

Members of the Board

Charlene Haught Johnson, Chair Anthony J. Intintoli, Jr., Vice Chair Gerald Bellows Timothy Donovan Beverly Johnson

MEETING AGENDA FOR THE WETA BOARD OF DIRECTORS

BOARD OF DIRECTORS' MEETING

Friday, June 29, 2012 at 1:00 P.M.

San Francisco Bay Area

Water Emergency Transportation Authority
9 Pier, Suite 111
San Francisco

NOTE: MEETING DATE, FRIDAY, JUNE 29

Information

The full agenda packet is available for download at www.watertransit.org.

AGENDA

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.

<u>PUBLIC COMMENTS</u> 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.

1. CALL TO ORDER – BOARD CHAIR

2. ROLL CALL/PLEDGE OF ALLEGIANCE Information

3. REPORT OF BOARD CHAIR Information

4. REPORTS OF DIRECTORS Information

5. REPORTS OF STAFF Information

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a. Executive Director's Report

b. Legislative Update

Water Emergency Transportation Authority June 29, 2012 Meeting of the Board of Directors

6. CONSENT CALENDAR

Action

7. <u>INITIATE OUTREACH ACTIVITIES ASSOCIATED WITH ESTABLISHING</u>
<u>CLIPPER FARES FOR THE ALAMEDA/OAKLAND AND ALAMEDA HARBOR</u>
BAY FERRY SERVICES

Action

Action

8. UPDATE ON PLANS FOR THE 34^{TH} AMERICA'S CUP EVENT IN SAN FRANCISCO

Information

9. RECESS INTO CLOSED SESSION

Title: Executive Director

a. Minutes June 7, 2012

a. PUBLIC EMPLOYEE PERFORMANCE EVALUATION

b. CONFERENCE WITH REAL PROPERTY NEGOTIATORS

To Be Determined

Action

Property: Mare Island Maintenance Facility at Building 477 and Building

To Be Determined

165 sites, City of Vallejo and Lennar Mare Island, LLC

Agency Negotiator: Nina Rannells

San Francisco Bay Area Water Emergency Transportation Authority

Negotiating Parties: City of Vallejo

Under Negotiation: Terms and conditions of the Authority's proposed lease

10. REPORT OF ACTIVITY IN CLOSED SESSION

Action

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

To Be Determined

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

ADJOURNMENT

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 Cal. Gov't. Code sec. 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.



MEMORANDUM

TO: WETA Board Members

FROM: Nina Rannells, Executive Director

DATE: June 29, 2012

RE: Executive Director's Report

PROJECT UPDATES

Service Transition Implementation – The Transition Plan guides the consolidation of the Vallejo, Alameda/Oakland and Harbor Bay ferry services under WETA and presents a five year financial outlook of WETA operating and expansion activities. The WETA Board of Directors adopted the final Transition Plan on June 18, 2009, in compliance with Senate Bills 976 and 1093 requirements.

All escrow requirements for the Alameda Transition were completed in April and the Alameda services were transferred to WETA on April 29, 2011. The WETA Board of Directors approved the Vallejo Transfer Agreement on October 6, and the Vallejo City Council approved it on October 11. WETA legal counsel and staff are working to finalize the necessary due diligence and pre-closing activities required prior to the close of escrow and transfer of the service to WETA. The system transfer is anticipated to be completed by June 30, 2012.

Vessels - Two 149-passenger vessels, *Gemini* and *Pisces*, and two 199-passenger vessels, *Scorpio* and *Taurus*, have been constructed by Nichols Brothers Boat Builders and Kvichak Marine Industries for use in WETA services and to expand WETA's emergency response capabilities. One of these vessels is currently chartered to the City of Vallejo for utilization in the Vallejo Baylink service while two of their ferries undergo midlife rehabilitation work.

South San Francisco Ferry Service - This service was launched on June 4th. Staff is monitoring the service to ensure normal operations and identify opportunities to promote passenger ridership. Staff is also coordinating with the South San Francisco Terminal construction firms to close out contracts for each construction package.

Berkeley Ferry Service – This service will provide an alternative transportation link between Berkeley and downtown San Francisco. The environmental and conceptual design work includes plans for shared of an existing City owned parking lot at the terminal site between ferry and local restaurant (H^s Lordships) patrons. City participation is required in order to move the project forward and reach agreement on a shared use concept. In early February, Staff met with the Interim Deputy City Manager to discuss the status and next steps for the project. On April 19, staff met with City of Berkeley staff to provide an update on the project and to discuss the City entitlement process for the project. The project will require a conditional use permit reviewed by the City's Planning Commission, Zoning Adjustment Board, and City Council. Staff also discussed options to expedite the project through the conditional use permit process.

Staff is working with the environmental consultant to complete the Final EIS/EIR. Staff is also working with Nossaman to complete the legal review of the administrative draft Final EIS/EIR. The next step involves FTA review. Staff is consulting with the National Oceanic and Atmospheric Administration

(NOAA) and the National Marine Fisheries Service (NMFS) on completion of a Biological Assessment and Essential Fish Habitat Assessment for the project. The assessments were prepared in compliance with legal requirements set forth under Section 7 of the Endangered Species Act and the Magnuson-Stevens Fishery Act. NOAA and NMFS will issue a Biological Opinion (BO) on the project. The BO is required prior to completion of the Final EIS/EIR.

Treasure Island Service – This project, implemented by the Treasure Island Development Authority (TIDA), the Mayor's Office of Economic and Workforce Development and the prospective developer, will institute new ferry service between Treasure Island and downtown San Francisco in connection with planned Island development.

TIDA and WETA staffs are working to prepare a draft Memorandum of Understanding (MOU) outlining agency roles and responsibilities for moving forward with the project. The MOU will be subject to review and approval by the WETA Board.

Downtown San Francisco Ferry Berthing Expansion - This project will expand berthing capacity at the Downtown San Francisco Ferry Terminal in order to support new ferry services to San Francisco as set forth in WETA's Implementation and Operations Plan. The proposed project would also include landside improvements needed to accommodate expected increases in ridership and to support emergency response capabilities if a catastrophic event occurs.

The project team is in the process of preparing a Draft EIR/EIS based on scoping comments received to date that is scheduled to be completed and released for public review as early as October 2012.

Pier 9 Berthing Facility - This project consists of two layover berths for mooring and access to ferry vessels on Pier 9 alongside the northern pier apron and adjacent to the WETA Administrative Offices. Staff will issue a Certificate of Final Completion and Acceptance to the construction contractor in June effectively closing out this completed project.

Clay Street Oakland Ferry Passenger Float - This project consists of replacing the existing passenger float in Oakland with a newly constructed float. The work in general includes all design services, construction and installation, without disruption of ferry service. The Board approved award of a contract for this work to Manson Construction in May 2012. Work is expected to be completed in February 2013.

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 and 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 disaster, the facility would function as an Emergency Operations Center, serving passengers and sustaining water transit service for emergency response and recovery.

FTA recently initiated formal consultation with the National Marine Fisheries Service (NMFS) and informal consultation with the US Fish and Wildlife Service (USFWS) on behalf of WETA as required under Section 7 of Endangered Species Act. Pending completion of these consultation processes and the anticipated issuance of a Biological Opinion by NMFS, WETA will be able to move forward with FTA to finalize environmental clearance of the project under NEPA.

Ridership Forecast Model Update – Staff has worked with its consultant to generate updated ridership forecast model runs to support planning efforts for the Downtown San Francisco Ferry Terminal Expansion Project, South San Francisco Business Plan and the Short Range Transit Plan. Staff has reserved funds in the approved project budget should additional future model runs be required to further support these projects or other agency planning efforts.

Hercules Environmental Review/Conceptual Design - This project has been on hold for a number of months awaiting clarification from the City of Hercules on the status of its project to build an Intermodal Transit Center at the site, which is a necessary pre-condition to a ferry terminal. On April 19, Staff met with the City of Hercules to receive an update on the environmental review status, current phasing plan, funding and schedule for the Intermodal Transit Center project. Based upon this discussion, it appears that funding is in place to construct the initial phases of the Intermodal Transit Center but that the project will not advance to such a point that ferry terminal construction could begin until 2017, at the earliest. As a result, continuing the environmental review process for a potential ferry terminal at this site is not feasible at this time. Staff is working with the City to outline a process for continued interaction and coordination of any future ferry terminal work as the Transit Center project moves forward. On May 22, staff attended and presented to the Hercules City Council an overview of WETA activities and the status of the Hercules project.

Antioch, Martinez and Redwood City Ferry Service Expansion Projects – These projects involve conceptual design and environmental review for potential future ferry services to the cities of Antioch, Martinez, and Redwood City. WETA staff has coordinated with staff from each city throughout the respective planning processes. Concept designs for each proposed terminal are informed by projections of the ridership forecast model update currently in process. Ridership projections are used to determine appropriate capacity for terminal components such as, parking facilities, terminal access, passenger waiting areas and passenger loading and unloading facilities. The updated ridership projections are also used to forecast appropriate service levels and related operational costs for the potential new services.

Richmond Ferry Service – This service will provide an alternative transportation link between the City of Richmond and downtown San Francisco. The environmental and conceptual design work includes plans for replacement of an existing facility (float and gangway) and a phased parking plan. Staff is working with City of Richmond staff and representatives of Orton Development Inc. to develop the plans. Environmental review for the project is underway. Two public scoping meetings were held in the City of Richmond on Thursday, June 21. The purpose of the meetings was to present information on the proposed project and to provide an opportunity for public comment on the scope of the environmental analysis. Staff continues to conduct stakeholder outreach with regard to project design and scoping for the environmental review process.

Clipper Fare Media Implementation – Clipper is currently available as fare payment media for the Alameda/Oakland to South San Francisco Ferry Service. Staff has developed a proposal for Clipper fares on the Alameda/Oakland to San Francisco and Harbor Bay to San Francisco ferry services for public comment and Board consideration for implementation in the coming months. Additionally, MTC has approached Cubic to develop the software programming and install the equipment required to implement Clipper for the Vallejo ferry service as early as mid-2013.

Short-Range Transit Plan – WETA is required to prepare a short-range transit plan (SRTP) now that the agency is a transit service operator. The main purpose of the SRTP is to serve as a management and policy document for the transit operator, as well as a means of annually providing FTA and MTC with information necessary to meet regional fund programming and planning requirements. Staff is working with a transportation consultant to complete the SRTP. The draft SRTP or major sections of the SRTP will be presented to the Board later this summer.

UPDATE ON RELEVANT PROJECTS IMPLEMENTED BY OTHER AGENCIES

Vallejo Station - Vallejo Station is a compact, transit-oriented mixed-use project in the City of Vallejo that includes two major transit elements – a bus transfer facility that will consolidate local, regional and commuter bus services and a 1,200 space parking garage for ferry patrons and the general public.

The Bus Transfer Facility is now operational and has been since July 2011. All the minor adjustments and repairs by the contractor have been completed. Staff is recommending project acceptance to City Council, which is anticipated in June.

The Parking Structure will be constructed in two phases. Phase A Parking Structure is nearly complete. The canopies over the elevator openings and stair near Santa Clara Street will be add-ons to the project. These protective measures will help minimize wind driven rain from entering the structure. This work has been procured to the contractor and is anticipated to take 12 – 16 weeks to complete. Certain aspects of the project have been opened to the public such as the kiss and ride lot, surface parking lot near Maine Street and the facilities in the public right of way.

Phase B of the parking structure is still dependent on the relocation of the U.S. Post Office. A parking management plan has been developed by the City's consultant and a public meeting was held on May 31, 2012 to inform the public of the recommended fee to park in the City's surface lot and parking structure. The City Council is scheduled to act on this fee soon after. Implementation of this plan is anticipated to occur later this Summer.

Mare Island Ferry Maintenance Facility – This project will construct a new ferry maintenance facility located at Building 165 on Mare Island in Vallejo in three phases. As currently planned, Phase Zero would include site preparation, demolition, and abatement, which would be completed prior to landside construction work. Phase One will construct all of the landside improvements including a 48,000 gallon fuel storage and delivery system, a new warehouse, and renovation of Building 165. Phase Two will construct all of the waterside improvements consisting of a system of modular floats and piers, gangways, and over the water utilities. Finally Building 477 (the existing ferry maintenance facility) will be cleaned up as required prior to surrender to Lennar.

GHD has completed initial engineering cost estimates and schedules for all project phases for staff review. GHD is coordinating directly with the City and WETA as required to move all work forward. Project will be design/build under WETA's authority. Lennar will coordinate with the US Navy for Phase Zero work.

On December 15th the California Transportation Commission approved the City's request for a 20 month extension for the \$4.2 million STIP grant allocated to the project to provide time to re-design and re-bid the project. The City/WETA has until August 2013 to enter into a construction contract for facility work. During the workshop on March 27, it was agreed to put forth full efforts to enter into a construction contract by December 2012, well in advance of the CTC deadline, including finalization of all required permits prior to contract award.

OUTREACH, PUBLIC INFORMATION, AND MARKETING EFFORTS

On June 8, Lauren Gularte attended the Regional DBE Business Outreach Committee.

On June 19, Ernest made a luncheon presentation at Exelixis in South San Francisco.

On June 21, staff conducted two public scoping meetings in the City of Richmond for the Richmond Ferry Terminal project.

On June 22, Nina Rannells and Chad Mason presented an update on WETA planning activities associated with the Richmond, Hercules and other potential Contra Costa County ferry expansion services to the West Contra Costa County Transportation Advisory Committee.

On June 26, Ernest Sanchez and Lauren Gularte attended an Oyster Point Marina Tenant's meeting.

On June 27, Ernest Sanchez and Lauren Gularte participated as speakers at the San Mateo County Regional Transportation Seminar in Brisbane.

On June 29, staff conducted a resource agency scoping meeting for the Richmond Ferry Terminal project.

OTHER ACTIVITIES / ITEMS

America's Cup – The City of San Francisco will host the 34th America's Cup race and related events in 2012 and 2013. WETA staff is participating on the City's interagency task force for event transportation in order to support transportation planning and identify the role that WETA's ferry system might play in supporting this event. The City's Planning Commission approved the Final EIR in December 2011. Staff is coordinating with the San Francisco Municipal Transportation Agency (SFMTA) on options to provide enhanced WETA service during AC34 events in 2012 and 2013. An update on this event is included as an agenda item for the June 29 Board meeting.

June 14 BART Transbay Service Interruption - On Thursday, June 14 at 2:00 a.m. fire in West Oakland damaged BART tracks causing a suspension of BART transbay service. At 5:00 am WETA was advised of the situation and requested Blue & Gold Fleet to provide crews and high capacity vessels to assist. During the course of the day, WETA was able to provide over 40 additional one-way transbay ferry trips, with peak period departures approximately every 20 minutes, in order to help move over 9,500 passengers between the East Bay and San Francisco. Staff will provide a more detailed report of the services provided at the June 29 Board meeting.

ADMINISTRATION

Attached are the monthly financial statements for FY 2011/12 through May 2012, including the Statement of Revenues and Expenses and the Capital Budget vs. Expenditures reports.

San Francisco Bay Area Water Emergency Transportation Authority FY 2011/12 Statement of Revenues and Expenses For Period Ending 05/31/2012

		_		% of Year Elapsed	92.1%
	Current	Prior Year	2011/12	2011/12	% of
	Month	Actual	Budget	Actual	Budget
Operating Expenses:					
Planning & General Administration:					
Wages and Fringe Benefits	93,863	1,451,663	1,546,000	1,135,062	73.4%
Services	126,430	2,712,835	2,499,000	1,613,897	64.6%
Materials and Supplies	931	32,616	51,000	12,846	25.2%
Utilities	912	12,032	15,000	10,325	68.8%
Insurance	-	29,767	33,000	28,578	86.6%
Miscellaneous	3,482	42,390	128,000	95,111	74.3%
Leases and Rentals	20,652	290,944	298,000	247,311	83.0%
Sub-Total Planning & Gen Admin _	246,271	4,572,247	4,570,000	3,143,129	68.8%
Ferry Operation:					
Vessel Operation	411,986		4,952,978	3,938,937	79.5%
Vessel Maintenance	114,905		2,176,165	1,447,837	66.5%
Facility Maintenance	11,910		445,344	375,040	84.2%
General & Administration	96,251		635,956	735,132	115.6%
Sub-Total Ferry Operation	635,052	-	8,210,443	6,496,945	79.1%
Total Operating Expenses	881,324	4,572,247	12,780,443	9,640,074	75.4%
Total Capital Expenses	268,419	21,835,930	24,392,774	11,499,816	47.1%
Total Expenses	1,149,743	26,408,177	37,173,217	21,139,890	56.9%
Operating Revenues					
Fare Revenue	312,178		3,032,383	2,984,376	98.4%
Local - Bridge Toll	569,146	4,572,247	9,169,736	6,577,376	71.7%
Local - TIF	-		500,000	-	0.0%
Local - LLAD	-		78,194	78,192	100.0%
Local - Other Revenue	-		130	130	100.0%
Total Operating Revenues	881,324	4,572,247	12,780,443	9,640,074	75.4%
Total Capital Revenues	268,419	21,835,930	24,392,774	11,499,816	47.1%
Total Revenues	1,149,743	26,408,177	37,173,217	21,139,890	56.9%

San Francisco Bay Area Water Emergency Transportation Authority FY 2011/12 Statement of Capital Revenues and Expenses For Period Ending 05/31/2012

	ı	I					
		Project	Prior Year	2011/12	2011/12	Future	% of
Project Description	Current Month	Budget	Actual	Budget	Actual	Year	Project
Capital Expenses:							
SSF Mitigation Study	-	275,000	42,459	232,541	2,221	0	16%
SSF Terminal Construction	167,814	26,000,000	15,414,540	10,509,460	8,068,942	76,000	90%
Berkeley Environ/Conceptual Design	3,181	2,304,700	1,785,235	519,465	178,144	-	85%
Berkeley Terminal Final Design	-	3,200,000		500,000	-	2,700,000	0%
Hercules Environ/Conceptual Design	828	1,080,000	989,932	90,068	1,957	-	92%
Pier 9 Mooring/Floats	1,379	3,150,000	1,733,540	1,416,460	1,387,095	-	99%
Environmental Studies/Conceptual Design	21,690	3,250,000	251,465	2,998,535	174,055	-	13%
Central Bay Ops/Maint Fac - Environ/Design	3,051	2,600,000	362,872	2,237,128	180,598	-	21%
Central Bay Ops/Maint Fac - Construction		30,000,000	-	130,000	-	29,870,000	0%
Passenger Float - Clay Street	4,439	2,410,000	-	1,500,000	34,734	910,000	1%
Passenger Float - Main Street		90,000	90,000	-	-	-	100%
S.F. Berthing - Environ/Conceptual Design	65,856	3,300,000	950,349	1,861,651	815,407	488,000	54%
Vessel Engine Overhaul	-	1,103,564	-	1,103,564	153,014	-	14%
Vessel Mid-Life Overhaul - Bay Breeze	-	5,015,000	-	515,000	49,256	4,500,000	1%
Channel Dredging - Harbor Bay	180	250,000	-	250,000	5,596	-	2%
Infatable Buoyancy Apparatus Pruchase - 20	-	120,000	-	20,000	-	100,000	0%
Terminal Facility Improv - Harbor Bay	-	250,000	-	20,000	-	230,000	0%
Terminal Parking Lot Rehabiliation	-	475,000	-	475,000	447,158	-	94%
Emergency Repair - Harbor Bay Facilities	-	177,440	175,800	1,640	1,639	-	100%
Communications Equipment	-	52,000	39,737	12,263	-	-	76%
Total Capital Expenses	268,419	85,102,704	21,835,930	24,392,774	11,499,816	38,874,000	
Capital Revenues:							
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Federal	104,175		8,839,892	7,794,447	3,744,301	6,599,065	54%
State	55,634	42,078,461	4,775,865	9,582,205	1,448,204	27,720,392	15%
Local - Bridge Toll	31,252	7,616,713	4,497,839	2,433,169	1,740,965	685,705	82%
Local - San Mateo Sales Tax Measure A	77,358	10,935,686	3,546,535	4,420,314	4,404,101	2,968,837	73%
Local - Alameda Sales Tax Measure B	000 440	1,238,440	175,800	162,640	162,244	900,000	27%
Total Capital Revenues	268,419	85,102,704	21,835,930	24,392,774	11,499,816	38,874,000	

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

MINUTES OF THE BOARD OF DIRECTORS MEETING

(June 7, 2012)

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

1. ROLL CALL AND CALL TO ORDER

Chair Charlene Haught Johnson called the meeting to order at 1:10 p.m. Directors present were Vice Chair Anthony Intintoli, Director Gerald Bellows and Director Timothy Donovan. Director Beverly Johnson arrived 1:20 p.m. Chair Johnson led the Pledge of Allegiance.

2. REPORT OF BOARD CHAIR

Chair Johnson congratulated all involved in the June 4 launch of the South San Francisco ferry service, noting the strong attendance and success of the launch event.

3. REPORT OF DIRECTORS

Vice Chair Intintoli and Director Bellows agreed that it was a successful celebration. Director Donovan said that he wished he had taken the ferry to the event rather than being stuck in traffic. Vice Chair Intintoli added that Shirley Douglas Consulting had done an excellent job with event planning, and Chair Johnson agreed.

4. REPORTS OF STAFF

Executive Director Nina Rannells thanked the Board and added that every WETA staff member had contributed in one way or another to the launch of the new service and that many had been involved in putting together the June 4 event. She noted that during the initial days of service operation, passengers appeared to be a a mix of commuters and general members of the public who were curious about the service and wanted to take advantage of the opportunity to ride the service for free. Ms. Rannells estimated that the service would settle into approximately 150 regular commuters, noting that outreach and promotional activities would continue.

Chair Johnson added that she had heard Manager of Transportation Services Ernest Sanchez' television and radio spots promoting the new service and said that they were terrific. Ms. Rannells added her thanks to Mr. Sanchez acknowledging his efforts in coordinating the June 4 event and the launch of the service.

Chair Johnson asked for an update on the status of the Salt River Construction protest regarding the proposal for the Clay St float replacement. WETA Counsel Stanley Taylor III of Nossaman LLP replied that after review, the protest had been rejected and the contract with Manson Construction had been executed by the Executive Director. Chair Johnson then asked for an update regarding the status of legislation to stagger the term length of the Board members. Mr. Taylor reported that the bill was out of its house of origin and now being reviewed in committee and that he saw no impediment to its passage.

5. CONSENT CALENDAR

Vice Chair Intintoli made a motion to approve the consent calendar which included the minutes from the May 3, 2012 meeting, an overview of the FY 2011/12 Financial Audit Scope and Process, and an Authorization to File Applications with the Metropolitan Transportation Commission for FY 2012/13 Regional Measure 1 and Regional Measure 2 Operating Funds. Director Bellows seconded the

motion the item carried unanimously.

6. APPROVE FISCAL YEAR 2012/13 OPERATING AND CAPITAL BUDGET

Ms. Rannells presented this item requesting Board approval of the Fiscal Year (FY) 2012/13 Operating and Capital Budget. She noted that a variety of staff had contributed to the development of the budget contents, but that Manager of Finance and Grants Lynne Yu and Planner/Analyst Lauren Gularte had done the bulk of the work in pulling the item together. She pointed out that it was a revised format from prior years as operations had become much more of WETA's focus and annual expenses.

Ms. Rannells reviewed the overall program, noting that a focus of activities under the planning and administration budget would be to conduct a systemwide review to identify opportunities to implement operating efficiencies now that all services are under WETA and a single contract operator. She indicated that the system was also due to undergo a fare analysis in order to consider any changes that might need to be made in relation to Clipper implementation or external fare recovery ratio or future budgetary requirements.

Vice Chair Intintoli noted that farebox recovery varied between routes but that he believed that the Vallejo service was at approximately 41%. He then asked when the parking garage in Vallejo would be opened and if Ms. Rannells had heard about the parking fee recommendation. Ms. Rannells indicated that she, too, had heard that the garage would be opened in August and that the City staff was to recommend a monthly fee of \$20 and daily fee of \$5. Vice Chair Intintoli said that that was correct and that he felt \$1 a day for regular commuters was a very reasonable rate.

Vice Chair Intintoli asked about the possibility of improvements at the Vallejo terminal facility. He noted that unlike the new facility at South San Francisco, there was no protection for waiting customers from rain and wind. Ms. Rannells pointed out that the Vallejo facility did include shelter in the Vallejo ticket office/ferry terminal building. Vice Chair Intintoli replied that there was also no shelter for the Rt 200 bus riders and that it would not be too expensive to provide a small structure, adding that it was important to be sensitive to the customers especially if fare changes were going to be considered. Ms. Rannells said that she appreciated this input.

Vice Chair Intintoli then addressed the Vallejo service schedule, noting that there was neither bus nor ferry service back to Vallejo from San Francisco on weekends after 9:00 p.m. He said that he was consistently asked by customers if this could be changed, adding that if WETA could improve service in ways that the City of Vallejo had not been able to that it would be a positive for all involved. Ms. Rannells said that staff would look into this as a part of the system review.

Vice Chair Intintoli then noted that he had observed silting in the channel and asked if dredging was needed. Manager of Operations Keith Stahnke replied that dredging had been completed during the fall of 2011 and that it may have appeared shallow as the result of a negative tide. Director Donovan asked how much clearance the vessels had during a negative tide. Vice Chair Intintoli answered that there was not much. Mr. Stahnke added that there was a protected marine habitat which dredging could not encroach upon and that there was sufficient depth for the boats to navigate safely. Ms. Rannells added that operationally it was not an issue.

Public Comment

Veronica Sanchez of Masters, Mates & Pilots asked if any funds in the operations budget were specific to security or emergency response activities.

Ms. Rannells replied that everything in the operations budget was a part of WETA's emergency response mandate and that as a result no one item was singled out. Ms. Sanchez asked if any programmatic funds for training, staff time or agency integration could be highlighted in the budget.

Mr. Stahnke replied that a full calendar of emergency response training and activities would continue in the next year as they had in the last. Ms. Rannells reiterated that WETA continued to be invested in its emergency response activities in all its actions. Ms. Sanchez recommended that these activities be highlighted in informational materials.

Director Bellows asked about the staffing budget in Attachment 3. Ms. Rannells said that she had not completely resolved the details of this item but as the volume of procurement under the capital program continued to escalate, additional staff would be required to keep pace. She noted that she saw a need for dedicated procurement staff and that such a position would also be needed for tasks such as grant approvals, coordination with the attorney's office, and tracking administrative details including items such as FTA requirements. She noted that projects were currently not moving forward as quickly as she would like due to staffing constraints and that additional staffing was essential in keeping the capital program moving forward. Ms. Rannells added that she would come back to the board with more specifics regarding staffing at a future date.

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

7. APPROVE PURCHASE OF FY 2012/13 COMMERCIAL INSURANCE POLICIES

Mr. Stahnke presented this item requesting that the Board approve the purchase of commercial insurance policies for FY 2012/13 for Marine Commercial Liability, Excess Marine Liabilities, Property Insurance, Docks, Pilings and Ramps, Public Officials and Employment Practices Liability Insurance, and Specialty Workers' Compensation for a total cost not to exceed \$175,000.

Director Donovan asked when the insurance program had last been audited. Mr. Stahnke reviewed the history of WETA's insurance program for Director Donovan, explaining that the need for insurance as an operator and owner of facilities was a recent one as WETA had first assumed the City of Alameda services in 2011. He said that in preparation for WETA's role as an operator Wells Fargo had been contracted to advise staff on insurance issues. Mr. Stahnke added that staff would be looking at broker options going forward before renewal of the Wells Fargo contract. Ms. Rannells added that WETA had not had a need to carry substantial insurance until they had become an operator.

Mr. Donovan replied that he was cautious of both over and underpaying for insurance. Ms. Rannells agreed, adding that unfortunately WETA did not have access to the same insurance plans and rates that the Cities of Alameda and Vallejo did and that as a small operator insurance costs were substantially higher.

Mr. Stahnke noted that for property insurance, the policies attached to the item covered full replacement costs. He said that coverage for liability was at \$10 million, upped to \$49 million when overlapped with the Blue & Gold Fleet's policies, which occurred primarily at the floats where a transition existed between terminal operations and vessel operations.

Director Bellows asked if the policies were in line with those of similar agencies. Mr. Stahnke replied that other ferry operators' insurance programs had been looked at closely but that most were in very dissimilar positions to WETA. He said that most operators were able to self-fund and carry high deductibles in a way that WETA was unable to at present and that WETA currently needed to have a low deductible to reflect low cash reserves. He noted that being able to hold such a reserve was a future goal. Ms. Rannells added that staff would continue to look at ways to fund such a reserve, suggesting the possibility that MTC could allow the creation of a reserve with RM2 funds that would allow WETA to save by purchasing higher deductible policies.

Director Bellows made a motion to approve the item. Director Donovan seconded the motion and the item carried unanimously.

8. <u>APPROVE AMENDMENT TO THE VALLEJO FERRY SERVICE OPERATIONS TRANSFER AGREEMENT</u>

Ms. Rannells presented this item requesting Board approval of an amendment to the Ferry Service Operations Transfer Agreement with the City of Vallejo and authorization for the Executive Director to execute the amendment and to take all other actions and execute all other documents as are necessary to complete the transfer. She noted that a revised draft amendment to the agreement had been distributed to Board and made available for the public at the meeting.

Ms. Rannells reported on key points that had been revised in the final agreement through the negotiation process, stating that WETA would now be taking the lead on the construction of the Vallejo maintenance facilities. She reminded the Board that the City had previously failed to obtain successful bids for the project but that WETA and City staff had revised several key points that should help reduce the project cost before re-bidding the project. She also noted that the agreement now provided for a direct lease for the maintenance facility with the landowner, Lennar, rather than a sublease through the City.

Ms. Rannells then referred to the amendment to the agreement, noting that Caltrans staff had requested a language insertion to represent any additional approvals which may be required regarding STIP funds provided through Caltrans and the California Transportation Commission. She added that this did not impact any other terms in the agreement.

Director Johnson asked if the parking facility would remain with the City of Vallejo. Ms. Rannells said that it would. Director Johnson asked if the bids for the maintenance facility were too high due to low engineers' estimates. Ms. Rannells replied that it was partially due to estimates which may have been too low, and Director Johnson interjected that that was unusual as projects in the current climate were typically coming in significantly below engineers' estimates.

Mr. Taylor replied that there were multiple factors that increased the complexity of the project over what would be considered typical, including split jurisdiction of the facility, some of which was on public trust land or owned by the Navy, and a long history of contamination of the soil and subsurface areas. He said that much of the uncertainty around these issues would be resolved before the project was re-bid by WETA. Mr. Taylor also noted that it was the City of Vallejo who was the procurement party for the unsuccessful bids.

Vice Chair Intintoli added that Lennar had restricted that amount of land they were willing to let to the project and that this had required more of the facility to be built over the water. He also noted that the original bid had included a below-ground fuel tank. Ms. Rannells added that WETA had worked to change the configuration of both of these items for the re-bid, and that Manager of Planning and Development John Sindzinski was working on additional value engineering that had the potential to further reduce costs.

Director Donovan asked what the Navy's responsibility was for site cleanup. Mr. Taylor replied that the Navy's arrangement with Lennar did involve some cleanup responsibilities.

Mr. Sindzinski stated that many of the bid items had actually come in below cost but that it was the risk items which had come in significantly higher. He said that those were items WETA would focus on to reduce costs.

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

9. AUTHORIZE THE PARTIAL REDEMPTION OF THE SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY REVENUE BOND, SERIES 2010 AND THE EXECUTION AND DELIVERY OF THE FIRST SUPPLEMENT TO THE TRUST AGREEMENT

Ms. Yu presented this item requesting Board approval of the Partial Redemption of the San Francisco Bay Area Water Emergency Transportation Authority Revenue Bond, Series 2010 and to authorize the Executive Director to execute and deliver the First Supplement to the Trust Agreement, execute and deliver other associated bond documents as required, and to take any other such related actions as necessary to complete the transaction.

Director Johnson asked what the interest rate on the current bond was. Ms. Yu replied that it 4.63%, but that it would be lower in the new year if the Board authorized this payment. Ms. Rannells said that this was "use it or lose it" funding, and that paying down this debt now was good for WETA and had been worked out in agreement with MTC.

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

10. <u>APPROVE CONTRACT AMENDMENT WITH NEMATODE MEDIA, LLC (DBA BAY CROSSINGS) FOR ADVERTISING IN BAY CROSSINGS AND OTHER PUBLIC INFORMATION AND MARKETING SERVICES IN FY 2012/13</u>

Ms. Rannells presented this item requesting that the Board approve Amendment No. 4 to the agreement with Nematode Media, LLC (DBA Bay Crossings) in the amount of \$60,000 for advertising in *Bay Crossings* and other public information and marketing services and authorize the Executive Director to execute the amendment.

Ms. Rannells reviewed the history of WETA's ongoing relationship with Bay Crossings and added that the agreement provided for the publication of schedules in the Bay Crossings paper as well as funding additional store hours in the Ferry Building retail and ticket sales location.

Public Comment

Bobby Winston of Bay Crossings noted that he and his wife subsidized the work themselves but that they could not do it without the added support of WETA.

Director Donovan asked if the amount would include support for the newly added South San Francisco service. Mr. Winston said that they were pleased to provide information regarding all of WETA's ferry services.

Director Bellows made a motion to approve the item. Director Donovan seconded the motion and the item carried unanimously.

11. <u>APPROVE CONTRACT AMENDMENT WITH BROAD & GUSMAN, LLP FOR THE</u> PROVISION OF STATE LEGISLATIVE REPRESENTATION IN FY 2012/13

Ms. Rannells presented this item requesting Board approval of Amendment No. 2 to the agreement with Broad & Gusman, LLP in the amount of \$66,000 for the provision of state legislative representation for FY 2012/13 and authorize the Executive Director to execute the amendment.

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

12. <u>APPROVE CONTRACT AMENDMENT WITH NOSSAMAN LLP FOR THE PROVISION OF LEGAL SERVICES IN FY 2011/12 AND 2012/13</u>

Ms. Rannells presented this item requesting that the Board approve Amendment No. 16 to the agreement with Nossaman LLP in the amount of \$850,000 for the provision of legal services in FY 2011/12 and FY 2012/13, and authorize the Executive Director to execute the amendment.

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

13. <u>RECESS INTO CLOSED SESSION AND REPORT ON CLOSED SESSION</u>

Chair Johnson called the meeting into closed session at 2:04 p.m. Upon reopening of the meeting at 3:05 p.m. she reported that no action had been taken.

14. ADJOURNMENT

All business having concluded, the meeting was adjourned at 3:05 p.m.

Respectfully Submitted,

Board Secretary

MEMORANDUM

TO: Board Members

FROM: Nina Rannells, Executive Director

John Sindzinski, Manager, Planning & Development

Mike Gougherty, Planner/Analyst

SUBJECT: Initiate Outreach Activities Associated with Establishing Clipper Fares for

the Alameda/Oakland and Alameda Harbor Bay Ferry Services

Recommendation

Authorize the Executive Director to initiate outreach activities associated with establishing new fares for Clipper electronic fare payment system for the Alameda/Oakland/San Francisco and Alameda Harbor Bay ferry services.

Background/Discussion

In April 2011, the Board authorized the Executive Director to enter into a cooperative agreement with MTC to implement Clipper on WETA's ferry system (exclusive of Vallejo service, which will be implemented in a later phase). On June 11, 2012, with the implementation of revenue service on the new South San Francisco ferry service, WETA officially launched its first Clipper service.

Staff is working towards enabling Clipper on the Alameda/Oakland/San Francisco and Alameda Harbor Bay ferry services beginning in Fall 2012. As a part of this process, staff has developed a set of new Clipper fares for consideration that include:

1. Clipper fares for the Alameda/Oakland/San Francisco and Alameda Harbor Bay ferry services as show in Table 1 below

Table 1: New Clipper Fares

	Adult	Youth	Senior	Medicare/ Disabled
Alameda/Oakland - SF Ferry Building/Pier 41	\$4.75	\$3.50	\$3.10	\$3.10
Alameda/Oakland - Ballpark	\$7.50	\$4.75	\$5.25	\$5.25
Alameda - Oakland	\$1.50	\$1.50	\$0.75	\$0.75
SF Ferry Building - Pier 41	\$1.50	\$1.50	\$0.75	\$0.75
Harbor Bay - SF Ferry Building	\$5.00	\$3.25	\$3.75	\$3.75

These proposed Clipper fares are in line with current discounted ride fares offered for each of these services through pre-purchased multi-ride ticket books or monthly passes.

- 2. The establishment of new intra-operator transfer discounts of \$1.00 for Adult and \$0.50 for Youth, Senior, and Medicare/Disabled WETA passengers using Clipper; and
- 3. The establishment of a new inter-operator transfer discount of \$0.50 for Adult MUNI passengers transferring to WETA ferry services using Clipper.

Concurrent with the WETA proposal to enable Clipper for the Alameda/Oakland/San Francisco and Alameda Harbor Bay ferry services, it should be noted that SFMTA is initiating a separate but related proposal to establish a new \$0.50 inter-operator transfer discount for Adult WETA passengers transferring to MUNI services using Clipper. Under the SFMTA proposal, the new inter-operator transfer discount on Clipper would replace existing paper transfer discounts of \$2.00 for WETA passengers transferring to and from MUNI services. SFMTA has indicated that the proposed change is required in order to maintain consistency with its policy relating to inter-operator transfer discounts offered for other connecting transit services. Staff is working closely with SFMTA to coordinate a limited grace period for continuing to accept transfer discounts on paper tickets after the new inter-operator transfer discount on Clipper is implemented.

Approval of this item would authorize the Executive Director to initiate the outreach process with Alameda/Oakland and Alameda Harbor Bay ferry customers for establishing the new Clipper fares for these services. Once outreach has been completed and passenger input considered, staff will prepare a recommendation for Board consideration and approval at a future meeting.

Fiscal Impact

There is no fiscal impact associated with this item.

END

MEMORANDUM

TO: Board Members

FROM: Nina Rannells, Executive Director

Chad Mason, Planner/Analyst

SUBJECT: Update on Plans for the 34th America's Cup Event in San Francisco

Recommendation

There is no recommendation associated with this informational item.

Background/Discussion

On December 31, 2010, the Golden Gate Yacht Club and the America's Cup Event Authority announced that the 34th America's Cup (AC34) would be held in the San Francisco Bay. Since that announcement, the City of San Francisco has undertaken an extensive planning process for the events. This process involved preparation of several Implementation Plans to support AC34 and associated sailing regatta events in both 2012 and 2013. The purpose of the Implementation Plans is to provide comprehensive planning and coordination for various aspects of the events. The process also included preparation of an environmental impact report (EIR), certified by the San Francisco Planning Commission on December 16, 2011.

One of the most important implementation plans for the event is the America's Cup People Plan (People Plan). This plan identified a package of transportation options to reliably transport racing teams, event personnel, event sponsors, members of the media and thousands of America's Cup spectators to and from their desired destinations on any given race day, while at the same time satisfying the daily transportation needs of residents, businesses and visitors not associated with the races.

WETA staff coordinated with the City's AC34 staff during preparation of the People Plan and the Draft EIR. The Draft EIR considered effects of the AC34 events on City and regional transit networks including WETA services. The People Plan identifies the potential for augmented WETA service during the AC34 events. The level of augmented service will ultimately depend upon service demand, vessel availability and service funding. Staff continues to coordinate with the City's AC34 staff to prepare for the upcoming 2012 events. The 2012 events will serve as a good test case in preparation for the larger 2013 events. Dates for the 2012 and 2013 events are as follows:

- America's Cup World Series: August 21 26 and October 2 7, 2012
- Louis Vuitton Cup: July 4 September 1, 2013
- America's Cup Match (Finals): September 7 22, 2013

Peter Albert, SFMTA Manager of Urban Planning Initiatives, will be present at the meeting to provide the Board with an update on the City's plans.

Fiscal Impact

There is no fiscal impact associated with this informational item.



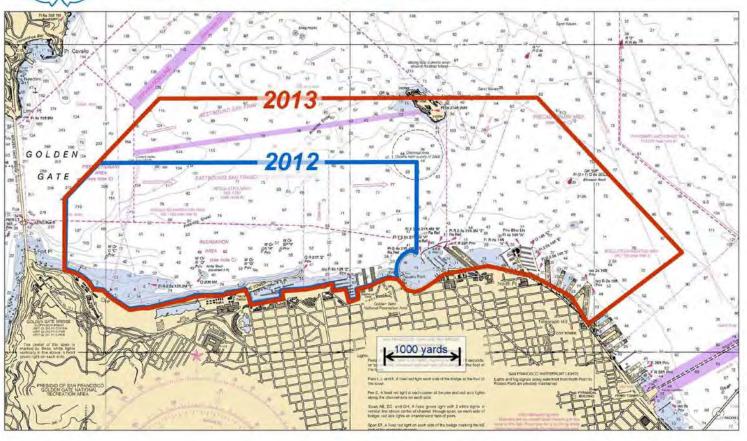
The America's Cup in San Francisco June 2012



Proposed 2013 Course Area



Proposed USCG Regulated Areas for America's Cup Races



Marina Green – America's Cup Village, August 2012



Piers 27/29 – America's Cup Village, 2013



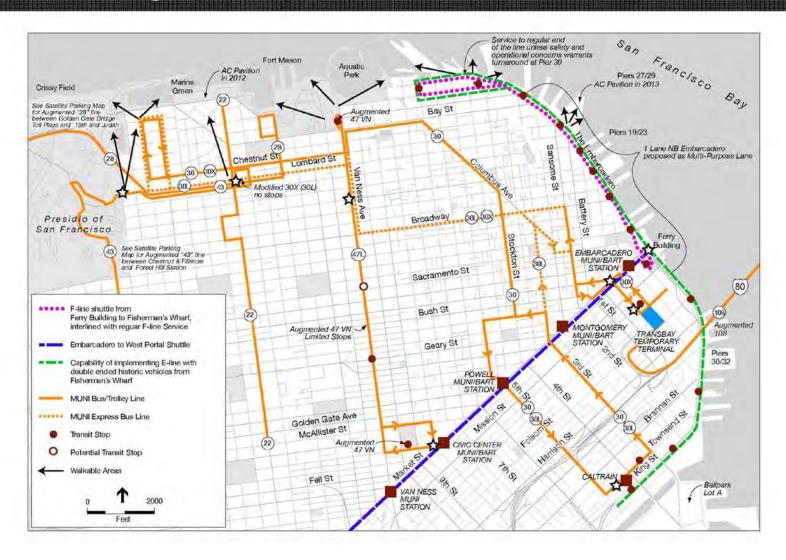
Piers 30/32 - Team bases in 2012 and 2013



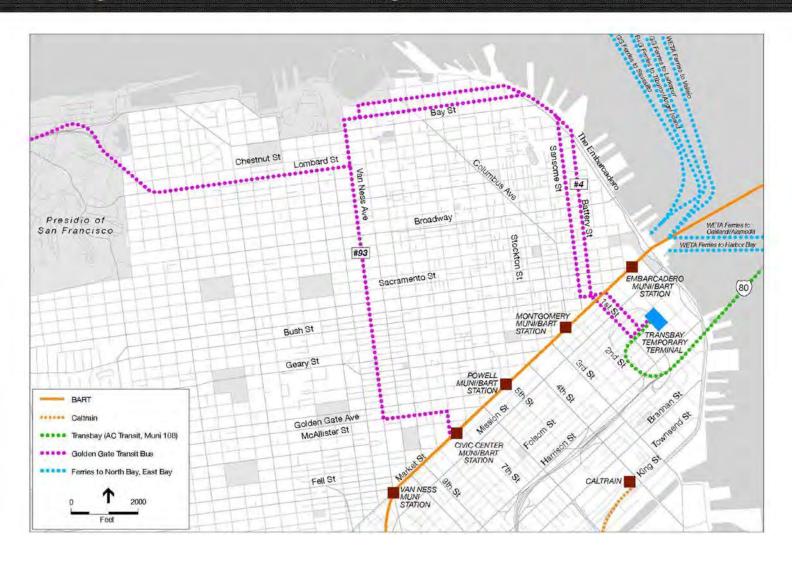




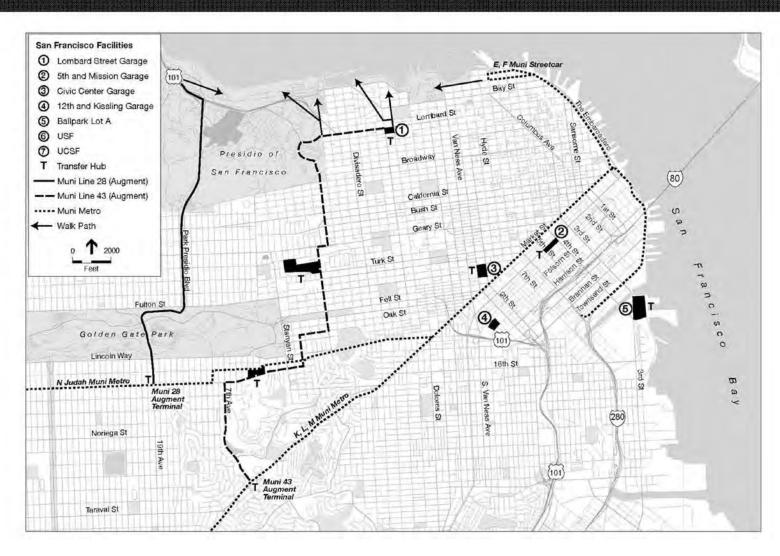
Muni Augmentation for AC34



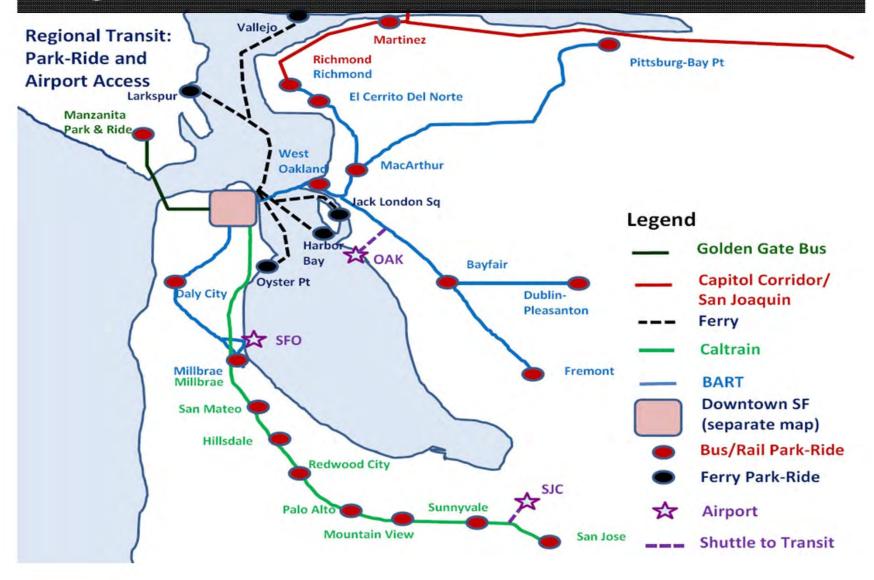
SF Regional Transit Augmentation for AC34



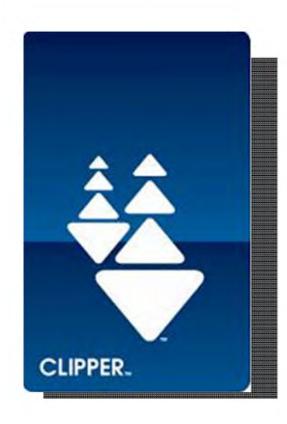
Satellite Parking / Transit Hubs



Regional Park-n-Rides

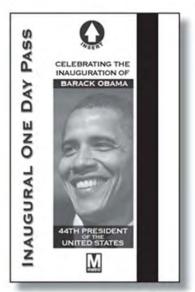


Expanded, Event-Branded Clipper Card





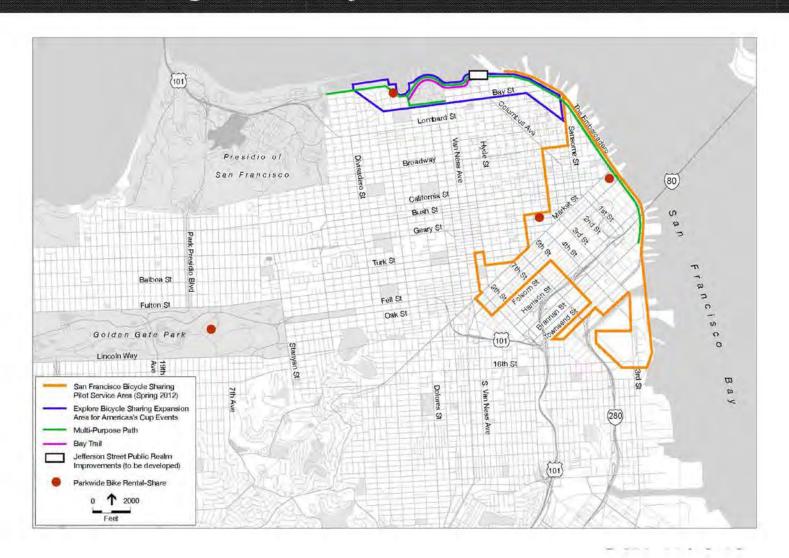




Cost Estimates for Regional Transit

altrain								
local ^{3,4}	Add one extra train in each direction on Saturday and Sunday	OK as is per DEIR	San Jose-Caltrain Station (4th/King)	local	\$10,000.00	N/A	\$20,000.00	\$100,000.0
43000	Fill to capacity in each direction on Saturday and Sunday	OK as is per DEIR	San Jose-Caltrain Station (4th/King)	limited (bullet)	\$0	N/A	\$0.00	\$0.0
Subtotal					\$10,000.00	0	\$20,000.00	\$100,000.00
mTrans								
120	Fortify service: 10am- 1pm (9 NB, 9 SB buses) , 4-7 pm (9 NB, 9 SB buses) on Saturday and Sunday	OK as is per DEIR	Colma BART-Daly City (Brunswick/ Templeton)	local	\$2,700.00	N/A	\$10,800.00	\$27,000.00
Subtotal	Subtotal				\$2,700.00	0	\$10,800.00	\$27,000.00
ETA								
0.000	One additional 10-hour shift (4 round trips). Service hours: 12-8 pm	One additional 8-hour shift (4 round trips). Service hours: 1-7 pm	Alameda-Ferry Bldg. (Gate E)	local	\$11,000.00	\$8,800.00	\$79,200.00	\$198,000.00
	One additional 8-hour shift (1 trip to SF and two trips to Vallejo). Service	One additional 8-hour shift - Only if demand exists (4 round trips).	Vallejo-Ferry Bldg. (Gate E)	local	\$12,800.00	\$12,800.00	\$102,400.00	\$256,000.00
Harbor Bay	One 10-hour shift (4 round trips). Service hours: 12-8 pm	N/A	Harbor Bay-Ferry Bldg. (Gate E)	local	\$13,000.00	N/A	\$52,000.00	\$130,000.00
Subtotal				\$36,800.00	\$21,600.00	\$233,600.00	\$584,000.00	
C Transit								
0.100.000.000.000	11am-7pm, 15 min. headway, 58- passenger (pax.) vehicles	Extend service beyond peak in pm?	UC Campus- Transbay Terminal	local	\$6,536.00	N/A	\$26,144.00	\$65,360.00

Bikesharing and Bicycle Route Pilots



Example: Bicycle/Pedestrian Accommodation





Example: Bicycle/Pedestrian Accommodation

