

**Members of the Board**

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

**BOARD OF DIRECTORS' MEETING**  
*Thursday, January 14, 2016 at 1:00 p.m.*  
**San Francisco Bay Area**  
**Water Emergency Transportation Authority**  
9 Pier, Suite 111; San Francisco

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

**AGENDA**

1. CALL TO ORDER – BOARD CHAIR
  2. PLEDGE OF ALLEGIANCE/ROLL CALL
  3. REPORT OF BOARD CHAIR **Information**
  4. REPORTS OF DIRECTORS **Information**
  5. REPORTS OF STAFF **Information**
    - a. Executive Director's Report
    - b. Monthly Review of Financial Statements
    - c. Legislative Update
  6. CONSENT CALENDAR **Action**
    - a. Board Meeting Minutes – December 10, 2015
  7. AUTHORIZE RELEASE OF A DRAFT FY 2015-16 TO 2024-25 SHORT RANGE TRANSIT PLAN FOR PUBLIC COMMENT **Action**
  8. AUTHORIZE RELEASE OF A WETA STRATEGIC PLAN FOR PUBLIC COMMENT **Action**
  9. CLOSED SESSION **Action**

There are no planned agenda items for a Closed Session for the current meeting. **To Be Determined**
- In the event of any urgent matter requiring immediate action which has come to 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).

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

ADJOURNMENT

## Water Emergency Transportation Authority January 14, 2016 Meeting of the Board of Directors

---

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

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

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

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

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

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

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

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

TO: WETA Board Members  
FROM: Nina Rannells, Executive Director  
DATE: January 14, 2016  
RE: Executive Director's Report

**CAPITAL PROJECT IMPLEMENTATION UPDATE**

**Vessel Replacement** – The *Encinal* and *Harbor Bay Express II* are included in the FY 2013/14 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 Request for Proposal to construct two new passenger-only vessels was released on September 26, 2014. The Board approved a contract with Kvichak Marine Industries in April 2015 for the construction of two new replacement vessels.

Design and engineering work is underway, main engines for both vessels have been ordered. The first aluminum orders for construction were delivered in late August. Vessel construction began in early September with engine room hull modules beginning assembly. Vessel design and construction work continues. Final acceptance dates are scheduled for December 2016 for the first vessel and April 2017 for the second vessel.

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

This refit is planned for February/March 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.

***Peralta* Mid-Life Refurbishment**

The refurbishment project is separated into two phases. The Phase 1 scope of work includes refurbishment of main engines, generators, and gear boxes; installation of new steering hydraulic pumps and rams; passenger cabin renewal including refurbishment of the restrooms; new carpets; vessel dry dock; interior vessel paint; and provision of spare gearbox, propellers, and shafts. Bay Ship & Yacht completed Phase 1 work in mid-2015.

Phase 2 will include replacement of all control systems and navigation electronics, snack bar renewal, and exterior cabin paint. Phase 2 implementation has been deferred until next winter (2016/17) so that the *Peralta* can be utilized this winter while core maintenance work is completed on other vessels in the fleet.

**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 is being modified and rehabilitated at Bay Ship & Yacht in Alameda. The service float will be delivered to the site in January. Fabrication of the concrete floats is complete. All of the concrete floats were delivered to the site and secured to the piles in December. The construction contractor has begun installation of the superstructure and utility systems.

**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 substantially complete and will be 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.

On December, a Request for Proposals (RFP) for construction of the project was released. On December 15, a Pre-Proposal Conference and Site Visit was held in Alameda. Staff anticipates bringing a recommendation for Contract Award to the Board in April 2016. Pending contract award, project construction is expected to begin in 2016 and be complete by early 2018.

Staff is also 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 working with state and federal resource agencies with jurisdiction over the work to secure permitting approval.

**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.

Preliminary (30%) design and engineering has been prepared for the project is currently being reviewed by staff. Pending completion of bridging design documents and project permitting, a Request for Proposals for construction of the project is anticipated to be released later this year.

### **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. The project was presented to the BCDC Design Review Board (DRB) in September. The BCDC DRB recommended advancing the project to the full BCDC commission. A Planning Application for the project was submitted to the City in October. Staff is coordinating with City of Richmond staff for review by the City's DRB. The project will be presented to the City DRB in February or March 2016. Staff is also coordinating with City staff to draft the lease agreement for the project. 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 RFP is anticipated for release in January or February 2016.

**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 50<sup>th</sup> residential unit.

WETA staff is working cooperatively 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 recently expressed 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. Staff is assessing possible approaches to moving this project forward in 2016.

### **SYSTEM STUDIES**

**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 is partnering with City of Alameda staff to prepare plans to address the immediate issue and identify mid- to

long-term solutions. In response to WETA staff activity, the City of Alameda Transportation Commission formed its own Ad Hoc Subcommittee to investigate improvements for ferry terminal access. In addition to Transportation Commission members and City of Alameda staff, the Subcommittee also includes WETA staff and representatives from AC Transit and local community organizations.

One of the original intents of the WETA Access Plan was to engage agency partners in finding access solutions. The formation of the Ad Hoc Subcommittee represents a success of the planning effort: the City of Alameda is engaged and is helping to improve access to ferry services for its residents. AC Transit has also developed proposals for service to Main Street to share with the Subcommittee. During this time, WETA staff has put access plan activities on hold to work collaboratively with the City and other partners to focus on parking strategies. The plan will restart with a fresh focus on alternative modes such as buses, shuttles, bicycles, and pedestrian improvements after the Main Street overflow parking issue is considered by the Subcommittee. Staff anticipates bringing forward the Access Plan and a discussion of the many ongoing work efforts in support of this plan in early 2016.

**Alameda Seaplane Lagoon Study** - The City of Alameda has proposed a new ferry terminal located along Seaplane Lagoon on the former Naval Air Station at Alameda Point. Consistent with terms of the 2011 Transition Agreement executed between WETA and the City of Alameda, both parties have been working together to explore the viability of a new ferry service connecting Seaplane Lagoon and San Francisco over the past year.

Staff has been working with the City of Alameda on a draft a Memorandum of Understanding (MOU) that would set forth the terms and conditions under which a Seaplane Lagoon Ferry Service would be implemented, including construction of new facilities and service operations. However, the City's designated developer of the Seaplane Lagoon property -- Alameda Point Partners -- has elected to explore using a private sector operator and private development for the Seaplane Lagoon ferry terminal through the release of a Request for Proposals (RFP) for ferry operations in September. Responses to the RFP were due the week of September 21 for the developer's consideration. City of Alameda staff has recently contacted WETA staff to reengage in conversations about this project in 2016.

**Mission Bay Ferry Terminal** – The NBA Champion Golden State Warriors basketball team has identified a preferred arena site at the foot of 16<sup>th</sup> Street in the Mission Bay neighborhood of San Francisco. 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 final Environmental Impact Report calls for a \$60 million fund for transportation improvements in the area of the new arena. Specific improvements called for in the document include new light rail cars and a new station. The fund, which will be administered by a committee of Mission Bay property owners, includes \$6 million in annual operating revenues for transit and traffic management.

**Site Feasibility Studies** – Site feasibility reports have been prepared in cooperation with the cities of Hercules, Martinez, Antioch, and Redwood City 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.

## **OTHER**

**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:

External and Internal Emergency Plan Updates: Navigating Preparedness Associates is currently under contract to assist staff with evaluating and updating existing emergency response plans and capabilities. The external WETA Emergency Response Plan (ERP) has been developed to guide the WETA's provision of emergency services in a catastrophic event (such as a major earthquake on the southern Hayward or San Andreas faults) that necessitates a Governor's Proclamation of Emergency and a Stafford Act Disaster Declaration. The WETA's internal Emergency Operations Plan is an appendix to the external plan and will address all other transportation incidents or required changes in service levels. The draft ERP is complete and has been provided to the California Office of Emergency Services (Cal OES). A meeting is scheduled with Cal OES's Chief Deputy Director and staff on January 21 to discuss the plan and receive comments. Other outreach activities include a plan validation meeting with key stakeholders on January 29 and an outreach meeting with a wider group of stakeholders that will be scheduled for the middle of February. Staff anticipates being in a position to bring a final plan for Board consideration in March.

Golden Gate Bay Ferry IV Regional Emergency Response Exercise: On October 23, Kevin Donnelly, along with Patrick Murphy from the Blue & Gold Fleet, attended the initial planning meeting for the Golden Gate Bay Ferry IV Regional Emergency Response Full-Scale Exercise. Although the details of the exercise have yet to be finalized, there is a strong desire to keep the specifics unpublished to enhance the exercise. The exercise will emphasize the roles and responsibilities of law enforcement, first responders, and vessel crews during a mass casualty event occurring on a vessel. The exercise is scheduled to be held on Wednesday January 20 from 7:00 a.m.-4:00 p.m. and will take place at the Treasure Island East docks.

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. The system 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 North Bay vessels current manning levels remain in place; this is noted in the vessel files and on each vessel Certificate of Inspection. The USCG Inspections unit is currently reviewing the Central Bay vessels. Initial indications are that individual vessel assessments will not be required and the current manning levels are adequate.

**Senate Bill X1-7 and Assembly Bill X1-8** – SB X1-7, introduced by Senator Allen, and AB X1-8, introduced by Assembly Members Chiu and Bloom, are identical measures. These bills would increase the sales and use tax on diesel fuel from 1.75 percent to 5.25 percent beginning

July 1, 2016. This tax increase is expected to generate approximately \$300 million to support public transit's capital maintenance and expansion needs as well as operational needs.

If enacted, WETA's system-wide fuel cost would increase by approximately \$79,000 based upon current usage, and WETA would receive an estimated additional \$900,000 in State Transit Assistance (STA) funds based upon the current STA formula.

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

On December 11, Kevin Connolly and Mike Gougherty met with Motivate, the regional vendor for Bay Area Bike Share to discuss expansion plans for bike sharing throughout the Bay Area.

On December 17, Nina Rannells and Keith Stahnke met with Seimens to learn more about their electric and hybrid electric vessel technology developments and practical application in the WETA operating environment.

On December 18, Nina Rannells and Kevin Connolly attended the Core Capacity Transit Study Executive Committee meeting for an update on the planning work to date.

On December 18 and January 8, Lauren Gularte attended the Regional Business Outreach Committee monthly meetings.

On January 4, Nina Rannells attended the Clipper 2 Executive Committee meeting.

On January 11-13 Keith Stahnke attended the Electric and Hybrid Marine World Expo in Fort Lauderdale, Florida.

### **OPERATIONS REPORT**

**Monthly Operating Statistics** - The Monthly Operating Statistics Reports for November 2015 is provided as Attachment A.



## Attachment A

### Monthly Operating Statistics Report November 2015

		Alameda/ Oakland	Harbor Bay	South San Francisco	Vallejo*	Systemwide		
<b>Boardings</b>	<i>vs. last month</i>	Total Passengers November 2015	71,258	22,486	9,847	64,056	167,647	
		Total Passengers October 2015	105,009	27,327	11,065	84,910	228,311	
		Percent change	-32.14%	-17.72%	-11.01%	-24.56%	-26.57%	
	<i>vs. same month last year</i>	Total Passengers November 2015	71,258	22,486	9,847	64,056	167,647	
		Total Passengers November 2014	53,817	18,152	8,140	53,752	133,861	
		Percent change	32.41%	23.88%	20.97%	19.17%	25.24%	
	<i>vs. prior FY to date</i>	Total Passengers Current FY To Date	536,105	127,991	51,911	425,212	1,141,219	
		Total Passengers Last FY To Date	412,454	105,976	42,685	383,232	944,347	
		Percent change	29.98%	20.77%	21.61%	10.95%	20.85%	
			Avg Weekday Ridership November 2015	2,765	1,183	518	3,275	7,741
	Ops Stats	Passengers Per Hour		179	192	70	142	152
		Revenue Hours		399	117	140	450	1,106
Revenue Miles		5,502	2,586	2,717	12,365	23,170		
Fuel	Fuel Used (gallons)		31,966	11,844	14,940	112,272	171,022	
	Avg Cost per gallon		\$1.76	\$1.76	\$1.76	\$1.95	\$1.88	

\* Vallejo ridership includes ferry + Route 200 bus passengers. November bus ridership totaled 4960.

MEMORANDUM

**TO: Board Members**

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

**SUBJECT: Monthly Review of FY 2015/16 Financial Statements for Five Months  
Ending November 30, 2015**

**Recommendation**

There is no recommendation associated with this informational item.

**Summary**

This report provides the attached FY 2015/16 Financial Statements for five months ending November 30, 2015.

**Operating Budget vs. Actual**

	Prior Actual	Current Budget	Current Actual
<b>Revenues - Year To Date:</b>			
Fare Revenue	6,190,399	6,081,392	7,487,754
Local Bridge Toll Revenue	6,375,078	8,016,865	4,678,082
Other Revenue	500	238,324	141,627
<b>Total Operating Revenues</b>	<b>12,565,977</b>	<b>14,336,581</b>	<b>12,307,463</b>
<b>Expenses - Year To Date:</b>			
Planning & Administration	796,035	1,257,534	1,047,136
Ferry Services	11,769,943	13,079,047	11,260,327
<b>Total Operatings Expenses</b>	<b>12,565,977</b>	<b>14,336,581</b>	<b>12,307,463</b>
<b>System-Wide Farebox Recovery %</b>	<b>53%</b>	<b>46%</b>	<b>66%</b>

**Capital Actual and % of Total Budget**

	YTD Actual	% of FY 2015/16 Budget
<b>Revenues:</b>		
Federal Funds	4,303,076	14.09%
State Funds	5,786,522	23.47%
Bridge Toll Revenues	1,999,952	15.84%
Other Local Funds	576,769	16.19%
<b>Total Capital Revenues</b>	<b>12,666,318</b>	<b>17.75%</b>
<b>Expenses:</b>		
<b>Total Capital Expenses</b>	<b>12,666,318</b>	<b>17.75%</b>

**Fiscal Impact**

There is no fiscal impact associated with this informational item.

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

**San Francisco Bay Area Water Emergency Transportation Authority**  
**FY 2015/16 Statement of Revenues and Expenses**  
**For Five Months Ending 11/30/2015**

% of Year Elapsed 41.9%

	Current Month	Year - To - Date			Budget	
		FY2014/15 Actual	FY 2015/16 Budget	FY 2015/16 Actual	FY 2015/16 Total	% of Total
<b>OPERATING EXPENSES</b>						
<b><u>PLANNING &amp; GENERAL ADMIN:</u></b>						
Wages and Fringe Benefits	107,332	494,538	632,121	502,237	1,508,000	33.3%
Services	53,327	254,147	623,737	520,769	1,488,000	35.0%
Materials and Supplies	205	3,597	11,737	5,507	28,000	19.7%
Utilities	2,038	3,708	9,641	7,935	23,000	34.5%
Insurance	-	18,335	9,641	-	23,000	0.0%
Miscellaneous	10,278	28,197	50,301	36,648	120,000	30.5%
Leases and Rentals	25,324	115,508	126,173	120,492	301,000	40.0%
Admin Overhead Expense Transfer	(28,733)	(121,995)	(205,816)	(146,453)	(491,000)	29.8%
<b>Sub-Total Planning &amp; Gen Admin</b>	<b>169,772</b>	<b>796,035</b>	<b>1,257,534</b>	<b>1,047,136</b>	<b>3,000,000</b>	<b>34.9%</b>
<b><u>FERRY OPERATIONS:</u></b>						
<b><u>Harbor Bay FerryService</u></b>						
Purchased Transportation	109,065	549,824	765,964	633,028	1,827,300	34.6%
Fuel - Diesel & Urea	20,876	179,960	193,241	126,960	461,000	27.5%
Other Direct Operating Expenses	33,998	147,615	209,338	151,780	499,400	30.4%
Admin Overhead Expense Transfer	5,140	23,633	34,373	25,478	82,000	31.1%
<b>Sub-Total Harbor Bay</b>	<b>169,079</b>	<b>901,031</b>	<b>1,202,915</b>	<b>937,246</b>	<b>2,869,700</b>	<b>32.7%</b>
<b>Farebox Recovery</b>	<b>59%</b>	<b>52%</b>	<b>41%</b>	<b>62%</b>	<b>41%</b>	
<b><u>Alameda/Oakland Ferry Service</u></b>						
Purchased Transportation	404,427	2,413,913	2,457,369	2,476,329	5,862,350	42.2%
Fuel - Diesel & Urea	56,344	607,474	661,484	446,775	1,578,050	28.3%
Other Direct Operating Expenses	63,053	287,538	505,948	309,019	1,207,000	25.6%
Admin Overhead Expense Transfer	12,968	46,817	91,800	66,519	219,000	30.4%
<b>Sub-Total Alameda/Oakland</b>	<b>536,791</b>	<b>3,355,742</b>	<b>3,716,601</b>	<b>3,298,643</b>	<b>8,866,400</b>	<b>37.2%</b>
<b>Farebox Recovery</b>	<b>55%</b>	<b>56%</b>	<b>50%</b>	<b>73%</b>	<b>50%</b>	
<b><u>Vallejo FerryService</u></b>						
Purchased Transportation	654,229	3,636,407	3,875,540	4,105,226	9,245,570	44.4%
Fuel - Diesel & Urea	218,384	2,045,057	2,117,193	1,339,493	5,050,820	26.5%
Other Direct Operating Expenses	82,631	400,251	619,990	405,122	1,479,060	27.4%
Admin Overhead Expense Transfer	4,695	22,674	37,726	24,545	90,000	27.3%
<b>Sub-Total Vallejo</b>	<b>959,939</b>	<b>6,104,388</b>	<b>6,650,449</b>	<b>5,874,387</b>	<b>15,865,450</b>	<b>37.0%</b>
<b>Farebox Recovery</b>	<b>67%</b>	<b>58%</b>	<b>51%</b>	<b>71%</b>	<b>51%</b>	
<b><u>South San Francisco FerryService</u></b>						
Purchased Transportation	133,254	946,945	971,613	819,913	2,317,900	35.4%
Fuel - Diesel & Urea	26,333	256,079	265,130	161,281	632,500	25.5%
Other Direct Operating Expenses	28,903	176,886	230,422	138,945	549,700	25.3%
Admin Overhead Expense Transfer	5,930	28,871	41,918	29,912	100,000	29.9%
<b>Sub-Total South San Francisco</b>	<b>194,420</b>	<b>1,408,781</b>	<b>1,509,083</b>	<b>1,150,052</b>	<b>3,600,100</b>	<b>31.9%</b>
<b>Farebox Recovery</b>	<b>34%</b>	<b>20%</b>	<b>20%</b>	<b>30%</b>	<b>20%</b>	
<b>Total Operating Expenses</b>	<b>2,030,001</b>	<b>12,565,977</b>	<b>14,336,581</b>	<b>12,307,463</b>	<b>34,201,650</b>	<b>36.0%</b>
<b>OPERATING REVENUES</b>						
Fare Revenue	1,106,318	6,190,399	6,081,394	7,487,754	14,507,900	51.6%
Local - Bridge Toll	782,381	6,375,078	8,016,865	4,678,082	19,125,200	24.5%
Local - Alameda Tax & Assessment		-	238,324	-	568,550	0%
Local - Other Revenue	141,302	500	-	141,627	-	0%
<b>Total Operating Revenues</b>	<b>2,030,001</b>	<b>12,565,977</b>	<b>14,336,581</b>	<b>12,307,463</b>	<b>34,201,650</b>	<b>36.0%</b>

**San Francisco Bay Area Water Emergency Transportation Authority**  
**FY 2015/16 Statement of Revenues and Expenses**  
**For Five Months Ending 11/30/2015**

Project Description	Current Month	Project Budget	Prior Years Actual	FY2015/16 Budget	FY2015/16 Actual	Future Year	% of Total Project Budget
<b>CAPITAL EXPENSES</b>							
<b>FACILITIES:</b>							
<b>Maintenance and Operations Facilities</b>							
North Bay Operations & Maintenance Facility	766,338	31,082,000	17,978,666	13,103,334	3,875,193	-	70%
Central Bay Operations & Maintenance Facility	108,060	45,600,000	3,182,898	14,317,102	565,885	28,100,000	8%
<b>Float Rehabilitation/Replacement</b>							
Regional Spare Float Replacement	428,488	3,862,000	1,457,429	2,404,571	1,541,592	-	78%
Replace Mooring Piles - Harbor Bay Float	946	450,000	-	450,000	209,276		
<b>Terminal Improvement</b>							
Electronic Bicycle Lockers	-	79,500	-	79,500	-	-	0%
Channel Dredging - Vallejo Ferry Terminal	600,604	1,900,000	57,854	1,842,146	1,518,215	-	83%
Terminal Access Improvement	-	250,000	-	250,000	45,080		18%
<b>FERRY VESSELS:</b>							
<b>Major Component Rehabilitation / Replacement</b>							
Vessel Engine Overhaul - Gemini Class Vessels	95	1,320,000	777,927	542,073	284	-	59%
Vessel Engine Overhaul - Taurus	1,113	300,000	-	300,000	1,113		0%
Selective Catalyst Reduction (SCR) System Overhaul	-	1,400,000	-	700,000	-	700,000	0%
Major Component & Waterject Rehab - Intintoli	662	2,860,000	-	2,860,000	92,371	-	3%
Major Component Rehabilitation - Solano	-	430,000		430,000			0%
<b>Vessel Mid-Life Repower/Refurbishment</b>							
Vessel Mid-Life Refurbishment - Peralta	-	5,260,000	3,373,932	1,886,068	16,349	-	64%
Vessel Quarter-Life Refurbishment - Gemini	45,884	2,400,000	-	2,400,000	115,484		5%
<b>Vessel Expansion/Replacement</b>							
Purchase Replacement Vessel - Express II & Encinal	49,476	33,951,000	3,227,001	17,086,999	3,793,298	13,637,000	21%
Purchase Replacement Vessel - Vallejo	1,041	21,052,000	387	4,999,613	1,789	16,052,000	0%
<b>CAPITAL EQUIPMENT / OTHER:</b>							
Purchase Heavy Duty Forklift	-	120,000	-	120,000	-	-	0%
Purchase Utility Vehicles		35,000	-	35,000	-	-	0%
<b>SERVICE EXPANSION:</b>							
<b>Environmental Studies / Conceptual Design</b>							
Berkeley Terminal - Environ/Concept Design	-	2,335,000	2,186,799	148,201	-	-	94%
<b>Terminal/Berthing Expansion Construction</b>							
Downtown Ferry Terminal Expansion - South Basin	250,687	79,580,000	3,269,602	4,180,398	655,253	72,130,000	5%
Richmond Ferry Terminal	34,726	17,062,500	791,931	1,240,569	233,219	15,030,000	6%
<b>Expansion Ferry Vessels</b>							
Richmond Ferry Vessels - 2 each	-	42,000,000	-	2,000,000	1,917	40,000,000	0%
<b>Total Capital Expenses</b>	<b>2,288,120</b>	<b>293,329,000</b>	<b>36,304,428</b>	<b>71,375,573</b>	<b>12,666,318</b>	<b>185,649,000</b>	
<b>CAPITAL REVENUES</b>							
Federal Funds	890,485	65,515,756	9,114,783	30,529,489	4,303,076	25,871,485	20%
State Funds	1,125,882	166,257,383	22,272,394	24,660,205	5,786,522	119,324,784	17%
Local - Bridge Toll	265,156	54,815,921	3,467,192	12,622,848	1,999,952	38,725,881	10%
Local - Alameda Sales Tax Measure B / BB	6,407	5,139,940	1,450,059	2,323,031	534,912	1,366,850	39%
Local - Alameda TIF / LLAD	189	450,000	-	90,000	41,856	360,000	9%
Local - San Francisco Sales Tax Prop K	-	1,100,000	-	1,100,000	-	-	0%
Local - Transportation Funds for Clean Air	-	50,000	-	50,000	-	-	0%
<b>Total Capital Revenues</b>	<b>2,288,120</b>	<b>293,329,000</b>	<b>36,304,428</b>	<b>71,375,573</b>	<b>12,666,318</b>	<b>185,649,000</b>	

MEMORANDUM

---

**TO: Board Members**

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

**SUBJECT: WETA Federal Legislative Board Report – January 6, 2016**

This report is divided into three sections:

1. Tax Benefit for Transit Commuters Increased and Made Permanent
2. Continuing Advocacy for WETA FTA Grant Application
3. Big Victory on FHWA Program, FTA Program, and Transit Benefits Doesn't Mean Our Work is Done

**Tax Benefit for Transit Commuters Increased and Made Permanent**

In one of its final acts before the holidays, Congress passed legislation that increases the level of commuter tax benefits for transit bringing it to the same benefit level that is available for parking. For the past year, the tax benefit for transit commuters was \$130 per month while parkers were eligible to obtain up to \$250 per month. This legislation – which was signed into law by the President – not only makes the two benefits equal at \$250 per month, it does so on a permanent basis. These fringe benefits are excluded from an employee's wages for payroll tax purposes and from gross income for income tax purposes.

**Continuing Advocacy for WETA FTA Grant Application**

With the Federal Transit Administration (FTA) unlikely to announce Ferry Discretionary Grant Program awards until later this year, we continue to work with the San Francisco Bay Area Congressional delegation to advocate for funding for WETA. WETA submitted a grant application to FTA, asking for \$4 million for the Downtown San Francisco Ferry Terminal Expansion project from the ferry grant program. As part of our advocacy efforts, we worked with our allies with labor and on Capitol Hill to produce several letters of support.

**Big Victory on FHWA Program, FTA Program, and Transit Benefits Doesn't Mean Our Work is Done**

With the successful passage of legislation that extends the Federal Transit Administration Ferry Discretionary Grant Program for another five years; that extends the Federal Highway Administration (FHWA) ferry formula grant program for another five years, and at a higher funding level and with a better formula for WETA; and that permanently extends the Tax Benefit for Transit Commuters at a level commensurate with the parking benefit, we are seeking other ways to have the Federal government provide benefit to WETA. In fact, the start of a new year is a great time for Board members and WETA staff to think about ways the agency could be improved through Executive or Congressional action. Are there things the Federal government is doing to hold the agency back? Are there things the Federal government could be doing better to promote the agency's long-term goals? Thinking about these things can help us assemble a cohesive strategy for 2016 and beyond.

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

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

*(December 10, 2015)*

The Board of Directors of the San Francisco Bay Area Water Emergency Transportation Authority met in regular session at the WETA offices at 9 Pier, Suite 111, San Francisco, CA.

**1. CALL TO ORDER – BOARD CHAIR**

Chair Jody Breckenridge called the meeting to order at 1:05 p.m.

**2. PLEDGE OF ALLEGIANCE AND ROLL CALL**

Chair Breckenridge led the Pledge of Allegiance. Other directors present were Vice Chair James Wunderman, Director Jeffrey DelBono, and Director Anthony Intintoli.

**3. REPORT OF BOARD CHAIR**

No report.

**4. REPORTS OF DIRECTORS**

Vice Chair Wunderman reported on a Bay Area Council-organized trip to Washington State where Manager of Planning and Development Kevin Connolly participated in a panel discussion with ferry system operators. Mr. Wunderman noted that there were about 30 people on the trip, including Lieutenant Governor Gavin Newsom, and he emphasized that the ferry operators in Washington were setting a good example of how to leverage private and public partnerships to support rapid general development and ferry operations and further water transit expansion. Mr. Wunderman reported that he had also visited Kvichak Marine Industries while in Washington and viewed progress on one of the new WETA vessels under construction. He shared a discussion he had had with a Kvichak shipwright about Hovercraft technology as a possible solution consideration for ferry service in shallow water.

Vice Chair Wunderman reminded the Board that the Bay Area Council had been largely responsible for the creation of both the Water Transportation Authority (WTA) and the subsequent WETA and urged the Board to engage in more strategic discussions about expansion and pursue opportunities more aggressively than it had historically. He emphasized that the existing transportation systems in the Bay Area were inadequate and the ridership crisis was only expected to get worse as the economy continued to flourish and more jobs were created in the region. He said the Board should work diligently to assure a strong position for Regional Measure 3 (RM3) funding opportunities for WETA services.

Director DelBono reported that he had met with staff and Chair Breckenridge earlier in the week for an update on general emergency response planning efforts. He said that he had invited City of Alameda staff to attend WETA Board meetings and that they planned to send a representative to future meetings. Director DelBono also said he had also recently attended a breakfast meeting in Alameda that was well-attended by Alameda residents who had business and political interests related to RM3. He added that he agreed with Mr. Wunderman about pursuing WETA service expansion opportunities throughout the Bay Area more aggressively in the new year and thanked WETA staff for their work to date.

Chair Breckenridge agreed that a thoughtful, strategic approach was needed when considering any future service opportunities and expansion. Ms. Breckenridge further emphasized that the Short Range Transit Plan (SRTP), a compliance requirement for WETA, was expected to be available for Board review at the January meeting. She said the SRTP would help inform the Board on those objectives and

that the Strategic Plan, a separate document that has been under development in recent months, would be closely linked and provide the fundamental framework for exploring future expansion service opportunities.

Chair Breckenridge asked for confirmation that staff had followed up with Derf Butler of the National Association of Minority Contractors, who had attended the November Board meeting to ask that WETA more aggressively strive to increase its DBE and SBE participation in its contract awards. Administrative/Policy Analyst Lauren Gularte said that she had been in touch with Mr. Butler and they were working together to increase reach by at least 5,000 additional minority and disadvantaged business resource contacts through his organizations' mailing lists and his related contacts.

Ms. Rannells said she was very happy WETA finally had a full Board and thanked the Directors for being at the meeting. She added that she is very much looking forward to working with the Directors in 2016.

#### **PUBLIC COMMENT**

Veronica Sanchez of Masters, Mates & Pilots (MM&P) said that if the WETA Board planned to review the S RTP at the January meeting that they may want to consider holding the meeting offsite to assure room to support all who might be interested in attending.

#### **5. REPORTS OF STAFF**

Ms. Rannells referred the Board to her written report and introduced Manager of Public Information & Marketing Ernest Sanchez to share a report on staff efforts to accommodate existing and potential expanded ferry ridership during Super Bowl week including the Super Bowl City public village planned as a pop-up fan city in Justin Herman Plaza, for one week beginning January 30. Mr. Sanchez said staff had been working closely with the Super Bowl 50 Host Committee and the San Francisco Municipal Transportation Agency on service plans and to ensure that WETA ferry riders and Route 200 bus operators will have access to the area. He added that staff was scheduled to meet with Port of San Francisco staff the following week to review area access plans.

Director Intintoli asked for a status update on the North Bay Operations and Maintenance Facility construction. Senior Planner Chad Mason said the landside had been completed for some time now and that Vallejo operations staff was in process of moving into the facility. Mr. Mason said the waterside floats were very long and presently on land in Antioch and that lifting and moving them would be a very delicate process. He said the timing of their arrival would be dependent on the strait tides and that in the interim, the electrical systems were being installed that would hook up to the floats once they arrived. Mr. Mason said substantial completion of the project was anticipated by April.

#### **PUBLIC COMMENT**

Mr. Jerry Bellows of MARAD said the emergency response fueling exercise that had taken place on November 17 had gone very well and that the ship's crew had very much enjoyed working with WETA staff during the exercise.

Ms. Rannells then drew the Directors' attention to the Federal Legislative Board Report, noting that a new Federal Surface Transportation Bill was approved that will provide funding for federal surface transportation programs, including transit programs through 2020. She noted that the Federal Highway Administration Ferry Boat Discretionary formula program was increased from \$67 to \$80 million per year and that the formula was modified, as advocated for by WETA, to more favorably benefit WETA. Ms. Rannells noted that the change was expected to garner approximately \$250,000 in additional funding for WETA and would also favorably impact other passenger-only ferry operators, including Golden Gate Ferry in the Bay Area.

Director DelBono asked if there were plans for the WETA legislative team to attend a future Board meeting. Ms. Rannells said she would see if they would be able to attend a meeting in the spring. Mr. Wunderman said the Bay Area Council had invited Senator Barbara Boxer to speak at one of their meetings and said he would alert the Board so they could attend if she accepted the invitation.

**6. CONSENT CALENDAR**

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

- a) Board Meeting Minutes – November 5, 2015
- b) Authorize Release of a Request for Proposals for Insurance and Brokerage Services
- c) Authorize Release of a Request for Proposals for Construction Management Services for the Richmond Ferry Terminal Project

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

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

**7. ACCEPT THE INDEPENDENT AUDITOR'S ANNUAL FINANCIAL REPORTS FOR THE FISCAL YEAR 2014/2015**

Ms. Rannells introduced Vice President Vikki Rodriguez and Audit Supervisor Cody Smith of Maze & Associates who had worked with Manager of Finance and Grants Lynne Yu on the presented financial audit for last fiscal year. Ms. Rodriguez explained the audit process as detailed in the staff memo.

Mr. Smith noted that WETA had made an advance payment on its \$750,000 pension liability in the amount of \$500,000 that was not reflected in this audit. He said that Directors should expect to see this payment reflected against the pension liability in the next audit which will cover the current fiscal year. He also said that the Measure B and newly required Measure BB Compliance Reports identified that there were no issues found in the review.

Director DelBono asked why the pension liability had been paid down so substantially and Vice Chair Wunderman asked what the source had been for the payment. Ms. Rannells reminded the Board members that identification and reporting of the pension liability was new, per GASB 68, and that last year, as a part of the Audit Report, the Board had been informed that this new reporting requirement would be added to the FY 2014/15 financial statements. She noted that the Board had expressed their interest in paying down WETA's pension liability to the extent possible and practical once the pension liability assigned to WETA was identified by CalPERS, WETA's pension program administrator. Consistent with this direction, once the amount was identified by CalPERS, staff worked with the auditor to identify the appropriate amount to pay down, recognizing that the liability was an estimate based upon actuarial work prepared by CalPERS. She noted that WETA was fortunate to be a relatively new agency with a relatively small pension liability as a result. She further clarified that the funds used to pay down the liability were unspent RM2 operating funds that would have otherwise been returned to MTC for their use. Ms. Rodriguez clarified that the process of paying down the liability in this way was a healthy way to address the issue.

Director Intintoli made a motion to approve the item. Vice Chair Wunderman seconded the motion and the item carried unanimously.

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

**8. APPROVE AMENDMENT TO AGREEMENT WITH NEMATODE MEDIA, LLC, FOR INCREASED SAN FRANCISCO BAY FERRY ADVERTISING, TICKET SALES, AND CUSTOMER SERVICE AT THE FERRY BUILDING BAY CROSSINGS STORE**



Mr. Sanchez presented this item with a recommendation to approve an eighth Amendment to Agreement #04-205 with Nematode Media, LLC, in the amount of \$38,000 for ticket sales, advertising and customer service at the Ferry Building Bay Crossings store and authorize the Executive Director to negotiate and execute the amendment.

Vice Chair Wunderman asked if WETA received more revenue using Clipper and if that might compensate for the additional payment to Nematode. Ms. Rannells said there was a cost to WETA associated with Clipper use, so there was not a straight savings transfer. Mr. Wunderman said that the Bay Crossings store was in an important location and was therefore valuable to maintain for WETA services. Ms. Rannells said that approval of the recommended contract amendment would cost WETA more money overall, but that it was win-win as, in return, Nematode would implement increased training and improve WETA service display information at the store.

Director DelBono made a motion to approve the item. Vice Chair Wunderman seconded the motion and the item carried unanimously.

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

**9. APPROVE CONTRACT AWARD TO FAST FERRY MANAGEMENT, INC. FOR VESSEL CONSTRUCTION MANAGEMENT SERVICES**

Operations Manager Keith Stahnke presented this item to approve a contract award to Fast Ferry Management, Inc. for vessel construction management services in an amount not to exceed \$1,890,000 and to authorize the Executive Director to negotiate and execute a final contract and take any other such related actions to support this work.

Vice Chair Wunderman asked if staff would be looking at clean energy options for the new vessel construction. Mr. Stahnke explained that the vessels were legislatively required to exceed current Federal Air Resources Board emissions standards and added that numerous, incremental improvements would be in place to support clean energy including use of vinyl instead of paint and use of all LED lighting. Mr. Wunderman asked if it would be possible to build the vessel using alternative energy engine options such as hybrid electric, instead of diesel. Mr. Stahnke explained that the vessels would need to be high capacity and high speed which made alternative energy engines a challenge. He further noted that prior to releasing the vessel construction RFP staff would review opportunities to implement clean energy options as a part of the project.

Director Intintoli made a motion to approve the item. Director DelBono seconded the motion and the item carried unanimously.

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

**10. STATUS REPORT ON EFFORTS TO UPDATE EMERGENCY RESPONSE PLANS**

Ms. Gulate presented an informational item on Efforts to Update Emergency Response Plans.

She explained that the WETA Emergency Response Plan (ERP) was being prepared in accordance with the standards of the National Incident Management System, the California Standardized Emergency Management System, and other federal and state requirements and standards. She further explained that the ERP was about 90% completed, and that staff was in the process of scheduling two Plan validation meetings with the California Office of Emergency Services (CalOES) and other key external stakeholders. Ms. Gulate said that after stakeholder input integration from those final meetings, staff would bring forward a draft final ERP for Board review and final adoption in early 2016. She further explained that WETA's internal Emergency Operations Plan (EOP) was also being updated to address non-catastrophic events. She defined these events as transportation incidents, and planned events that

required increased levels of transit. The EOP would also contain hazard specific sections for events such as tsunamis, vessel fires, facility loss, active shooters and bomb threats. Ms. Gularte said the EOP would be an appendix to the ERP, and that it would remain a confidential, internal operations document.

### **PUBLIC COMMENT**

Ms. Sanchez acknowledged the ongoing efforts of Mr. Stahnke and Ms. Gularte, as well as Carolyn Horgan of Blue & Gold Fleet, on WETA's emergency response preparation. She said she had been working with the MM&P members on communication solutions to assure crews would be able to fulfill expectations and needs in the event that WETA's emergency response capabilities were called upon. She further noted that it was likely that a funding request would be presented to the Directors at some point in the near future to support those solutions. Ms. Sanchez also suggested that emergency response components be added and clarified for all future WETA capital projects.

### **11. OPEN TIME FOR PUBLIC COMMENTS FOR NON-AGENDA ITEMS**

City of Richmond's Successor Agency Manager Chad Smalley thanked WETA and invited Directors and staff to the unveiling of the Officer Bradley A. Mooney Underpass in Richmond, CA at 11:00 a.m. on December 17. He explained that the project, a \$40 million grade separation for which WETA staff had helped to advance funding, would alleviate random delays due to train track usage and support reliable and safe access to the WETA ferry terminal and services planned within the City of Richmond.

Tideline Marine Group President Nathan Nayman explained that the vessels in his company's current fleet could carry 43-50 passengers and said he had plans to offer water taxi service from Berkeley to Pier 1½ in San Francisco. He asked that WETA support Tideline's CPUC application for a Vessel Common Carrier Certificate for this service expansion and said that the Board could see the application once it was filed as a matter of public record. Mr. Nayman said the application was going to be filed soon and he provided a letter to the Board asking that they sign it in support of the Tideline application. Mr. Nayman explained that the CPUC could act as quickly as 60 to 90 days and said that support from other agencies could help expedite its decision. Vice Chair Wunderman asked if the Board could act on the item. Director Intintoli noted that it was not an item on the agenda and suggested that it could be put on a future meeting agenda if the Board wanted to consider the request. Chair Breckenridge said she looked forward to receiving a copy of the application from Mr. Nayman first for staff review and noted that the Board could review the request at a future meeting if desired. She requested that Mr. Nayman provide a copy to staff for their review once the application was filed with the CPUC.

Mr. Charlie Bogue of Wind+Wing Technology suggested that in the RFP for the new Richmond vessels, WETA should consider the long term savings of alternative energy solutions in scoring of the price proposal. Mr. Bogue also mentioned that he had recently traveled to Vancouver, Canada and noted that the speedy loading and unloading of passengers on the Sea Bus there was impressive. He said they moved 58,000 people daily and that he would be happy to share the information he learned on that trip with WETA staff.

Chair Breckenridge thanked everyone for their comments and attendance.

### **12. ADJOURNMENT**

All business having been concluded, the meeting was adjourned at 2:43 p.m.

Respectfully Submitted,

Board Secretary

MEMORANDUM

---

**TO:** Board Members

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

**SUBJECT:** Authorize Release of the Draft FY 2015-16 to FY 2024-25 Short Range Transit Plan for Public Comment

**Recommendation**

Authorize the Executive Director to release the draft FY 2015-16 to FY 2024-25 Short Range Transit Plan for public comment.

**Background**

Federal statute requires the Metropolitan Transportation Commission (MTC), in partnership with state and with local agencies, to develop and periodically update a long-range Regional Transportation Plan (RTP), and a Transportation Improvement Program (TIP) which implements the RTP by programming federal funds to transportation projects contained in the RTP. In order to effectively execute these planning and fund programming responsibilities, MTC, in cooperation with Region IX of the Federal Transit Administration (FTA), requires each transit operator receiving federal transit funding to prepare, adopt, and submit a Short Range Transit Plan (SRTP) outlining its public transit services and related operating and capital costs and projects over a ten-year projection period. These plans are used, amongst other things, to verify compliance with various federal requirements and to validate system capital rehabilitation and replacement projects and needs submitted for funding through separate MTC and FTA grant processes.

In January 2013, WETA adopted its first and only SRTP to date, setting forth a 10-year operating and capital improvement plan for FY 2011-12 to FY 2021-22. In accordance with MTC requirements for SRTP updates, staff has now prepared a draft SRTP for FY 2015-16 to FY 2024-25 with the assistance of Transportation Analytics.

**Discussion**

The draft SRTP provides an overview of WETA's public transit ferry services and recent system performance, as well as a ten-year projection of transit capital and operating expenses and revenues for FY 2015-16 to FY 2024-25. The following summarizes major provisions and key highlights of the proposed plan:

- **Service and System Performance** – The draft SRTP provides an evaluation of route-level and systemwide service statistics and performance metrics for a three-year period from FY 2012-13 to FY 2014-15. During this period, WETA ridership increased by an average of 11% per year, surpassing 2 million total annual passengers for the first time in FY 2014-15. Systemwide, service levels increased slightly over the three-year performance period, with annual increases averaging 2% for vehicle revenue hours and 1% for vehicle revenue miles. Due to increasing ridership and relatively stable operating costs, WETA's farebox recovery ratio for the performance period improved from 44.1% to 52.5% of systemwide operating costs. This section includes an evaluation of other specific statistics and metrics based on both MTC requirements and policy standards set forth by the WETA Board.
- **Operations Plan and Budget** – The draft SRTP provides an overview of the operating costs and revenues anticipated to be available to support WETA's existing ferry system and new

expansion services that are planned for implementation during the ten-year period. The plan recognizes the importance of maintaining a core level of existing services while accounting for the new Richmond and Treasure Island expansion services that are anticipated to be implemented prior to FY 2024-25. The plan also includes a set-aside Operating Reserve with funds equal to two months of total ferry operating expenditures to guard against service disruptions in the event of unexpected temporary revenue shortfall or unpredicted one-time expenses.

Overall, the WETA operating budget is projected to increase from \$34.2 million in FY 2015-16 to \$59.7 million in FY 2024-25. Of the \$59.7 in operating costs for FY 2024-25, \$54.2 million will be required to sustain WETA's existing services, taking into account a planned service increase of 7% in vehicle revenue hours and 17% in vehicle revenue miles in FY 2016-17 and historical rates of cost inflation averaging approximately 3% per year. The remaining \$5.4 million of the FY 2024-25 annual operating budget would support the Richmond service, which is anticipated to begin operations in FY 2018-19. While operating costs are not yet available for the Treasure Island service, this project is expected to begin operations in FY 2022 and will be funded through fare revenues and a dedicated source of local operating funds, similar to the Richmond project.

Over the course of the ten-year plan, WETA will entirely exhaust its available operating subsidies on an annual basis, relying upon projected increases in ridership and fares to cover increasing operating costs for existing services. Because existing operating subsidies will be exhausted, both the Richmond and Treasure Island services will be subsidized exclusively by new dedicated sources of local funding. WETA's ability to increase service levels and meet future demand for ferry service will be restricted until new regional or local sources of operating subsidy are secured. While ridership is projected to continue steady growth during the initial years of the draft SRTP, growth rates will eventually slow as vessel and service capacity constraints are reached in later years of the plan.

- **Capital Improvement Program** – The draft SRTP also provides an overview of WETA's capital program needs. The 10-Year Capital Improvement Program (CIP) consists of approximately \$513 million in core capital needs from FY 2015-16 to FY 2024-25 needed to support WETA's existing regional program of public transit services and planned expansion projects. The CIP consists of four major project categories:
  - **Revenue Vessels** – Approximately \$329 million is planned for rehabilitation, replacement and expansion of WETA's ferry vessel fleet, which will consist of 16 vessels by FY 2024-25.
  - **Major Facilities Rehabilitation and Replacement** – Approximately \$16 million is planned for rehabilitation and replacement of WETA ferry terminals and berthing facilities.
  - **Service Expansion** – Approximately \$93 million is planned for new construction of the Richmond Ferry Terminal and expansion of the Downtown San Francisco Ferry Terminal.
  - **Maintenance/Operations Facilities** – Approximately \$75 million will be dedicated to complete construction of the North Bay and Central Bay Operations and Maintenance Facilities.

The plan also includes a set-aside Capital Reserve of \$3 million to support unanticipated capital repairs of major systems components.

**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: Authorize Release of a Draft WETA Strategic Plan for Public Comment**

**Recommendation**

Authorize the Executive Director to release a draft WETA Strategic Plan for public comment.

**Background**

The 2016 WETA Strategic Plan presents a vision for the next 20 years of ferry service in the San Francisco Bay Area. The plan comes at a pivotal period in WETA's history. Rising ridership driven by a strong regional economy with focused job growth in San Francisco has made the ferry more popular than ever. Services consolidated under the Water Transit Authority (later WETA) have transitioned smoothly from city-run services to WETA operations. The first new terminal built in the Bay Area in decades – in South San Francisco – is thriving after an initial ramp up period. Funded projects such as the North Bay and Central Bay maintenance facilities as well as expansion of the downtown San Francisco terminal and a new terminal in Richmond are all in the final design or construction phase. And finally, expansion candidate terminals throughout San Francisco Bay are seeking funding to enter project implementation.

The Water Transit Authority's Implementation and Operations Plan, developed and approved in 2002, helped set a course for today's WETA ferry system by identifying an initial set of expansion services for further investigation and calling for global system support and funding. The WETA Strategic Plan maintains a focus on describing a vision for a 20-year horizon and sets out the policy framework needed to realize that vision, regardless of funding or other constraints that may exist today. Near term and immediate activities, which need to be carried out within funding constraints, are incorporated into WETA's 2015-16 to FY 2024-25 Short Range Transit Plan and in supporting policy-level documents such as WETA's System Expansion Policy, Fare Program and Emergency Response Plan

Release of the draft WETA Strategic Plan is the next step in a planning process that began in March 2015 with an introductory Board workshop that provided background and identified strategic areas for discussion. A second workshop in May 2015 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. Working with a consultant – Transportation Analytics – staff developed the draft document which will now be shared with the general public for input before an anticipated adoption in March 2016.

**Discussion**

The WETA Strategic Plan is a summary document, structured and formatted to be read in one sitting but is supported by resource documents and plans that serve as a foundation for the Plan. Following an overview of the organization and identification of strategic issues, there are ten Strategic Priority Areas – topics for the WETA Board to consider as they develop and

consider new policies and direction for the organization. Each Strategic Priority Area has, in turn, policy statements that define a 20-year vision for ferry service in San Francisco Bay

Staff envisions that the WETA Strategic Plan will exist online on the WETA web site as a resource for WETA staff, board members, community stakeholders and the general public. Hyperlinks to supporting documents and identification of upcoming activities and initiatives can be updated over time to ensure the document remains fresh and relevant over time. In addition, the Strategic Plan is a companion document to the Short Range Transit Plan, which is revised and updated every 2-4 years to ensure the organization maintains the ability to plan for short term changes such as economic conditions, ridership trends or funding opportunities.

The WETA Strategic Plan will be presented at the meeting in draft form but is not scheduled for adoption until March. The plan was developed with the input and assistance of stakeholders throughout the Bay Area. The general public will now have the opportunity to review the plan and understand the proposed vision and provide feedback through the WETA web site. Staff will return with a status report and update on plan feedback at the February meeting.

**Fiscal Impact**

There is no fiscal impact associated with this item.

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