approve the proposed Fiscal Year (FY) 2016/17 Operating and Capital Budget. She said that WETA's administrative code required preparation and implementation of an annual budget to support the agency's operation. Ms. Yu explained that the proposed combined FY 2016/17 Operating and Capital Budget contained \$136.0 million in spending proposals, including \$36.3 million to support system operations, and \$99.7 million to support capital projects. She said the proposed budget was funded with a combination of \$14.9 million from bridge tolls, \$38.9 million from state funds, \$34.8 million in federal funds, \$17.6 million generated from passenger fares, plus available local funds in the amount of \$2.8 million.

Ms. Yu explained that the primary focus of the budgeted work program was to support WETA's planning and administration functions and operations of WETA's four San Francisco Bay Ferry (SFBF) routes: Alameda/Oakland to San Francisco, Alameda/Oakland to South San Francisco, Harbor Bay to San Francisco and Vallejo to San Francisco. Ms. Yu added that the budget also included significant funds to support the construction and refurbishment of ferry vessels and core facilities needed to support regular and emergency response ferry service operations.

Director Intintoli thanked Ms. Yu for her work on the budget and said he had found the charts provided with the budget especially helpful. He added that it was ironic that there was generally so much more funding available for capital projects than for day to day operations expenses which were crucial to providing service.

Ms. Yu confirmed that funding for the capital program was already secured for the coming year in the presented budget. She added that Proposition 1B funding would end next year. Vice Chair Wunderman said that changes were on the horizon for funding models and cautioned that WETA would have to be creative in finding future funding sources. He said that just that morning he had discussed Regional Measure 3 (RM3) with MTC staff. He said that the transportation funding hurdles were not a problem that affected just WETA and that the challenges would ultimately have to be addressed with regional, group efforts. He added that MTC was considering a 5 cent gas tax to support transportation funding.

Director Donovan 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.

8. APPROVE CONTRACT AWARD FOR INSURANCE AND BROKERAGE SERVICES TO ALLIANT INSURANCE SERVICES

Manager of Administration and Business Services Melanie Jann presented this item to approve award of a contract to Alliant Insurance Services (Alliant) for insurance and brokerage services for an initial term of three years with the option to extend the Agreement for up to three two-year terms, and authorize the Executive Director to negotiate and execute an Agreement for these services and policies at an estimated amount of \$297,000 for FY 2016/17.

Ms. Jann explained that WETA currently held policies for liability which included commercial, marine and terminal operator liability, wharfinger, and hired and non-owned automobile liability; public official and employment practices liability; and property insurance including docks, pilings and ramps. She said this coverage, through Alliant and Wells Fargo Insurance Services, had been provided as a result of an April 2010 competitive bidding process. Ms. Jann reminded Directors that all vessel insurance was provided through WETA's contract operator Blue & Gold Fleet. She introduced Alliant Insurance Services Senior Vice President Seth Cole to address the Directors.

Mr. Cole thanked Directors in advance for the opportunity to continue and expand on the partnership between WETA and Alliant. He said he looked forward to working with WETA staff.

Director Intintoli made a motion to approve the item.

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

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

9. APPROVE AMENDMENT TO AGREEMENT WITH LINDSAY HART, LLP FOR FEDERAL LEGISLATIVE REPRESENTATION

Ms. Rannells presented the item to approve an Agreement Amendment with Lindsay Hart, LLP (LH) in the amount of \$125,000 for the provision of federal legislative representation in FY 2016/17 and authorize the Executive Director to execute the Amendment.

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.

10. APPROVE AMENDMENT TO AGREEMENT WITH BLUE & GOLD FLEET, L.P., FOR OPERATION AND MAINTENANCE OF FERRY SERVICES

Manager of Operations Keith Stahnke presented this item to approve Amendment 5 to Agreement #11-011 with Blue & Gold Fleet, L.P., for comprehensive operation and maintenance of WETA's ferry services to extend the Agreement for an additional 5 years through December 31, 2021, and authorize the Executive Director to negotiate and execute the Amendment.

Chair Breckenridge said that with all deference to Blue & Gold Fleet management, and to WETA staff, the Blue & Gold Fleet crews were the face of the ferries as far as the public was concerned. She thanked Blue & Gold Fleet for their efforts in providing positive experiences for ferry riders. Director DelBono said he agreed and that for all of the problems with parking in overcrowded terminal lots and challenges with capacity and service expansion, the day to day service perception was quite positive. He thanked Blue & Gold Fleet for their good work and strong partnership. Chair Breckenridge added that the good reputation San Francisco Bay Ferry enjoyed was a true testament not only to WETA staff efforts but most certainly also to Blue & Gold Fleet's consistently good work and professionalism. She thanked the union leaders for their good efforts as well in working with the Blue & Gold Fleet employees.

Ms. Rannells thanked Blue & Gold Fleet President Carolyn Horgan and Director of Operations Patrick Murphy for their management of WETA ferry operations. She also thanked Veronica Sanchez of Masters, Mates & Pilots (MM&P) and Marina Secchitano of the Inlandboatmen's Union of the Pacific (IBU) for their work, as well as the work of their members, in delivering such excellent service.

Director Donovan said the partnership between WETA and Blue & Gold provided a fine example of how labor and management can partner in a positive and effective way to deliver stellar service to the public.

PUBLIC COMMENT

Ms. Horgan thanked the WETA Board and said Blue & Gold Fleet had great crews who were out on the water every day and keen on providing riders with safe and reliable service.

PUBLIC COMMENT

Marina Secchitano of the Inlandboatmen's Union of the Pacific said she and her members appreciated the opportunity to help meet the service demands for the ferry service. She said in comparison to the other employers up and down the west coast, Blue & Gold Fleet was the most supportive and had the most responsive members. She said the company was on the cutting edge of working with management and labor and she thanked WETA for recognizing her members.

PUBLIC COMMENT

Veronica Sanchez of the Union of Masters, Mates & Pilots (MM&P) thanked Directors and staff. She said her members were looking forward to working at the various facilities planned to support WETA's expansion efforts. Ms. Sanchez thanked Ms. Horgan and everyone at Blue & Gold Fleet who, she added, set the benchmark standard for labor and management partnership.

Chair Breckenridge thanked the speakers for their comments and work.

Director Donovan made a motion to approve the item.

Vice Chair Wunderman explained that because Blue & Gold Fleet was a member of the BAC, he would abstain from a vote on the item. He added that he had never once heard negative feedback about the service provided by Blue & Gold Fleet staff on the WETA ferries.

Director DelBono seconded the motion and the item carried successfully.

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

11. APPROVE AMENDMENT TO AGREEMENT WITH NOSSAMAN LLP FOR THE PROVISION OF LEGAL SERVICES

Ms. Rannells presented this item to approve Amendment 20 to the Agreement with Nossaman LLP in the amount of \$600,000 for the provision of legal services for FY 2016/17 and authorize the Executive Director to execute the Amendment.

Director Intintoli made a motion to approve the item.

Director Donovan seconded the motion and the item carried successfully.

Vice Chair Wunderman explained that because Nossaman, LLP was a member of the BAC and Stanley Taylor, WETA's primary Nossaman counsel, was a BAC board member, he would abstain from a vote on the item.

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

12. VESSEL NAMING DISCUSSION

Ms. Rannells presented this item for discussion and referred the Directors to the Board packet which detailed WETA's current vessel naming convention and background, as well as an overview of current and planned vessel names. She explained that the Board had previously settled on a naming convention that utilized star constellations because they wanted options that would be simple, plentiful, historical, interesting, recognizable and flexible, and generally perceived positively by riders. She said flexibility was especially desirable because the same vessels were not always limited to the same routes.

Ms. Rannells explained that at the March 2016 Board meeting, Vice Chair Wunderman had requested future meeting agenda item to discuss the potential of naming a vessel after Ron Cowan, founder of the Harbor Bay ferry service and an instrumental member of the BAC who worked to establish both the San Francisco Bay Area Water Transit Authority (WTA) and the agency's subsequent iteration as WETA.

Ms. Rannells explained that WETA's current practice of naming new vessels after star constellations met the Board's initial goal of establishing a themed naming convention that could easily apply to new vessels as they were constructed in the future. She said that while staff recommended continuing the current naming practice, the Board may wish to revisit the policy in its entirety or establish a process for making a one-time or occasional exception to recognize people or places of significance to the WETA system. She added that as an alternative to naming a vessel in Mr. Cowan's honor, the Board may want to consider the option of renaming the Harbor Bay Ferry Terminal after him instead, and said this may be a more meaningful way to recognize his contribution as the founder of the Harbor Bay service and community, and supporter of a regional ferry system.

Ms. Rannells explained that there was a timeline associated with the naming of a new vessel and costs associated with renaming an existing vessel. Director Intintoli noted that his name was on one of the older vessels, having been voted on and named by the Vallejo City Council in 1995. He said he would like to see the *Intintoli* renamed to fit into the agreed upon vessel naming convention if there was no or minimal cost associated with doing so. Vice Chair Wunderman said it had been Mr. Cowan's vision to see the WETA ferry system in operation on the Bay, and his work was responsible for the legislation that created the agency. He said Mr. Cowan was presently in ill health and it would be a nice gesture to recognize his leadership by naming a Harbor Bay route vessel after him. Vice Chair Wunderman said he had not considered the established vessel naming convention previously. He said that he had thought about the possibility of naming the Harbor Bay Terminal after Mr. Cowan instead but that after visiting that terminal and seeing it first hand, he didn't believe it would be a good idea. He said he would like to continue the discussion with Directors.

Ms. Rannells explained that the two primary vessels that served Harbor Bay were the *Bay Breeze* and the *Peralta*.

Direct DelBono said this request was a special circumstance. He said he had gotten to know Mr. Cowan who has done a lot for the Harbor Bay community and WETA should recognize him before he is gone. He said he would like to see one of the Harbor Bay vessels named after Mr. Cowan sooner rather than later.

Chair Breckenridge said that in her experience with all sorts of naming conventions for vessels throughout her maritime career, naming vessels after people can become political quickly. She said people can feel slighted when someone is honored in this way, especially if they feel they have played important roles as well. She said naming a vessel after a person adds a tricky complexity that could present challenges. Chair Breckenridge suggested the possibility of dedicating the new Alameda Central Bay Operations and Maintenance Facility building to Mr. Cowan as an alternative. She noted that the

building will be around much longer than a vessel, providing a less politically charged and more permanent, geographically appropriate gesture that would endure well beyond the life of a vessel.

Vice Chair Wunderman said the idea was his and not Mr. Cowan's and that he was certainly open to ideas. He asked that the Board take an action to recognize Mr. Cowan's service sooner rather than later.

PUBLIC COMMENT

Jerry Bellows from MARAD said if WETA wants to honor Mr. Cowan, they should do so with a new building that will last, not with a vessel that will be gone in 20 or 30 years. He said a landside facility would be a long-term honor.

Chair Breckenridge asked that staff include the item on the June meeting agenda. She said she would like staff to identify the work and calculate costs associated with renaming an existing vessel. Ms. Rannells noted that the construction contract was just awarded for the Central Bay Operations and Maintenance Facility and that staff could incorporate a recognition ceremony for Mr. Cowan into the groundbreaking for this facility, if the Board desired. She agreed that if time was of the essence, a dedication should happen soon. Chair Breckenridge directed staff to return with more information about the cost of re-naming vessels in June and noted that she would like to see a final decision by Directors on the item at the June meeting.

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

PUBLIC COMMENT

Ferry rider Christine Bauer provided a petition to Directors from riders who used to catch the 5:00 p.m. Pier 41 weekday departure vessel to the San Francisco Ferry Building and then to Alameda and Oakland, that requested a reinstatement of the departure. She said there were regular commuters who rely on the 5:00 pm. departure. Ms. Bauer acknowledged that there were many ways to get from Pier 41 down to the Ferry Building to board ferries there including walking, biking, taking the F-Line streetcar or a cab, but said that doing so was a hassle. She said taking the ferry removed all of the stress of driving and it was a tranquil and easy commute option that she and other riders did not want to lose. Ms. Bauer explained that she and her fellow commuters loved the ferry because it was preferred to the poor service of the transbay bus and BART. She said San Francisco was where the movers and shakers met and because of this, the two departures prior to the 5:00 p.m. departure were too early. She said she didn't know the genesis of the decision to remove the departure and said she would like to have more information on the thinking behind that decision. Ms. Bauer added that the responses received by her and other riders after writing in had been inconsistent in their answers and said she said she would like to see a survey on the matter.

Chair Breckenridge thanked Ms. Bauer for her comments and directed staff to provide background information on the service change at the next meeting.

14. ADJOURNMENT

All business having been concluded, the meeting was adjourned at 3:23 p.m.

Respectfully Submitted,
Board Secretary

MEMORANDUM

TO: Board Members

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

SUBJECT: Authorize Filing Applications with the Metropolitan Transportation Commission for FY 2016/17 Regional Measure 1 Capital and Regional Measure 2 Operating Funds

Recommendation

Approve the following actions relative to securing operating and capital funds to support WETA's FY2016/17 Operating and Capital Budget:

1. Authorize the Executive Director to file an application with the Metropolitan Transportation Commission (MTC) for a total of \$975,000 FY 2016/17 Regional Measure 1 (RM1) capital funds; and
2. Authorize the Executive Director to file applications with MTC for a total of \$18.3 million FY 2016/17 Regional Measure 2 (RM2) operating funds; and
3. Authorized the Executive Director to take any other related actions as may be required to secure these funds.

Background

In November 1989, voters approved Regional Measure 1 (RM1), authorizing a toll increase on all state owned bridges in the Bay Area. Five percent (RM1-5%) of the revenue derived from this toll increase was made available for allocation by MTC for ferry transit operations and bicycle related planning and two percent (RM1-2%) of the revenue from the toll increase is to be programmed and allocated solely for the capital costs associated with the design, construction, and acquisition of rapid water transit systems.

In 2004, voters approved Regional Measure 2 (RM2), authorizing an additional toll increase on the state owned bridges in the Bay Area. This extra \$1.00 is to fund various transportation projects within the region including both capital projects and operating support for a number of transit services as identified in Section 30914(c) and (d) of the California Street and Highways Codes (S&HC).

Senate Bill 976 stipulates that all RM1 and RM2 funds for ferries are to be allocated to WETA as of January 1, 2008, in order to support operation of our regional ferry system.

Discussion

This item authorizes staff to prepare and submit applications to MTC for available RM1 and RM2 operating and capital funds required to support agency planning, administration, ferry service operations and capital expenditures included in WETA's approved FY 2016/17 Operating and Capital Budget.

FY 2016/17 RM2 Operating Funds

WETA is eligible to receive annual allocations of RM2 operating funds to support 1) general agency administrative and planning activities and 2) transbay ferry services. As identified in the FY 2016/17 Operating Budget, RM2 operating funds will be requested for:

- WETA Planning and General Administration \$ 3.0 million
- Transbay Ferry Services \$15.3 million

FY 2016/17 RM1-2% Capital Funds

WETA is also eligible to receive allocations of RM1-2% funds dedicated to ferry capital projects. As identified in the FY 2016/17 Capital Budget, RM1 capital funds will be required for the following projects:

- Vessel Engine Overhaul – *Bay Breeze* \$130,000
- Vessel Engine Overhaul - *Scorpio* \$125,000
- Major Component & Waterjet Rehab – *Mare Island* \$720,000

Fiscal Impact

This item supports securing Regional Measure 1 and Regional Measure 2 operating and capital funds to support WETA's approved FY 2016/17 Operating and Capital Budget.

END

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

RESOLUTION NO. 2016-14

AUTHORIZE FILING AN APPLICATION WITH THE METROPOLITAN TRANSPORTATION COMMISSION FOR FY 2016/17 REGIONAL MEASURE 1 2% BRIDGE TOLL RESERVE CAPITAL AND REGIONAL MEASURE 2 OPERATING FUNDS

WHEREAS, Bay Area voters approved Regional Measure 1 (RM1) in November 1988, which authorized a standard auto toll of \$1.00 for all seven State-owned Bay Area toll bridges; and

WHEREAS, up to three-percent (3%) of the revenue derived from the toll increase was made available for allocation by Metropolitan Transportation Commission (MTC) to transportation projects that reduce congestion in the bridge corridors; and

WHEREAS, the law was amended in 1997 to direct MTC to allocate an additional 2% of the RM1 toll increase solely for planning, construction, operation, and acquisition of rapid water transit system; and

WHEREAS, the law was further amended in 2007 to name the San Francisco Bay Area Water Emergency Transportation Authority (WETA) as the eligible recipient of these funds; and

WHEREAS, as operator of the Alameda/Oakland (AOFS), Alameda Harbor Bay (AHBF) and Vallejo ferry services, WETA is eligible to receive annual allocation of RM1 Bridge Toll Revenue funds; and

WHEREAS, staff has identified the need for capital assistance for projects necessary for the efficient operation of these ferry services; and

WHEREAS, SB 916 (Chapter 715, Statutes 2004), commonly referred as Regional Measure 2 (RM2), identified projects eligible to receive funding under the Regional Traffic Relief Plan; and

WHEREAS, the Metropolitan Transportation Commission (MTC) is responsible for funding projects eligible for RM2 funds, pursuant to Streets and Highways Code Section 30914(c) and (d); and

WHEREAS, MTC has established a process whereby eligible transportation project sponsors may submit allocation requests for RM2 funding; and

WHEREAS, allocations to MTC must be submitted consistent with procedures and conditions as outlined in RM2 Policy and Procedures; and

WHEREAS, WETA is an eligible sponsor of transportation projects in RM2, Regional Traffic Relief Plan funds; and

WHEREAS, WETA's *Transbay Ferry Service (Project #6)* and *Regional Planning and Operations (Project #11)* are eligible for consideration in the Regional Traffic Relief Plan of Regional Measure 2, as identified in California Streets and Highways Code Section 30914(c) or (d); and

WHEREAS, the RM2 allocation request, attached hereto in the Operating Assistance Proposal and incorporated herein as though set forth at length, demonstrates a fully funded operating plan that is consistent with the adopted performance measures, as applicable, for which WETA is requesting that MTC allocate RM2 funds; and

WHEREAS, Part 2 of the project application, attached hereto and incorporated herein as though set forth at length, includes the certification by WETA of assurances required for the allocation of funds by MTC; now, therefore, be it

RESOLVED, that WETA and its agents shall comply with the provisions of the Metropolitan Transportation Commission's Regional Measure 2 Policy Guidance (MTC Resolution No. 3636); and be it further

RESOLVED, that WETA certifies that the project is consistent with the Regional Transportation Plan (RTP).

RESOLVED, that WETA approves the updated Operating Assistance Proposal, attached to this resolution; and be it further

RESOLVED, that WETA approves the certification of assurances, attached to this resolution; and be it further

RESOLVED, that WETA is an eligible sponsor of projects in the Regional Measure 2 Regional Traffic Relief Plan, Capital Program, in accordance with California Streets and Highways Code 30914(d); and be it further

RESOLVED, that WETA is authorized to submit an application for RM2 funds for planning and administration of the regional ferry services in accordance with California Streets and Highways Code 30914(d); and be it further

RESOLVED, that WETA is authorized to submit an application for RM2 funds for the operation of transbay ferry services in accordance with California Streets and Highways Code 30914(d); and be it further

RESOLVED, that WETA certifies that the projects and purposes for which RM2 funds are being requested are in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 150000 et seq.) and, if relevant the National Environmental Policy Act (NEPA), 42 USC Section 4-1 et seq. and the applicable regulations thereunder; and be it further

RESOLVED, that there is no legal impediment to WETA making allocation requests for RM2 funds; and be it further

RESOLVED, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of WETA to deliver such project; and be it further

RESOLVED, that WETA agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution 3866; and be it further

RESOLVED, that WETA indemnifies and holds harmless MTC, its Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of WETA, its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under this allocation of RM2 funds. In addition to any other remedy authorized by law, so much of the funding due under this allocation of RM2 funds as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages; and be it further

RESOLVED, that WETA shall, if any revenues or profits from any non-governmental use of property (or project) that those revenues or profits shall be used exclusively for the public transportation services for which the project was initially approved, either for capital improvements or maintenance and operational costs, otherwise MTC is entitled to a proportionate share equal to MTC's percentage participation in the projects(s); and be it further

RESOLVED, that WETA's Board of Directors authorizes its Executive Director, or her designee, to execute and submit allocation requests with MTC for FY 2016/17 RM1-2% Bridge Toll Revenue Funds and to enter into all agreements necessary to secure these funds; and be it further

RESOLVED, that WETA's Board of Directors authorizes its Executive Director, or her designee, to execute and submit an allocation request with MTC for FY 2016/17 RM2 operating funds in the amount of \$18,300,000, for the project, purposes and amounts included in the project applications attached to this resolution; and be it further

RESOLVED, that a copy of this resolution shall be transmitted to MTC in conjunction with the filing of WETA's applications referenced herein.

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 June 2, 2016.

YEA:

NAY:

ABSTAIN:

ABSENT:

/s/ Board Secretary

2016-14

END

MEMORANDUM

TO: Board Members

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

SUBJECT: Approve Amendment to Agreement with Nematode Media, LLC, for Services

Recommendation

Approve Amendment No. 9 to Agreement #04-205 with Nematode Media, LLC to extend the Agreement for one year through June 30, 2017 for a not-to-exceed amount of \$83,000.

Background/Discussion

Nematode Holdings' Ferry Building Bay Crossings store is a privately owned business with a primary mission to provide public transit-related services, which include operating a Clipper Customer Service Center, selling San Francisco Bay Ferry tickets (Harbor Bay, AOSF, Vallejo) and MUNI Day Passes, and disseminating public transit and visitor information. Clipper Customer Service Center functions are funded under a contract with MTC. Bay Crossings also earns a commission on sales of SF Bay Ferry tickets.

On December 10, 2015, the Board approved Amendment No. 8 that increased contractor compensation by \$38,000 to a total of \$86,000 for the year ending June 30, 2016. The increase was in part an effort to compensate Nematode for a decline in the store's Vallejo ticket sales commissions due to the transition of riders from tickets to Clipper Cards. In addition, Nematode agreed to enhance store point-of sale advertising for WETA materials.

Since that time, staff and MTC have met to explore options for working collaboratively to support the store in future years. The parties agreed that given that the MTC/Nematode agreement for Clipper customer service expires in one year, on June 30, 2017, it would be best to continue with the existing arrangement for one additional year. MTC will issue an RFP for Clipper customer service in the coming months. Staff, MTC and Nematode will meet to identify a coordinated approach to supporting the SF Bay Ferry/Clipper Customer Service Center at the ferry building in future years.

The proposed Amendment 9 extends the Agreement for one year through June 2017 and sets Nematode compensation at \$83,000. In addition, Nematode expects to earn approximately \$57,000 in SF Bay Ferry ticket sales commissions in the 12 month period.

Fiscal Impact

Funds are included in the FY 2016/17 operating budget to support this contract amendment.

END

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

RESOLUTION NO. 2016-15

APPROVE AMENDMENT TO AGREEMENT WITH NEMATODE MEDIA, LLC, FOR SERVICES

WHEREAS, in September 2004 WETA entered into Agreement #04-205 with Nematode Media, LLC, for advertising in Bay Crossings magazine, and for ferry ticket sales and distribution of ferry information at the Ferry Building Bay Crossings store; and

WHEREAS, in July 2005, WETA approved Amendment No. 1 to the Agreement to extend the term for one year and modify the Scope of Work; and

WHEREAS, in July 2006, WETA approved Amendment No. 2 to the Agreement to extend the term of the Agreement for three years through June 30, 2009, and

WHEREAS, in July 2009, WETA approved Amendment No. 3 to the Agreement to extend the term of the Agreement for three years through June 30, 2012; and

WHEREAS, in July 2012, WETA approved Amendment No. 4 to the Agreement to extend the term of the Agreement for one year through June 30, 2013; and

WHEREAS, in July 2013, WETA approved Amendment No. 5 to the Agreement to extend the term of the Agreement for one year through June 30, 2014; and

WHEREAS, in July 2014, WETA approved Amendment No. 6 to the Agreement to extend the term of the Agreement for one year through June 30, 2015; and

WHEREAS, in July 2015, WETA approved Amendment No. 7 to the Agreement to extend the term of the Agreement for one year through June 30, 2016; and

WHEREAS, in December 2015, WETA approved Amendment No. 8 to the Agreement to adjust contractor compensation and modify contractor scope of work, and

WHEREAS, WETA seeks to extend the Agreement term for one year through June 30, 2017 and set contractor compensation for the period to \$83,000; and now, therefore, be it

RESOLVED, that the Board of Directors hereby approves Amendment No. 9 to Agreement No. 04-205 with Nematode Media, LLC, to extend the term of the Agreement for one year through June 30, 2017, and to set contractor compensation for the year to \$83,000, and authorizes the Executive Director to negotiate and execute the amendment.

CERTIFICATION

The undersigned, Board Secretary, does hereby certify that the foregoing is a full, true and correct copy of a resolution duly and regularly adopted at a meeting of the San Francisco Bay Area Water Emergency Transportation Authority held on June 2, 2016.

YEA:

NAY:

ABSTAIN:

ABSENT:

/s/ Board Secretary

2016-15

END

MEMORANDUM

TO: Board Members

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

**SUBJECT: Approve Contract Award to Fast Ferry Management, Inc. for
Professional Marine Consulting Services**

Recommendation

Approve contract award to Fast Ferry Management, Inc. for Professional Marine Consulting Services in an amount not to exceed \$1,250,000 over a five-year period and authorize the Executive Director to negotiate and execute a final contract.

Background

Over the next five years WETA will be executing a number of new projects and services as well as ongoing capital maintenance projects. Therefore, WETA has a need to retain the services of an experienced marine consultant to assist staff with planning, execution, management, and oversight for a diverse set of projects over that period. The consultant must have a depth of experience, and knowledge of past, current, and future aspects of water transportation operations; with particular emphasis on the San Francisco Bay Area and WETA ferry activities. A strong background in both operations and marine engineering is required. Anticipated projects include, but are not necessarily limited to the following:

- Optimization of ongoing ferry operations, protocols, and logistics
- Implementation of new Operations and Maintenance facilities
- Capital planning for WETA assets
- Project management

Discussion

On April 7, 2016, the Board authorized staff to issue a Request for Proposals (RFP) for Professional Marine Consulting Services. Staff issued the RFP on April 8, 2016, to over 1,000 firms on WETA's e-mail distribution list for contracting opportunities, solicited interest through notices on the website and placed nationwide ads in the Pacific Maritime weekly email online. A total of two proposals were received in response to the RFP. Interviews were conducted on May 19 with both Proposers. Evaluation criteria; proposals were evaluated using the following criteria and weighting scheme:

- 1) Understanding of Project Objectives 10%
- 2) Technical and Management Approach 25%
- 3) Experience 25%
- 4) Cost Proposal 40%

An evaluation panel that included the WETA staff reviewed and scored the proposals based upon these criteria. The results of the scoring are summarized in Table 1.

Scoring Factors	Fast Ferry Management	Walther Engineering
Project Understanding	0.95	0.65
Technical and Management Approach	2	1.625
Capabilities and Experience	2.375	1.75
Cost Proposal	4	3
Total Score	9.325	7.025

Based upon the submittal evaluation and scoring, the evaluation panel recommends awarding a contract to Fast Ferry Management. Martin Robbins of Fast Ferry Management, has worked over the past 23 years to support the development of the Vallejo Ferry service starting with vessel construction management and as the City of Vallejo's contracted ferry manager. Mr. Robbins has overseen growth of the Vallejo ferry service from its initial stages as a single vessel service to the current service WETA now provides. The recommended contract award is for five years in an amount not to exceed \$1,250,000. The work under this contract will be managed by task orders issued by WETA staff within the overall contract limit.

Fiscal Impact

This contract will be funded with a combination of Federal Transit Administration (FTA), State Proposition 1B (Prop 1B), AB664 Bridge Toll, and Regional Measure 2 Bridge Toll capital and operating grant funds available to support WETA's ferry system operation and projects.

END

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

RESOLUTION NO. 2016-16

AWARD CONTRACT TO FAST FERRY MANAGEMENT, INC. FOR PROFESSIONAL MARINE CONSULTING SERVICES

WHEREAS, the San Francisco Bay Area Water Emergency Transportation Authority seeks to enter into an agreement for Professional Marine Consulting Services for supporting the WETA ferry transportation services program; and

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

WHEREAS, the WETA followed the procedures specified in its Administrative Code regarding solicitation and evaluation of proposals for firms to provide Professional Marine Consulting Services; and

WHEREAS, the WETA staff has recommended the award of a contract for these support services to Fast Ferry Management, Inc, for a five year period in an amount not to exceed \$1,250,000, with actual expenditures authorized within this amount on a task order basis; now, therefore, be it

RESOLVED, that the Board of Directors approve contract award to Fast Ferry Management, Inc. for Professional Marine Consulting Services in an amount not to exceed \$1,250,000 and authorizes the Executive Director to negotiate and execute a final contract and take any other such related actions to support this project.

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 June 2, 2016.

YEA:
NAY:
ABSTAIN:
ABSENT:

/s/ Board Secretary
2016-16
END

MEMORANDUM

TO: Board Members

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

SUBJECT: Approve Amendment to Agreement with Solano County Transit for the Provision of Bus Services

Recommendation

Approve Amendment No. 4 to Agreement #12-012 with Solano County Transit (SolTrans) at an estimated cost of \$260,000 for the provision of Route 200 bus service for the period from July 1, 2016 through December 31, 2016, and authorize the Executive Director to execute the amendment.

Background

As a part of the Vallejo Ferry Service (Ferry Service) transition, WETA entered into an agreement with SolTrans for the provision of Route 200 bus service and on demand back-up services necessary to maintain the Ferry Service as historically operated. The Route 200 is a “door-to-door” express bus service between the Vallejo and San Francisco ferry terminals that is operated on a limited basis to complement the Vallejo ferry schedule during the peak period to accommodate ridership demand as well as off-peak when traveler demand does not warrant the full capacity of a ferry. Back-up bus services is provided on demand, as SolTrans is able, when ferries are unavailable to make their regularly scheduled trips either due to planned maintenance activities or unplanned mechanical issues. These services are all provided by SolTrans’ contract operator, National Express, and administered by SolTrans on WETA’s behalf.

The current agreement for services, which are provided on a cost reimbursable basis, is set to expire on June 30, 2016.

Discussion

WETA and SolTrans staffs met in March to discuss the continued provision of Route 200 bus service and back-up bus services in FY 2016/17. As a part of this discussion, SolTrans staff indicated that they would need to increase the cost of this service to ensure that they are fully covering the cost of the service, including adding in the cost of up-coming bus replacements and suggested that they may not be the appropriate operator of this service any longer. While the full cost implication of this change has not yet been developed, this new requirement represents a departure from the historic service agreement and could amount to a significant increase in the cost of this service; to the point that continued operation may no longer make sense.

Staff has requested to meet with the Executive Directors of SolTrans and the Solano County Transportation Authority (STA) to discuss cost, funding and operational issues related to SolTrans’ operation of this service and consider how we might best move forward collectively to provide the right mix of ferry and bus service to meet the public transportation needs in this transbay transportation corridor.

In the interim, SolTrans has offered a six-month contract extension for the provision of Route 200 and back-up service through December 31, 2016, as described below.

1. **Route 200 Bus Service:** Provide an estimated 1,856 revenue hours of Route 200 bus service for six months at a cost of \$260,000.
2. **Back-up Bus Service:** Provide on-demand back-up bus service to support the Ferry Service when vessels are not available to operate regularly scheduled service between the Vallejo Ferry Terminal and the San Francisco Ferry Building. These services are provided on an as-needed (and available) basis at an hourly rate.

Staff will continue its discussion with SolTrans and STA regarding the future of the Route 200 service and return to the Board with an update on the discussion and options for moving forward in the coming months.

Fiscal Impact

Sufficient funds are included in the FY 2016/17 Operating Budget for the Vallejo Ferry Service to support this amendment.

END

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

RESOLUTION NO. 2016-17

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

WHEREAS, the San Francisco Bay Area Water Emergency Transportation Authority (WETA) was established pursuant to California Senate Bill 976, as amended by Senate Bill 1093, codified as the San Francisco Bay Area Water Emergency Transportation Response and Disaster Recovery Act, California government Code Section 66540 *et. seq.* (as so amended, Act) which authorizes the consolidation of San Francisco Bay Area publicly operated regional ferry services; and

WHEREAS, pursuant to the Act, WETA has entered into a certain Ferry Service Operations Transfer Agreement by and between WETA and the City of Vallejo (City) effective July 1, 2012 (Transfer Agreement), pursuant to which the City transferred to WETA assets necessary for operation of, and the obligation to operate the Vallejo Ferry Service, which provides ferry service from Vallejo to San Francisco, including supplemental bus service through the Vallejo bus network otherwise known as "Route 200"; and

WHEREAS, Solano County Transit (SolTrans) was formed on November 30, 2010 as a Joint Powers Authority among the City, City of Benicia and the Solano Transportation Authority to provide transit services between the City and the City of Benicia as well as Route 200 and supplemental back-up bus services between the Vallejo Ferry Terminal and the San Francisco Ferry Building through its contract for Operation of Fixed Route and Paratransit Transit Service with their transit operator (Bus Services Contract); and

WHEREAS, on June 29, 2012, WETA executed Agreement No. 12-012 with SolTrans for provision of Route 200, supplemental back-up bus services and ticketing services on a cost reimbursement basis through June 30, 2013; and

WHEREAS, WETA authorized Amendment No. 1 in June 2013 for an amount not to exceed \$665,000 for bus and ticketing services through June 30, 2014; and

WHEREAS, WETA authorized Amendment No. 2 in June 2014 for an amount not to exceed \$623,000 for bus and ticketing services through June 30, 2015; and

WHEREAS, WETA authorized Amendment No. 3 in June 2015 for an amount not to exceed \$413,000 for bus services through June 30, 2015; and

WHEREAS, WETA staff has recommended amending Agreement No. 12-012 with SolTrans to provide Route 200 and supplemental back-up bus services in FY 2016/17, through December 31, 2016/17 for an amount not to exceed \$260,000; now, therefore, be it

RESOLVED, that the Board of Directors hereby approves Amendment No. 4 to the Agreement No. 12-012 with SolTrans for an estimated cost of \$260,000 and extends the agreement to December 31, 2016; and be it further

RESOLVED, that the Board of Directors authorizes the Executive Director to negotiate and execute the amendment and take any other related actions to support this work.

CERTIFICATION

The undersigned, Board Secretary, does hereby certify that the foregoing is a full, true and correct copy of a resolution duly and regularly adopted at a meeting of the San Francisco Bay Area Water Emergency Transportation Authority held on June 2, 2016.

YEA:

NAY:

ABSTAIN:

ABSENT:

/s/ Board Secretary

2016-17

END

MEMORANDUM

TO: Board Members

FROM: Nina Rannells, Executive Director

SUBJECT: Approve Amendment to Agreement with Brownstein Hyatt Farber Schreck, LLP for Strategic Consulting Services

Recommendation

Approve Amendment No. 3 to Agreement #14-004 with Brownstein Hyatt Farber Schreck, LLP in the amount of \$270,000 for the provision of strategic consulting services for the period July 1, 2016 through June 30, 2019 and authorize the Executive Director to execute the amendment.

Background

WETA has grown over the past decade from being a planning-focused entity charged with developing a concept for a network of regional ferry services to being a full-fledged transit operator with responsibility for a fleet of 12 vessels and five terminal facilities utilized to operate four routes serving over 2.5 million passengers per year. WETA's current annual operating budget is \$36 million, with a \$100 million annual capital budget and \$515 million 10-year capital program.

In recognition of the growth of this program, in December 2013, the Board of Directors directed staff to develop a scope of work for strategic consulting services to complement existing federal and state lobbying services and fill the need for advocacy at the local and regional level to support agency plans and services. On February 6, 2014, the Board authorized staff to issue a Request for Proposals and complete a competitive procurement for these services.

On March 31, 2014, the Board of Directors approved a contract with Perata Consulting, LLC, now Brownstein Hyatt Farber Schreck, LLP (BHFS), under the leadership of Don Perata, in the amount of \$90,000 for a twelve month period, to be paid on a monthly retainer basis. This contract was for an initial term of one year beginning in April 2014, with the ability to extend the term as desired. In April 2015, the Board of Directors approved an extension of this agreement through June 30, 2016.

Discussion

Strategic consulting services complement existing federal and state lobbying services and fill the need for advocacy at the local and regional level to support the agency's plans and services. As discussions regarding a bridge toll increase for transportation projects begin, the need for continued advocacy at the local and regional level is important to ensure WETA's program and projects is included.

Don Perata, WETA's representative at BHFS has worked over the past two years to raise the level of conversation with various stakeholders and interested parties regarding WETA, our plans and programs and opportunities to fund existing and future ferry

services. This has laid the groundwork for upcoming work on the next regional bridge toll measure and other significant regional transportation funding measures that may be developed, such as a regional gas tax.

Staff recommends that the Board authorize a contract amendment with BHFS to continue the provision of strategic consulting services over the next three years, through June 30, 2019, which will be a critical period in the development of the next regional bridge toll program ("RM 3"). Work over the proposed three-year period will focus on developing regional consensus and support for RM 3 at the local, county, regional and state levels, and working to ensure that funding for WETA's regional ferry system is an integral part of this program. Once a plan is complete and validated, BHFS would work with WETA's state lobbyists at Broad & Gusman, LLP, to garner support for related legislation in the state legislature.

As a public transit system providing transbay services in several Bay Area bridge corridors, WETA's ferry system relies upon bridge toll funds as its primary source of operating subsidy. This reliance is largely by design, as bridge toll measures generally require that funded projects have a close nexus to relieving congestion on the bridges where the toll is collected. As a result, RM3 represents the best and most important opportunity for WETA to secure new operating and capital funds to support continued operation of existing, expanded and new ferry services in the San Francisco Bay Area region. As a result, it will be important for WETA to take a strong interest and role in supporting the development of this program as a result.

It is anticipated that work to develop a program strategy, program of projects and related legislation authorizing a vote will take place at the regional and state level over the next year and a half, followed by development of a ballot measure for consideration by voters in 2018.

Fiscal Impact

Funds are included in the FY 2016/17 Operating Budget to cover the first year of this three-year contract extension, and would be included in future annual budgets to support subsequent year funding.

END

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

RESOLUTION NO. 2016-18

APPROVE AMENDMENT TO THE AGREEMENT WITH BROWNSTEIN HYATT FARBER SCHRECK, LLP FOR THE PROVISION OF STRATEGIC CONSULTING SERVICES

WHEREAS, on February 6, 2014, the Board of Directors authorized the release of a Request for Proposals for Strategic Consulting Services; and

WHEREAS, on March 31, 2014, the WETA Board authorized entering into an agreement with Perata Consulting, LLC for these services as the result of an RFP solicitation and evaluation process; and

WHEREAS, on April 1, 2014 WETA entered into Agreement #14-004 with Perata Consulting, LLC for an initial period of twelve months, with the option to extend the agreement in future years; and

WHEREAS, on April 1, 2015, WETA amended this agreement to extend the term through June 30, 2016; and

WHEREAS, on April 1, 2015 WETA amended the agreement to recognize that Don Perata had joined the law firm of Brownstein Hyatt Farber Schreck, LLP and replace references to Perata Consulting, LLC with references to Brownstein Hyatt Farber Schreck, LLP; and

WHEREAS, WETA now seeks to amend this agreement, extending the term for an additional three years, for the period beginning July 1, 2016 through June 30, 2019; now, therefore, be it

RESOLVED, that the Board of Directors hereby approves Amendment No. 3 to Agreement #14-004 with Perata Consulting, LLC for continued strategic consulting services for the three period beginning July 1, 2016 through June 30, 2019, in the amount of \$7,500 monthly, for a total of \$270,000; and be it further

RESOLVED, that the Board of Directors authorizes the Executive Director execute the amendment.

CERTIFICATION

The undersigned, Board Secretary, does hereby certify that the foregoing is a full, true and correct copy of a resolution duly and regularly adopted at a meeting of the San Francisco Bay Area Water Emergency Transportation Authority held on June 2, 2016.

YEA:

NAY:

ABSTAIN:

ABSENT:

/s/ Board Secretary

2016-18

END

MEMORANDUM

TO: Board Members

FROM: Nina Rannells, Executive Director

SUBJECT: Approve Amendment to Agreement with Broad & Gusman, LLP for State Legislative Representation

Recommendation

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 from July 1, 2016 through June 30, 2019 and authorize the Executive Director to execute the amendment.

Background

WTAWETA has utilized the Law Offices of Broad & Gusman, LLP (Broad & Gusman) to provide state legislative support services since November 2004. An agreement for services with Broad & Gusman was initially developed as the result of a competitive RFQ process completed in 2004, and was extended on an annual basis through June 2010. In June 2010, as the result of a new competitive RFQ process, the Board approved a new agreement with Broad & Gusman to represent WETA through June 30, 2011, and has extended this contract on an annual basis since.

Discussion

Staff recommends the continued use of Broad & Gusman to represent WETA's legislative needs in Sacramento over the next three years, for an annual fee of \$70,000 and total contract amendment of \$210,000. They are familiar with WETA's program and have been successful over the years in helping to monitor pertinent legislative activity in Sacramento, schedule meetings with legislative representatives and staff, develop legislation to address agency issues as needed, secure funding, and provide various other forms of legislative support as needed over the years.

Work under this contract would include the following activities:

- Monitor state legislation and regulations affecting WETA, keeping the staff and Board regularly informed;
- Schedule and facilitate meetings with key policymakers, staff and others in state government to build support and understanding of WETA's program, projects and needs;
- Work in consultation and coordination with WETA staff, Board and other advocacy consultants to preserve and expand state and regional transportation capital and operating funds and programs to support WETA projects, programs and services; and
- Develop legislation, as needed, to address agency funding, operational, governance or other needs, as identified.

An over-arching priority over the three-year period will be to work in concert with WETA's strategic consultant team at Brownstein Hyatt Farber Schreck, LLP, WETA staff and Board members to represent WETA's interests for inclusion in the next regional bridge toll measure, regional gas tax or other pertinent transportation funding initiatives to provide critical operating and capital funds required to sustain and expand existing services and support system expansion as outlined in WETA's Strategic Plan.

Fiscal Impact

Funds are included in the FY 2016/17 Operating Budget to cover the first year of this three-year contract extension, and would be included in future annual budgets to support subsequent year funding.

END

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

RESOLUTION NO. 2016-19

APPROVE AMENDMENT TO THE AGREEMENT WITH BROAD & GUSMAN, LLP FOR THE PROVISION OF STATE LEGISLATIVE REPRESENTATION

WHEREAS, on July 1, 2010, WETA entered into Agreement No. 10-016 with Broad & Gusman, LLP for state legislative services and regulatory representation; and

WHEREAS, WETA's existing agreement with Broad & Gusman, LLP for state legislative services and regulatory representation extends through June 30, 2016 and WETA seeks to renew the agreement for a three-year period through June 30, 2019; now, therefore, be it

RESOLVED, that the Board of Directors hereby approves Amendment No. 6 to Agreement #10-016 with Broad & Gusman, LLP for state legislative services and regulatory representation in an amount not to exceed \$70,000 per year and \$210,000 in total; and be it further

RESOLVED, that the Board of Directors authorizes the Executive Director to execute the amendment.

CERTIFICATION

The undersigned, the 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 June 2, 2016.

YEA:

NAY:

ABSTAIN:

ABSENT:

/s/ Board Secretary

2016-19

END

MEMORANDUM

TO: Board Members

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

SUBJECT: Adopt Revised WETA Mission and Vision Statements

Recommendation

Adopt the revised WETA Mission and Vision statements as developed by the Strategic Plan working group.

Background

At the March 2016 Board meeting, Chair Breckenridge asked board members Wunderman and Donovan to consider modifications or changes to the existing Mission and Vision statements in the draft 2016 Strategic Plan. A working group met on two occasions to discuss the draft Strategic Plan and the Mission and Vision statements. The working group consisted of Board Members Wunderman and Donovan, supported by Executive Director Nina Rannells, Manager of Planning & Development Kevin Connolly and facilitator Diana Dorinson of Transportation Analytics.

Discussion

The existing Mission and Vision statements noted below were developed and adopted by the Water Transit Authority Board of Directors in 2008. The Mission and Vision helped to build the agency and set the course for many of WETA's current projects and services now in development.

WETA Mission Statement

WETA is a regional agency with responsibility to develop and operate a comprehensive Bay Area regional public water transportation system. WETA shall also provide water transportation services in response to natural or man-made disasters.

WETA Vision Statement

Establish and operate a regional ferry system that connects communities, reduces congestion and provides an emergency response capability.

In discussing the mission and vision of today's Water Emergency Transportation Authority, the working group considered the themes and input that have arisen during the Strategic Plan process.

Discussion topics considered by the working group included:

- Consideration of the regional capabilities of the existing and future WETA network;
- Emphasizing funding and development partnerships with both the public and private sectors;
- Consideration of green technology vessels for appropriate services
- Creation of an aggressive funding strategy for future expansion and enhancement; and
- Placing an emphasis on WETA's role in economic recovery after a natural disaster or transportation system disruption.

As a result of these discussions, the working group concluded that the existing Mission and Vision statements needed to be updated to better capture the current strategic direction of the agency and drafted the following revised statements for consideration by the full WETA Board and incorporation into the 2016 Strategic Plan:

WETA Mission Statement - Revised

WETA is a regional agency with responsibility to develop and operate a comprehensive water transportation system for the Bay Area. WETA shall also coordinate water transportation services in response to natural disasters and transportation disruptions.

WETA Vision Statement - Revised

WETA develops, operates and manages an expanded and enhanced region-wide ferry system that provides a reliable, state-of-the-art and attractive transportation option for the Bay Area and plays a critical role in coordinating and providing water transportation to serve emergency response and economic recovery needs.

As a follow-up to this change, WETA staff and consultants will revise the draft strategic plan to reflect this direction and return to the Board in July with a revised plan.

Fiscal Impact

There is no fiscal impact associated with this item.

END

MEMORANDUM

TO: Board Members

FROM: Nina Rannells, Executive Director

SUBJECT: Vessel and Facility Naming Discussion

Recommendation

There is no specific staff recommendation associated with this item.

Background

At the March 2016 meeting, Vice Chair Wunderman requested that Chair Breckenridge include an item on a future meeting agenda to discuss WETA's vessel naming process and the potential to 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 San Francisco Bay Area Water Transit Authority (WTA) and the San Francisco Bay Area Water Emergency Transportation Authority (WETA).

Staff prepared a general discussion item on vessel naming and the opportunity to re-name existing vessels for discussion by the Board of Directors at their May meeting (copy provided as Attachment 1). 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 ferry terminals or facilities after people, including naming the Harbor Bay Ferry terminal or Central Bay Maintenance and Operations facility after Mr. Cowan or honoring him/others as a part of the up-coming ground breaking for this new facility. It was noted as a part of this discussion just how politically charged naming vessels after people can become.

Discussion

At the conclusion of the May 5, Board of Directors conversation regarding vessel and facility naming, Chair Breckenridge requested staff to bring the item back for further discussion in June along with additional information about the process and cost associated with re-naming an existing vessel.

Vessel Re-Naming Process

The following actions would be required to rename the *Bay Breeze* (which is the primary vessel operated in Harbor Bay service), or another similar fleet vessel:

1. USCG Administrative, 30 working days
 - Application for name change
 - Certificate of Documentation
 - Certificate of Inspection

2. FCC Licenses, 30 working days
 - Station License
 - Bridge to Bridge Certificate
 - Safety Certificate

3. Security Plan, 30 working days
 - MARSEC Compliance Letter

4. Physical Markings, 7 working days
 - Vessel Hull Markings
 - Lifesaving Equipment, 280 PFD jackets and 3 Life rings

The cost for administrative document fees and vessel and lifesaving equipment markings for the Bay Breeze are estimated to cost approximately \$9,500, with the majority cost for labor remarking hull and lifesaving equipment.

To minimize the vessel downtime the tasks to re-mark the hull and lifesaving equipment would be best completed with another scheduled project over the winter months and can be accomplished in approximately one week of time.

Staff looks forward to receiving direction from the Board of Directors on how it wishes to proceed with this matter.

Fiscal Impact

There is no fiscal impact associated with this item.

END

Attachment 1

AGENDA ITEM 12
MEETING: May 5, 2016

MEMORANDUM

TO: Board Members

FROM: Nina Rannells, Executive Director

SUBJECT: Vessel Naming Discussion

Recommendation

There is no recommendation associated with this item.

Background

With the construction of WTAWETA's first two vessels in 2007, a number of options were discussed and considered in establishing WETA's vessel naming convention. The Board agreed that vessel names should meet a standard set of criteria such as to:

- Use one or two word names that are simple to use and easy to track;
- Avoid names already in use on existing Bay Area vessels;
- Use names that are identifiable and provide a regional message or theme; and
- Use names that would be perceived positively by communities in the region.

Naming options considered included naming vessels after colors, cities nearby terminal sites, special status species in the area, famous mariners, wine varieties and maritime authors. Further, the Board considered holding a vessel naming contest and discussed naming vessels after Members of Congress who were supportive of WETA's service development.

After much discussion, the Board settled on a naming convention that utilizes star constellations, which are plentiful, historical, interesting, recognizable and flexible, which is important as vessels move between services and are not necessarily bound to one geographic area within the region. Following this naming convention, the first six WETA vessels (four in operation and two under construction) have been named as follows:

- *Gemini* (twins)
- *Pisces* (the fish)
- *Scorpio* (the scorpion)
- *Taurus* (the bull)
- *Hydrus* (water serpent)
- *Cetus* (the whale)

Examples of future vessel names identified under this naming convention that are specifically related to water, sea or ships include such names as Pyxis (mariner's compass), Delphinus (the Dolphin), Aquarius (the water-bearer), Argo (mythological ship), Crater (the water Cup) and Capricornus (the sea goat), Carina (the keel), Bela (the

sails) and Eridanus (the Great River). Additional non-water related names (constellations) include Aries (ram), Pegasus (flying horse), Lyra (musical instrument), Virgo (the virgin), Aquila (an eagle), and Crux (a cross).

Discussion

At the March 2016 meeting, Vice Chair Wunderman requested that Chair Breckenridge include an item on a future meeting agenda to discuss WETA's vessel naming process and the potential to 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 San Francisco Bay Area Water Transit Authority (WTA) and the San Francisco Bay Area Water Emergency Transportation Authority (WETA).

WETA's current practice of naming new vessels after star constellations met the Board's initial goal of establishing a simple, interesting, recognizable and themed naming convention for WETA's vessels that can easily be applied to new vessels as they are constructed over the years. While staff recommends continuing the current naming practice, the Board may wish to revisit the vessel naming policy in its entirety or to establish a process for making a one-time or occasional exception to recognize a person (or place) of significance to WETA's system in response to Vice Chair Wunderman's request and other similar requests that may follow.

As an alternative, the Board may want to consider the option of re-naming the Harbor Bay Ferry Terminal after Mr. Cowan. This could serve as a meaningful way to recognize his contribution as the founder of the Harbor Bay service and community and supporter of WTA/WETA's regional ferry system.

Staff looks forward to receiving input from the Board on this matter.

Fiscal Impact

There is no fiscal impact associated with this item.

END

MEMORANDUM

TO: Board Members

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

SUBJECT: Matrix of Alameda Public Comments from April 2016 Board Meeting

Recommendation

There is no recommendation with this information item.

Background

The April 2016 WETA Board meeting was held at Alameda's City Hall and was well attended by both ferry riders and neighbors of Alameda's two ferry terminals. At the direction of Chair Breckenridge, staff has compiled a list of the comments and suggestions received from Alameda residents, matched with WETA responses and future possible actions. The comments range from maintenance requests to policy input on future service and expansion. The matrix of comments is attached.

Fiscal Impact

There is no fiscal impact associated with this informational item.

Alameda Public Comments Matrix, June 2016

No.	Comment	Status	Future, Upcoming Actions
Main Street			
1	Provide more parking at Main Street Terminal, Open the O' Club for ferry parking	Improvements to the O' Club and installation of a cross walk on Main Street were completed and the lot opened to the public on May 23.	Complete
2	Add lighting to dirt lots at Main Street, Add pavement to dirt lots at Main Street	The dirt lot is owned by the City of Alameda and is intended to be redeveloped as a park, using future development impact fees. The City has no plans to lease the property to WETA or to improve it for the informal parking that takes place today.	Opening of the O' Club should help to address spillover parking needs. The O'Club lot is lighted and paved.
3	Close the bike lane gap on Main Street	The City of Alameda has developed three options for closing the bike lane gap that currently exists between Singleton Avenue and the terminal entrance. Costs for the improvements range up to \$250,000. A long term solution will be the reconfiguration of Main Street as a 2-lane boulevard with bike lanes and on-street parking. That scheme will be funded by development impact fees.	WETA staff is working with City staff, providing input regarding alternative designs for bike lane closure.

No.	Comment	Status	Future, Upcoming Actions
Main Street (Cont'd)			
4	Add feeder bus service to Main Street by AC Transit	AC Transit recently completed its Service Enhancement Plan process and identified a new bus line on Buena Vista Avenue as the priority for investment in Alameda. Alameda staff and the City Council also endorsed Buena Vista as the City's top priority.	WETA has developed a proposal for service enhancement funding by MTC that includes feeder bus service to Main Street. The City is also in the process of developing a Transportation Master Plan that is exploring options such as more AC Transit or shuttle bus service to Main Street.
5	Provide shuttle service to Main Street	The City is in the process of developing a Transportation Master Plan that is exploring options such as restarting AC Transit or introducing shuttle bus service to Main Street.	Awaiting results of City planning study.
6	Add more bike racks at Main Street, Add more bike lockers at Main Street	WETA recently installed 20 electronic bike lockers and additional bike racks at Main Street.	WETA will continue to monitor rack utilization and expand as necessary.
7	Add more late night service, add later service on Friday or Saturday nights	The new service plan that took effect in May 2016 adds a 9:30 PM departure. Later departures have not attracted many riders historically. However, WETA will monitor current evening service to determine demand.	WETA will continue to monitor ridership patterns and consider late-night service as operating funding becomes available. WETA's service enhancement proposal to MTC includes late evening service during peak season.
8	Consider charging for Main Street to help pay for access improvements like shuttles, bike lanes or bike storage	WETA has engaged a parking consultant to develop options for a parking fee program at all terminals.	A parking fee policy and terminal specific programs are scheduled to come before the Board in late summer or early fall.

No.	Comment	Status	Future, Upcoming Actions
Main Street (Cont'd)			
9	Add directional signage to the streets in the ferry terminal vicinity for motorists and bicyclists.	WETA will raise this concern with the City of Alameda, the owner and operator of streets.	Coordination with City staff.
10	Upgrade the bathrooms at Main Street	WETA has a capital project to perform a bathroom renovation at Main Street in 2017	Bathroom renovation

No.	Comment	Status	Future, Upcoming Actions
Harbor Bay			
11	Provide more parking at Harbor Bay Terminal	The City of Alameda is leading an effort with participation from Harbor Bay Homeowners Associations & WETA staff. The group has developed a concept plan for addressing spillover parking and access to the terminal.	The Alameda Transportation Commission adopted a terminal access concept plan at its May 25 meeting. WETA has retained a consultant to develop options for parking fee programs and a parking policy. The City Council is scheduled to consider the concept plan on June 7.
12	Provide rain shelter for the entire queue at Harbor Bay Terminal	The shelter at the terminal is never occupied during rainy conditions. It is sufficient to provide shelter for waiting passengers without the risk of leave behinds as larger vessels are now serving Harbor Bay in the AM period.	None
13	Do something about the bathrooms at Harbor Bay Terminal	WETA completed a bathroom renovation at the Harbor Bay Terminal in June 2013. Maintenance of the restrooms is the responsibility of the City of Alameda.	WETA will contact the City to better understand maintenance needs.
14	Car break-ins have occurred at Harbor Bay parking lot	There were 2 reported break-ins for the entire year of 2015 at Harbor Bay, according to Alameda Police records.	Continue to monitor the lot and provide security.
15	Consider charging for parking at Harbor Bay to help pay for access improvements like shuttles, bike lanes or bike storage	WETA has engaged a parking consultant to develop options for a parking fee program at all terminals.	A parking fee policy and terminal specific programs are scheduled to come before the Board in late summer or early fall.
16	Add directional signage to the streets in the ferry terminal vicinity for motorists and bicyclists.	WETA will raise this concern with the City of Alameda, the owner and operator of streets.	Coordination with City staff.