



**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**  
*Thursday, November 1, 2012 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 [www.watertransit.org](http://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.

**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.

1. **CALL TO ORDER – BOARD CHAIR** *Information*
2. **ROLL CALL/PLEDGE OF ALLEGIANCE** *Information*
3. **REPORT OF BOARD CHAIR** *Information*
4. **REPORTS OF DIRECTORS** *Information*
5. **REPORTS OF STAFF** *Information*
  - a. Executive Director's Report
  - b. Legislative Update

**Water Emergency Transportation Authority**  
**November 1, 2012 Meeting of the Board of Directors**

---

6. CONSENT CALENDAR **Action**
  - a. Minutes October 4, 2012
  - b. WETA Board of Directors Meeting Schedule for Calendar Year 2013
  
7. UPDATE ON NEW PORT OF SAN FRANCISCO WATER TAXI PROGRAM **Information**
  
8. AUTHORIZE FILING AN APPLICATION FOR FEDERAL TRANSIT ADMINISTRATION FORMULA PROGRAM FUNDS TO SUPPORT VARIOUS CAPITAL PROJECTS **Action**
  
9. AUTHORIZE RELEASE OF A REQUEST FOR QUALIFICATIONS FOR CONSTRUCTION MANAGEMENT SERVICES FOR THE VALLEJO FERRY MAINTENANCE AND OPERATIONS FACILITY **Action**
  
10. AUTHORIZE RELEASE OF A REQUEST FOR QUALIFICATIONS (RFQ) FOR FERRY TERMINAL REFURBISHMENT CONSTRUCTION MANAGEMENT SERVICES **Action**
  
11. AUTHORIZE RELEASE OF A REQUEST FOR PROPOSALS (RFP) FOR PURCHASE AND INSTALLATION OF LIFE SAVING EQUIPMENT FOR THE ENCINAL AND PERALTA **Action**
  
12. RECESS INTO CLOSED SESSION
  - a. CONFERENCE WITH REAL PROPERTY NEGOTIATORS **Action**

Property: Mare Island Maintenance Facility at Building 477 and Building 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

**To Be Determined**
  
13. 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**
  
14. 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](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 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

**Water Emergency Transportation Authority**  
**November 1, 2012 Meeting of the Board of Directors**

---

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

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

TO: WETA Board Members  
FROM: Nina Rannells, Executive Director  
DATE: November 1, 2012  
RE: Executive Director's Report

**PROJECT UPDATES**

**Clay Street Oakland Ferry Passenger Float** - This project consists of replacing the existing passenger float in Oakland with a newly constructed float. The work 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. Design is 100% complete and fabrication is well underway. Work is expected to be completed in February 2013.

**Harbor Bay Ferry Terminal Dredging Project** – This project will dredge the terminal area and access channel at the Harbor Bay Ferry Terminal in Alameda. CLE Engineering is providing construction management services. Dutra Dredging Company is scheduled to complete dredging in November.

**Clipper Fare Media Implementation** – Clipper is currently available as fare payment media for the Alameda/Oakland/South San Francisco, Alameda/Oakland/San Francisco, and Alameda Harbor Bay/San Francisco routes.

WETA is continuing to work with MTC to develop software programming and acquire equipment required to implement Clipper for the Vallejo ferry service. Based upon MTC's projected schedule, Clipper should be available for the Vallejo service by mid to late 2013.

**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.

This project was originally developed and designed by the City of Vallejo, but, as a part of the Vallejo Ferry system transition it was transferred to WETA for implementation in July 2012. It will be implemented as design/build project under WETA's authority. GHD, the project environmental and design consultant, has completed initial engineering cost estimates and schedules for all project phases for staff review. GHD is coordinating directly with WETA as required to move all work forward.

On December 15th the California Transportation Commission approved 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. WETA has until August 2013 to enter into a construction contract for facility work.

The NEPA environmental review work for the waterside portion of the project on behalf of the US Navy is underway. The Navy must complete this documentation prior to entering into a lease with WETA to use the site. Concurrently WETA is negotiating the terms and conditions of a lease/fee title agreement with Lennar Mare Island the property owner of the land portion of the project site.

**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.

WETA is waiting on NOAA and NMFS to issue a Biological Opinion and Essential Fish Habitat Assessment concluding the consultation process initiated by FTA under Section 7 of the Endangered Species Act and the Magnuson-Stevens Fishery Conservation and Management Act. NOAA and NMFS have notified WETA that issuance of these documents, which was originally expected in June 2012, is anticipated to occur in October 2012 due to limited staff resources at NMFS. FTA has also initiated consultation with the US Fish and Wildlife Service under Section 7 of the Endangered Species Act. Staff is presently working with USFWS on behalf of FTA to expedite review of the project. Pending completion of these consultation processes, WETA will be prepared to move forward with FTA to finalize environmental clearance of the project under NEPA and initiate Final Design work.

**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. Public and resource agency scoping meetings were held in June. The purpose of the meetings was to present information on the proposed project and to provide an opportunity for comment on the scope of the environmental analysis. The CEQA Initial Study/Mitigated Negative Declaration is anticipated to be published in the next two to three months. Staff continues to conduct stakeholder outreach with regard to the project.

**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<sup>s</sup> Lordships) patrons. City participation is required in order to move the project forward and reach agreement on a shared use concept. 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. The Final EIS/EIR was submitted to FTA review in early October. 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, which will be 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 to be operated by WETA between Treasure Island and downtown San Francisco in connection with planned Island development. Prior to implementation, TIDA and WETA staffs will develop a draft Memorandum of Understanding (MOU)

outlining agency roles and responsibilities for moving forward with the project for policy board approval.

**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.

On September 21, the Office of the Press Secretary for the White House released a statement announcing this project as one of two nationally and regionally significant projects in California that will be expedited. While there is no new funding associated with this distinction at this time, the project will benefit through a government-wide effort being led by the Administration to make the permitting and review process more efficient and effective. WETA, in coordination with FTA, remains committed to undertaking a full environmental review of the project in accordance with all applicable CEQA and NEPA requirements. A Draft EIS/EIR is currently being prepared and is expected to be released for public comment in January 2013.

**Hercules Environmental Review/Conceptual Design** - On April 19, 2012, 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; a pre-requisite project to a ferry terminal at this site. 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, City and WETA staffs have agreed that continuing the environmental review process for a potential ferry terminal at this site is not prudent at this time given the limited shelf life of this work. Staff will remain in contact with the City to coordinate any future ferry terminal work as the Transit Center project moves forward.

**Antioch, Martinez and Redwood City Ferry Service Projects** – These projects involve conceptual design and environmental review for potential future ferry services to the cities of Antioch, Martinez, and Redwood City. Draft site feasibility reports have been prepared and distributed to the cities for review. The feasibility reports were prepared to identify site constraints and design requirements to better understand project feasibility and cost. Staff is continuing to work with city staff to review the draft reports and determine appropriate next steps for the respective planning and environmental processes.

**Contra Costa County Ferry Working Group** – Staff is working with the Contra Costa Transportation Authority (CCTA) and representatives from the cities of Antioch, Martinez, Hercules and Richmond to study implementation of ferry expansion services in Contra Costa County. The working group will consider opportunities and challenges associated with each potential terminal site and service. As part of this effort, WETA staff is preparing operational and capital cost estimates for potential terminals and services. Results of this study will inform stakeholders on specific site and service details for discussion and development of a countywide approach to developing services and funding support.

**Ridership Forecast Model Update** – Staff has worked with its consultant and various partner cities 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 expansion services currently under study and development serving Redwood City, Berkeley, Richmond, Hercules, Martinez and Antioch. Staff is working with its consultant, Cambridge Systematics, to prepare a final report for this project, which is scheduled to be completed in November 2012.

**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 providing FTA and MTC with

information necessary to meet regional fund programming and planning requirements. An item outlining the SRTP purpose and contents and discussing system goals and objectives was brought forward for Board discussion in August and a draft SRTP report was reviewed and discussed at the September Board meeting. At the October 4 meeting, the Board continued consideration of the SRTP for adoption to the December Board meeting in order to provide additional time for cities with existing and proposed expansion services and other interested parties to review and comment on the draft. On October 10, staff distributed the Draft SRTP to the cities and applicable transportation authorities and commissions. WETA requested that comments be submitted by November 12, 2012, in order to provide sufficient time for staff to incorporate comments into the recommended final SRTP, as appropriate.

### **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 was formally accepted as complete by Vallejo City Council on July 10, 2012 and has been operational since last July 2011. The City has also transferred the Bus Transit Facility and other bus related facilities to Solano County Transit (SolTrans).

The Vallejo Station Parking Structure will be constructed in two phases. Phase A Parking Structure is complete. A ribbon cutting ceremony for the Phase A Parking Structure was held on Thursday, October 11, 2012. On October 23, the Vallejo City Council was presented with a resolution to approve the proposed parking fees for the Vallejo Station and Ferry Parking Lots. The bid documents for a Parking Access and Revenue Control System (PARCS), which is a sub-component of the Parking Structure facility, will be bid out in November 2012. The City anticipates paid parking to be effective by March 2013. The few months in between shall be considered a grace period which will help fine tune the operations of the garage.

Construction of Phase B of the parking structure is dependent upon the City securing funding and the relocation of the U.S. Post Office.

### **OUTREACH, PUBLIC INFORMATION, AND MARKETING EFFORTS**

On October 8, Nina Rannells, Mike Gougherty, and Chad Mason met with MTC staff to review current MTC planning efforts and how they relate to WETA.

On October 11, Nina Rannells was a speaker at the Ribbon Cutting Ceremony for the new City of Vallejo parking structure which provides all-day parking for ferry patrons.

On October 11, Keith Stahnke attended the MTC Trans Response Plan (TRP) Steering Committee Meeting.

On October 12, Lauren Gularte attended the Regional DBE Business Outreach Committee and the Regional Title VI Working Group.

On October 15, Keith Stahnke attended a planning meeting with MTC, USCG and CalEMA, for the Golden Guardian emergency response Table Top Exercise scheduled for December 2012.

On October 18, Nina Rannells, John Sindzinski and Chad Mason met with Randy Iwasaki and Peter Engel of the Contra Costa Transportation Authority to discuss the ferry service expansion projects in Contra Costa County.

On October 24, Nina Rannells, John Sindzinski and Michael Gougherty attended the Silver Spur Awards Luncheon honoring individuals for their exemplary city and regional planning and development efforts.

On October 25, Lauren Gularte participated in the Calmentor Fall 2012 Business Development Workshop to assist DBE and SBE Architectural & Engineering firms in doing business with Bay Area transportation agencies. The workshop is sponsored by the Business Outreach Committee and Caltrans District 4 Calmentor Program.

### **OPERATIONS**

**Giants Playoff and World Series Baseball** – Direct service to ATT Ballpark has been provided on the Vallejo and Alameda/Oakland routes for all playoff games.

### **OTHER ACTIVITIES / ITEMS**

**AB 2433 (Hill)** – AB 2433, WETA's bill to stagger future Board member terms to ensure continuity in agency leadership, was signed by the Governor on September 13.

### **ADMINISTRATION**

Attached are the FY 2012/13 financial statements for three months ending September 2012, including the Statement of Revenues and Expenses and the Statement of Capital Programs and Expenditures.



**San Francisco Bay Area Water Emergency Transportation Authority**  
**FY 2012/13 Statement of Revenues and Expenses**  
**For Three Months Ending 09/30/2012**

% of Year Elapsed      25%

	Current Month	Aug-12	Prior Year Actual	2012/13 Budget	2012/13 Actual	% of Budget
<b>OPERATING EXPENSES</b>						
<b><u>PLANNING &amp; GENERAL ADMIN:</u></b>						
Wages and Fringe Benefits	108,002	94,196	1,269,738	1,434,800	308,643	21.5%
Services	122,379	54,295	2,388,779	1,979,100	193,444	9.8%
Materials and Supplies	1,103	643	47,917	258,100	1,942	0.8%
Utilities	1,725	(1,312)	14,956	16,000	468	2.9%
Insurance	-	454	28,578	33,000	14,817	44.9%
Miscellaneous	5,230	8,630	306,710	128,000	18,863	14.7%
Leases and Rentals	21,852	42,511	268,610	266,000	64,635	24.3%
Admin Overhead Expense Transfer	(76,885)	(64,077)	-	(984,000)	(218,508)	22.2%
<b>Sub-Total Planning &amp; Gen Admin</b>	<b>183,406</b>	<b>135,340</b>	<b>4,325,288</b>	<b>3,131,000</b>	<b>384,304</b>	<b>12.3%</b>
<b><u>FERRY OPERATIONS:</u></b>						
<b><u>Harbor Bay FerryService</u></b>						
Purchased Transportation	75,294	83,095	1,098,946	1,122,000	238,592	21.3%
Fuel - Diesel & Urea	37,764	33,110	404,896	531,300	101,941	19.2%
Other Direct Operating Expenses	46,935	22,298	341,174	411,400	93,698	22.8%
Admin Overhead Expense Transfer	9,226	7,687	-	116,700	26,221	22.5%
<b>Sub-Total Harbor Bay</b>	<b>169,219</b>	<b>146,191</b>	<b>1,845,016</b>	<b>2,181,400</b>	<b>460,452</b>	<b>21.1%</b>
<b><u>Alameda/Oakland Ferry Service</u></b>						
Purchased Transportation	324,929	275,351	3,015,472	3,702,300	936,601	25.3%
Fuel - Diesel & Urea	116,799	100,908	1,131,900	1,454,300	343,360	23.6%
Other Direct Operating Expenses	49,318	28,289	732,809	737,600	124,598	16.9%
Admin Overhead Expense Transfer	20,759	17,295	-	265,000	58,997	22.3%
<b>Sub-Total Alameda/Oakland</b>	<b>511,805</b>	<b>421,843</b>	<b>4,880,181</b>	<b>6,159,200</b>	<b>1,463,556</b>	<b>23.8%</b>
<b><u>Vallejo FerryService</u></b>						
			(Operated by City of Vallejo)			
Purchased Transportation	620,112	647,459	6,240,622	6,538,500	1,796,308	27.5%
Fuel - Diesel & Urea	472,253	460,823	3,965,227	6,009,500	1,324,081	22.0%
Other Direct Operating Expenses	87,145	105,360	2,041,094	1,042,280	303,588	29.1%
Admin Overhead Expense Transfer	35,367	29,465	258,786	455,100	100,513	22.1%
<b>Sub-Total Vallejo</b>	<b>1,214,878</b>	<b>1,243,107</b>	<b>12,505,729</b>	<b>14,045,380</b>	<b>3,524,490</b>	<b>25.1%</b>
<b><u>South San Francisco FerryService</u></b>						
			(Service launched on 6/4/12)			
Purchased Transportation	118,301	122,127	122,092	2,083,400	416,735	20.0%
Fuel - Diesel & Urea	42,482	43,670	44,197	841,500	136,774	16.3%
Other Direct Operating Expenses	22,281	44,530	4,096	322,000	110,175	34.2%
Admin Overhead Expense Transfer	11,533	9,630	-	147,200	32,776	22.3%
<b>Sub-Total South San Francisco</b>	<b>194,597</b>	<b>219,957</b>	<b>170,384</b>	<b>3,394,100</b>	<b>696,461</b>	<b>20.5%</b>
<b>Total Operating Expenses</b>	<b>2,273,904</b>	<b>2,166,438</b>	<b>23,726,598</b>	<b>28,911,080</b>	<b>6,529,263</b>	<b>22.6%</b>
<b>Total Capital Expenses</b>	<b>1,209,284</b>	<b>579,617</b>	<b>32,496,198</b>	<b>24,899,383</b>	<b>2,125,280</b>	<b>8.5%</b>
<b>Total Expenses</b>	<b>3,483,189</b>	<b>2,746,054</b>	<b>56,222,796</b>	<b>53,810,463</b>	<b>8,654,543</b>	<b>16.1%</b>
<b>OPERATING REVENUES</b>						
Fare Revenue	1,000,430	1,020,114	9,465,348	9,717,441	3,187,169	32.8%
Local - Bridge Toll	1,273,153	1,145,915	14,149,730	18,985,189	3,341,363	17.6%
Local - Property Tax and Assessments		-	78,192	206,450	-	0.0%
Local - Other Revenue	322	408	33,328	2,000	730	36.5%
<b>Total Operating Revenues</b>	<b>2,273,904</b>	<b>2,166,438</b>	<b>23,726,598</b>	<b>28,911,080</b>	<b>6,529,263</b>	<b>22.6%</b>
<b>Total Capital Revenues</b>	<b>1,209,284</b>	<b>579,617</b>	<b>32,496,198</b>	<b>24,899,383</b>	<b>2,125,280</b>	<b>8.5%</b>
<b>Total Revenues</b>	<b>3,483,189</b>	<b>2,746,054</b>	<b>56,222,796</b>	<b>53,810,463</b>	<b>8,654,543</b>	<b>16.1%</b>

**San Francisco Bay Area Water Emergency Transportation Authority**  
**FY 2012/13 Statement of Capital Programs and Expenditures**  
**For Three Months Ending 09/30/2012**

Project Description	Current Month	Project Budget	Prior Year Actual	2012/13 Budget	2012/13 Actual	Future Year	% of Project
<b>CAPITAL EXPENSES</b>							
<b>FACILITIES EXPANSION</b>							
<b>Future Expansion Service Studies:</b>							
Berkeley Terminal - Environ/Concept Design	16,689	2,335,000	2,053,018	281,982	42,431	-	90%
Richmond Terminal - Environ/Concept Design	48,863	812,500	197,224	615,276	87,557	-	35%
Redwood City - Environ/Concept Design	-	812,500	108,535	75,965	2,363	628,000	14%
Antioch - Environ/Concept Design	2,513	812,500	98,047	250,000	15,407	464,453	14%
Martinez - Environ/Concept Design	175	812,500	137,979	74,521	6,746	600,000	18%
SF Berthing Expansion - Environ/Concept Design	114,975	3,300,000	1,919,679	1,380,321	128,168	-	62%
<b>Terminal/Berthing Expansion Construction:</b>							
Pier 9 Mooring Facility	-	3,150,000	3,138,848	11,152	4,524	-	99%
SSF Oyster Mitigation	3,056	275,000	49,470	50,000	6,827	175,530	20%
SSF Terminal Construction	13,484	26,000,000	23,943,585	2,056,415	122,266	-	93%
Berkeley Terminal - Final Design	-	3,200,000	-	800,000	-	2,400,000	0%
<b>Maintenance &amp; Operations Facilities:</b>							
North Bay Operations & Maintenance Facility	23,714	25,500,000	-	4,862,500	34,947	20,637,500	0%
Central Bay Ops & Maint Facility - Environ/Concept Design	1,233	952,500	608,021	344,479	57,608	-	70%
Central Bay Ops & Maint Facility - Final Design	-	3,647,500	-	2,742,500	-	905,000	0%
<b>FACILITIES REHABILITATION</b>							
<b>Channel Dredging:</b>							
Channel Dredging - Harbor Bay	29,560	410,000	26,879	383,121	54,474	-	20%
<b>Passenger Floats &amp; Gangways:</b>							
Gangway Rehabilitation - Main Street Terminal	-	125,000	-	125,000	-	-	0%
Gangway & Float Rehab - Harbor Bay Terminal	-	240,000	-	240,000	-	-	0%
Passenger Float Drydock & Repairs - Vallejo Terminal	-	470,000	-	470,000	-	-	0%
Clay Street Passenger Float Replacement	76,010	2,410,000	119,145	2,290,855	231,134	-	15%
<b>Terminal Rehabilitation:</b>							
Terminal Fac Improvement - Harbor Bay & Maint St.	-	250,000	-	250,000	-	-	0%
<b>FERRY VESSELS</b>							
<b>Major Component Rehab/Replacement:</b>							
Vessel Engine Overhaul - Encinal	12,757	803,564	2,708	800,856	16,600	-	2%
Purchase of Inflatable Buoyancy Apparatus	-	127,500	-	127,500	-	-	0%
Communications Equipment	-	182,000	39,737	142,263	-	-	22%
<b>Vessel Mid-Life Repower/Refurbishment:</b>							
Vessel Mid-Life Repower/Refurbishment: - Bay Breeze	28,282	5,015,000	53,323	4,961,677	52,679	-	2%
Vessel Mid-Life Repower/Refurbishment: - Mare Island	837,974	1,313,000	-	1,313,000	1,261,549	-	0%
<b>Vessel Expansion/Replacement:</b>							
Purchase Replacement Vessel	-	15,000,000	-	250,000	-	14,750,000	0%
<b>Total Capital Expenses</b>	<b>1,209,284</b>	<b>97,956,064</b>	<b>32,496,198</b>	<b>24,899,383</b>	<b>2,125,280</b>	<b>40,560,483</b>	
<b>CAPITAL REVENUES</b>							
Federal	815,342	24,105,753	13,010,685	10,371,068	1,203,496	724,000	59%
State	198,743	57,999,504	6,776,762	11,386,258	569,724	39,836,483	13%
Local - Bridge Toll	183,646	5,199,393	4,620,197	579,196	381,180	-	96%
Local - San Mateo Sales Tax Measure A	5,897	9,640,764	8,077,889	1,562,875	(39,654)	-	83%
Local - Alameda Sales Tax Measure B	5,656	1,010,650	10,665	999,985	10,534	-	2%
<b>Total Capital Revenues</b>	<b>1,209,284</b>	<b>97,956,064</b>	<b>32,496,198</b>	<b>24,899,383</b>	<b>2,125,280</b>	<b>40,560,483</b>	

**Peter Friedmann**  
Of Counsel

DATE: October 25, 2012  
TO: WETA Board Members  
FROM: Peter Friedmann  
202-783-3333 OurManInDC@federalrelations.com  
SUBJECT: MAP-21 and Ferry Boats

The Department of Transportation is in the process of implementing MAP-21 [the Moving Ahead for Progress in the 21st Century Act (P.L.112-141)], which covers Federal Fiscal Years 2013 and 2014. We are working with Congress and DOT to maximize the amount of funding that will go to WETA over the two year span of this bill. Details on these efforts are below.

#### **Federal Highway Administration (FHWA) Ferry Funding Formula Program**

Section 1121 of MAP-21 authorizes the Federal Highway Administration (FHWA) Ferry Funding Formula Program, one of only two programs exclusively for the construction of ferry boats and ferry terminal facilities. The FHWA funding formula prescribed by MAP-21 provides for distributing funds based on (in order of importance) the number of vehicles carried, total route miles serviced, and the number of passengers carried. Unfortunately, the way MAP-21 weights these three variables – 45% vehicles, 35% route miles and 20% passengers – is biased against passenger ferries and it puts ferry systems with shorter segment lengths (i.e. ferry systems generally located in congested urban areas) at a competitive disadvantage. While we are working to maximize the amount of money that WETA gets from the FHWA Ferry Funding Program in FY13 and FY14, we are also working with the Bay Area delegation and other WETA champions to modify the formula when Congress takes up the next transportation bill. Committees of jurisdiction could start holding hearings on this bill as early as next year.

#### **Federal Transit Administration (FTA) Passenger Ferry Grant Program**

Section 5307(h) of MAP-21 creates the Federal Transit Administration (FTA) Passenger Ferry Grant Program. \$30 million was set aside for this program under the Urbanized Area Formula Grant program. While that \$30 million will be distributed on a competitive basis, we are encouraging FTA to implement the program in a way that will give WETA (and other passenger ferry services like it) a competitive edge. Specifically, we are working with our champions on Capitol Hill to encourage FTA to use their program to balance out the fact that the FHWA Ferry Funding Program will give unfair advantage to operators of car ferries with long segment lengths. We are also stressing that FTA should use the list of ferry systems that received funding under the Section 5309 Bus and Bus Facilities Program in SAFETEA-LU as the baseline for awarding Section 5307 passenger ferry grants – WETA's \$2.5 million set-aside was on this list. This is in line with Congressional intent, as was communicated to us by the Senate staff that wrote the provision.

#### **Other Changes Made by MAP-21**

MAP-21 restructured and redesigned FTA's funding programs. We have dissected those changes and we are advising WETA on how formula money will be distributed over the next two fiscal years.

Respectfully Submitted,

Peter Friedmann  
WETA Federal Representative

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

(October 4, 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**

Vice Chair Anthony Intintoli chaired and called the meeting to order at 1:30 p.m. Directors present were Director Gerald Bellows and Director Timothy Donovan. Vice Chair Intintoli led the pledge of allegiance.

**2. REPORT OF BOARD CHAIR**

Vice Chair Intintoli, as acting Chair, noted the return of the *Mare Island* to Vallejo service. He said the refurbishment work done on the boat was absolutely beautiful.

**3. REPORT OF DIRECTORS**

No report.

**4. REPORTS OF STAFF**

Executive Director Nina Rannells highlighted several items from her written report to the Board. First, she noted that AB 2433, which staggered future Board member terms in order to ensure continuity in agency leadership, had been signed by the Governor on September 13. She then noted the successful operation of expanded ferry service over Fleet Week weekend. Lastly, she directed the Board to the federal legislative report included in the packet regarding the MAP 21 transportation bill.

Vice Chair Intintoli asked if there were any additional opportunities for WETA under MAP 21. Ms. Rannells noted that WETA was not well positioned to compete for Ferryboat Discretionary Program funds any more as this was shifted to a formula grant program that heavily favors the larger ferry systems in Alaska and Washington State which carry vehicles and had longer route segments, but she added that WETA's federal representative Peter Friedmann of Lindsay, Hart, Neil & Weigler, LLP felt that there may be opportunities for WETA under the new "urban area" competitive grant program.

**5. CONSENT CALENDAR**

Director Bellows made a motion to approve the consent calendar which included the minutes from the September 6, 2012 meeting. Director Donovan seconded the motion the item carried unanimously.

**6. AUTHORIZE CONTRACT AWARD FOR SHIPYARD SERVICES FOR THE ENCINAL MAIN ENGINE OVERHAUL PROJECT**

Operations Manager Keith Stahnke presented this item requesting the Board award a contract for Shipyard Services for the *Encinal* Main Engine Overhaul Project to Bay Ship & Yacht in an amount not to exceed \$92,100, and authorize the Executive Director to negotiate and enter into a contract for this work. Mr. Stahnke reviewed the two proposals submitted and then noted a typo in the Board resolution, stating that the 10% contingency fee should read 15% as had been indicated in the Board memo.

Director Donovan asked how many parties received the RFP notices. Mr. Stahnke replied that notices were sent to WETA's vendor list of interested parties as well as published in the newspaper.

---

Vice Chair Intintoli asked if it was surprising that only two proposals had been received. Mr. Stahnke said that he was pleased and surprised that there had been more than one. Vice Chair Intintoli then asked if the scope of work for Valley Power was included in the total budget. Mr. Stahnke said that it was.

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

**7. APPROVE 2012 – 2021 SHORT RANGE TRANSIT PLAN (SRTP)**

Vice Chair Intintoli called for a discussion of this item, noting an attached letter that had been received from Transplan Committee and a request for a continuance of the item. He then asked Ms. Rannells to comment.

Ms. Rannells responded noting in addition to the Transplan letter that there was a letter before the Board from Senator Mark DeSaulnier requesting that WETA defer action on this item in order to provide additional opportunity to meet with the City of Antioch and other interested parties to receive further input regarding the SRTP. She noted that she was prepared for the Board to continue this item.

Vice Chair Intintoli asked if the September 28 deadline for submittal of the SRTP was correct. Ms. Rannells said that it was and that MTC was prepared to accept a delay in submittal of the plan but that WETA would not be reimbursed for work done on the plan past that date. Vice Chair Intintoli then asked if a continuance through November 1 would be adequate or if it should be held until December. Ms. Rannells said that December should be acceptable.

Vice Chair Intintoli asked if any of the other cities or parties involved had contacted WETA about this issue. Ms. Rannells said that a letter from the City of Antioch had not yet been received but was anticipated, and she noted a letter from the Redwood City Chamber of Commerce. Vice Chair Intintoli said that if this continuance were to be given that he would prefer it be through December in order to give adequate time for these discussions. He then invited public comment.

**Public Comment**

Gary Agopian, Antioch City Council member said that he felt it was important that WETA, the City and Transplan work together regarding the leg that affects Antioch and all of Contra Costa in order to see what could be done to develop a plan that would be feasible. He said he appreciated the Board and WETA staff's willingness to delay approval to allow for more discussion. Mr. Agopian added that the way the language in the plan existed now that it seemed to close the door on the possibility of Antioch ferry service.

Vice Chair Intintoli said that this was not the intent and noted that this would be a good opportunity for these discussions. He also remarked that the legislature had done a good job of providing funding expansion services and pointed out that it made little sense to build boats and terminals if the project was not viable and operations were not funded.

Vice Chair Intintoli emphasized that one of the first items for discussion would need to be identifying funding sources to subsidize operations, noting that currently operating systems were already struggling. He noted that WETA had followed through on its mandate in South San Francisco to build a new service but that it faced considerable challenges.

Mr. Agopian said he believed they were on the same page and thanked Vice Chair Intintoli for his comments.

Vice Chair Intintoli noted a line in the SRTP which indicated that discounted fare instruments outside of Clipper would eventually go away. Mr. Gougherty replied that this was consistent with

---

the agency fare policy. Ms. Rannells added that it was likely that discounted tickets would be phased out eventually, consistent with what has been done with other Bay Area systems implementing Clipper, but that the timeframe for doing this is not yet set. She said that an objective in the next year would be to review the fare structure and payment instruments for the entire San Francisco Bay Ferry system as we complete the system-wide Clipper implementation with the installation and operation of equipment on the Vallejo route.

Director Bellows made a motion to continue the item until the first meeting in December. Director Donovan seconded the motion the item carried unanimously.

#### **8. OVERVIEW OF SAN FRANCISCO BAY FERRY FALL 2012 MARKETING AND COMMUNICATIONS PROGRAM**

Public Information & Marketing Manager Ernest Sanchez delivered an informational presentation to the Board regarding a fall marketing program focused on the continued introduction of the San Francisco Bay Ferry brand, building ridership, expanding customer services and improving customer communications. Mr. Sanchez reviewed plans to utilize advertising, targeted promotions and special events as well as expanded customer service and outreach efforts in order to meet these goals.

Mr. Sanchez also highlighted plans to launch "BayAlerts," a customer communications program which would enable distribution of SFBF Alerts and News to enrolled customers. He said that the program was still under development but expected to launch in mid-November.

Vice Chair Intintoli said that he thought it sounded good and indicated that he would be pleased when Vallejo ridership was up 20%.

Director Donovan asked if two months would be sufficient to get the alert system up and running and if, when launched, it would be a useful tool for tracking customer needs. Mr. Sanchez replied that the timeline was realistic but dependent on execution of the contract with the provider, Concentrix.

Director Bellows asked if it was possible to automatically transfer customers from all of the various existing services. Mr. Sanchez said that it was not technically feasible for a number of reasons, such as requiring users to opt-in to a unified privacy policy, but that the roll out would bridge a number of weeks and all existing users would have reasonable opportunity to make the change.

#### **9. UPDATE ON NEW PORT OF SAN FRANCISCO WATER TAXI PROGRAM**

As this presentation item had been informational only and had been specifically requested by Chair Johnson, Ms. Rannells recommended to the Board that it be deferred until a future meeting.

Director Donovan made a motion to continue the item until the first meeting in November. Director Bellows seconded the motion the item carried unanimously.

#### **10. RECESS INTO CLOSED SESSION AND REPORT ON CLOSED SESSION**

Vice Chair Intintoli called the meeting into closed session at 2:02 p.m. Upon reopening of the meeting at 2:30 p.m. he reported that no action had been taken.

#### **11. ADJOURNMENT**

All business having concluded, the meeting was adjourned at 2:30 p.m.

Respectfully Submitted,

Board Secretary

---

MEMORANDUM

---

**TO: Board Members**

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

**SUBJECT: WETA Board of Directors Meeting Schedule for Calendar Year 2013**

**Recommendation**

Approve WETA Board of Directors meeting schedule for Calendar Year 2013.

**Discussion**

The WETA Board of Directors generally meets on the first Thursday of each month at 1:00 p.m. at WETA's offices located at 9 Pier, Suite 111, San Francisco, CA, with exceptions made to address holiday or business conflicts. Based upon a review of the 2013 calendar, staff proposes the following meeting dates for next year:

<b>DATE:</b>	<b>TIME:</b>	<b>LOCATION/ADDRESS:</b>
Thursday, January 10th	1:00 p.m.	WETA
Thursday, February 7th	1:00 p.m.	WETA
Thursday, March 7th	1:00 p.m.	WETA
Thursday, April 4th	1:00 p.m.	WETA
Thursday, May 2nd	1:00 p.m.	WETA
Thursday, June 6th	1:00 p.m.	WETA
Thursday, July 11th	1:00 p.m.	WETA
Thursday, August 1st	1:00 p.m.	WETA
Thursday, September 5th	1:00 p.m.	WETA
Thursday, October 3rd	1:00 p.m.	WETA
Thursday, November 7th	1:00 p.m.	WETA
Thursday, December 5th	1:00 p.m.	WETA

This schedule may be amended during the year to adjust the time, meeting place or number of meetings held in response to WETA's business needs.

**Fiscal Impact**

Approval of the proposed meeting schedule would commit the Authority to expenses in an amount up to \$8,000 in CY 2013 consistent with the budget based upon one meeting per month.

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

**MEMORANDUM**

---

**TO: Board Members**

**FROM: Nina Rannells, Executive Director**  
**Chad Mason, Planner/Analyst**

**SUBJECT: Update on New Port of San Francisco Water Taxi Program**

**Recommendation**

There is no action requested of the Board with this informational item.

**Background/Discussion**

Water taxis are a popular form of transportation at many of the world's major cities. Development of San Francisco's waterfront may offer increasing advantages for such a service, particularly with the opening of The Exploratorium in spring of 2013, completion of the Brannan Street Wharf and construction of the James R. Herman Cruise Terminal. These developments will help drive a substantial increase in visitor demand for Port locations and destinations, and water taxis would seem to logically have a significant role to play in this anticipated growth of San Francisco's tourism and travel trade.

The Port of San Francisco (Port) attempted to start the water taxi program in 2011. However, poor economic conditions related to the economic downturn created substantial challenges for potential operators to obtain financing for the venture. As a result, the Port determined it was prudent to wait a reasonable period before seeking another operator with expectations of a better overall economic climate. In the spring of 2012, the Port reinitiated the process to obtain qualified operators for the water taxi service. This new effort was due to an upturn in the local economy, an increase in projected waterfront visitors, and expanded port operations and control.

In September 2012, the Port Commission approved water taxi service to serve three primary landing sites in San Francisco including South Beach Harbor, Pier 1½ and Hyde Street Harbor, pending final contract negotiations. The service will consist of two complementary, non-competing passenger water taxi services including:

- One regularly scheduled "hop-on / hop-off" service between all three points with passenger embarkation and debarkation at the landing sites and for no other purpose, but including the right to sell branded merchandise and non-alcoholic beverages and snacks to passengers.
- One on-call, as needed, or by inducement service between all three points and all other possible points throughout the Bay Area, with passenger embarkation and debarkation at the landing sites and for no other purpose, but including the right to sell branded merchandise and non-alcoholic beverages and snacks to passengers. This service will include the possibility of running passengers between Pier 1½ and the San Francisco Marina or similar landing during the America's Cup races in October of 2012.

**Fiscal Impact**

There is no fiscal impact associated with this informational item.

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



**MEMORANDUM**

---

**TO: Board Members**

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

**SUBJECT: Authorize Filing an Application for Federal Transit Administration**  
**Formula Program Funds to Support Various Capital Projects**

**Recommendation**

Authorize, by resolution, filing an application with the Metropolitan Transportation Commission (MTC) for funds from the FY2012-13 and FY2013-14 Federal Transit Administration (FTA) Formula Program funds to support various capital projects, commit the necessary local match and assure completion of the projects.

**Background**

The Federal Transit Administration (FTA) Urbanized Area Formula Section 5307, Fixed Guideway Modernization Section 5309, State of Good Repair Section 5337 and Bus and Bus Facilities Section 5339 funds (collectively, FTA Formula Program) are authorized in FY2012-13 and FY2013-14 by the Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) federal transportation authorizing legislation enacted by Congress and signed into law in July 2012.

MTC is responsible for programming these funds to eligible transit operators in the San Francisco Bay region through their Transit Capital Priorities (TCP) Process and Criteria programming guidelines. Under MTC's current policy, these funds, totaling approximately \$400 million annually for the region, are programmed for certain transit capital replacement and rehabilitation projects, preventative maintenance and ADA-related operating assistance. Once these funds are programmed by MTC and annual program funds are appropriated by Congress, individual project sponsors can secure these funds through grant applications and execution of a grant funding agreements directly with the FTA.

**Discussion**

Consistent with MTC's TCP programming policies and requirements, staff recommends that WETA apply for FTA Formula Program funds for the following eligible projects contained in the 10-Year Capital Program of WETA's FY2012 – FY 2021 Short Range Transit Plan:

1. Ferry Major Component Rehabilitation/Replacement
2. Ferry Propulsion Systems Repower/Refurbishment
3. Ferry Vessel Replacement
4. Ferry Fixed Guideway Rehabilitation/Replacement
5. Channel Dredging

Staff has begun preparation of the required grant materials and requests Board approval to submit WETA's FY 2012-13 and FY 2013-14 FTA Formula Program application to MTC and FTA which would include the program of projects listed above and described in more detail in **Attachment A**. This application process represents the first step in securing funds to support these necessary capital rehabilitation and replacement projects scheduled for implementation over the next several years.

**Fiscal Impact**

This item could provide up to \$43,384,000 in FY 2012-13 and FY 2013-14 FTA Formula Program funds to support the implementation of the various ferry capital improvement projects. These capital projects are all included in WETA's 10-Year Capital Program.

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

## Attachment A Program of Projects

### FY 2012-13 FTA Formula Program Grant Application

Project Title	Project Description	Federal Funds Requested	Local Match	Total Project
Replacement Vessel	This project will replace the Encinal at the end of its useful service life.	\$14,800,000	\$3,700,000	\$18,500,000
Ferry Major Component Rehabilitation - Solano	These funds will support the rehabilitation and/or replacement of ferry major components on the Solano including engine overhaul and the replacement of aging navigation and communication electronics.	\$1,600,000	\$400,000	\$2,000,000
Ferry Major Component Rehabilitation - Vallejo	This project will overhaul two engines on the Vallejo in order to enable the continued operation of the vessel until the end of its useful life.	\$960,000	\$240,000	\$1,200,000
Ferry Propulsion System Replacement - Peralta	This project will provide funds to support the mid-life replacement and rehabilitation of ferry propulsion systems on the Peralta including engines, generator sets, propellers and other related equipment.	\$4,208,000	\$1,052,000	\$5,260,000
Ferry Fixed Guideway Connectors - Main Street Terminal	This project will provide funds to support the rehabilitation of the pier and gangway system at the Main Street Ferry Terminal.	\$1,224,000	\$306,000	\$1,530,000
<b>FY 2012-13 TOTAL</b>		<b>\$22,792,000</b>	<b>\$5,698,000</b>	<b>\$28,490,000</b>

### FY 2013-14 FTA Formula Program Grant Application

Project Title	Project Description	Federal Funds Requested	Local Match	Total Project
Replacement Vessel	This project will replace the M/V Vallejo at the end of its economic useful life in 2016.	\$13,600,000	\$3,400,000	\$17,000,000
Ferry Channel Dredging	This project will remove and dispose sediments from in and around the Vallejo Ferry Terminal.	\$1,600,000	\$400,000	\$2,000,000
Ferry Major Component Replacement	The project provides funding to support the rehabilitation and/or replacement of ferry major components on WETA's fleet of ferry vessels.	\$2,920,000	\$730,000	\$3,650,000
Ferry Fixed Guideway Connectors	The project will support the rehabilitation and/or the replacement of piers and pilings at the various WETA ferry terminals.	\$2,472,000	\$618,000	\$3,090,000
<b>FY 2013-14 TOTAL</b>		<b>\$20,592,000</b>	<b>\$5,148,000</b>	<b>\$25,740,000</b>

<b>Total Request</b>		<b>\$43,384,000</b>	<b>\$10,846,000</b>	<b>\$54,230,000</b>
----------------------	--	---------------------	---------------------	---------------------

MEMORANDUM

---

**TO: Board Members**

**FROM: Nina Rannells, Executive Director  
John Sindzinski, Manager, Planning & Development**

**SUBJECT: Authorize Release of a Request for Qualifications for Construction Management Services for the Vallejo Ferry Maintenance and Operations Facility**

**Recommendation**

Authorize, by motion, release of a Request for Qualifications (RFQ) for construction management services for construction of the Vallejo Ferry Maintenance and Operations Facility.

**Background/Discussion**

The Vallejo Ferry Maintenance and Operations Facility project consists of the development of a new maintenance, operations and administration facility to support the Vallejo ferry service. The new Maintenance Facility will include an administration office, maintenance shops, fueling, and berthing space. The new facility will replace the existing maintenance facility currently located approximately one half mile downstream from the planned new facility. Construction of the facility is divided into the following three phases:

- **Phase 0 - Site Preparation, Demolition and Environmental Clean-up:** The preliminary phase consists of site preparation work, demolition, hazardous materials abatement and environmental clean-up required for the Building 165 site prior to implementation of the landside improvements.
- **Package 1 - Landside Improvements:** The landside improvements include a fueling facility with a truck drive aisle for fuel delivery, above-grade diesel fuel storage tanks, lube oil, and urea storage tanks, and pipelines for delivery of the various fluid products and removal of wastes. Additional improvements include a new warehouse, reuse of Building 165A as storage building and adaptive reuse of the historic Building 165 for shop and office space.
- **Package 2 - Waterside Improvements:** The waterside improvements include three new full-service berths and one additional berth designated as a maintenance berth for the ferry vessels in a configuration with two 124-foot long finger floats and a 200-foot long maintenance float. A second maintenance berth, adjacent to the quay wall, would be used in the event that a large land-based crane was necessary for a repair, such as removing an engine. Basic services including fueling, potable water, shore power, sewage disposal, urea, bilge water, lube and waste oil, and compressed air will be provided at each of the three full-service berths.

Staff is requesting Board authorization to release a Request for Qualifications (RFQ) to solicit the services of a construction management firm to serve as the "owner's representative" providing oversight of this construction project. This work would include such items as supporting the development of construction bid documents and securing contractors, securing all requisite documentation from the chosen contractor, monitoring

the contractor's performance against the plans and specifications to be set forth in the construction RFP, assuring that its monthly invoices are accurate and fairly represent work accomplished, overseeing safety and compliance with environmental safeguards while the construction is underway and completing the close out of the project. The construction management firm would also provide inspection and testing services throughout all phase of construction.

Issuance of this RFP does not commit the agency to an expenditure of funds for this work at this point in time. Construction management services generally cost between 6 to 8 percent of the total cost of construction. Construction of the project is estimated to cost \$20 million. The construction management for the project is estimated to cost \$1.4 million. Staff anticipates being in a position to recommend award of this service contract at a Board meeting in early 2013 after completion of the procurement process. This work would be managed on a task order basis issued by WETA staff within the overall contract limit.

**Fiscal Impact**

There is no fiscal impact associated with this item. This project is included in the FY 2012/13 Capital Budget and is funded with State Proposition 1B and State Transportation Improvement Program (STIP) funds.

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

MEMORANDUM

---

**TO:** Board Members

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

**SUBJECT:** Authorize Release of a Request for Qualifications (RFQ) for Ferry Terminal Refurbishment Construction Management Services

**Recommendation**

Authorize the release of a Request for Qualifications (RFQ) for Construction Management Services for East Bay ferry terminal refurbishment projects.

**Discussion/Background**

The FY 2012/13 Capital Budget includes gangway rehabilitation and terminal facility improvement projects that support the continued safe operation of East Bay ferry terminals and include a variety of work ranging from pier piling replacement to repairing walkways and awnings. The release of this RFQ will solicit proposals from qualified consultants to provide construction management services to support staff in the development and management of these projects through construction. The qualifications required for this work include such items as:

- Ability to oversee facility refurbishment and repairs from specification preparation through to completion of guarantee period and settlement of all outstanding issues
- Ability to provide engineering services to develop project technical specifications
- Ability to read and interpret construction drawings
- Ability to ensure that workmanship is of top quality and carried out in a safe and timely manner with regard to established schedules
- Ability to work with regulatory agencies
- Ability to work on-site without supervision
- Ability to coordinate efforts required to carry out guarantee period repairs or replacements
- Ability to prepare, manage and be responsible for all required processes, procedures and administration of a federal aid project.

Issuance of this RFQ does not commit the agency to an expenditure of funds for this work at this point in time. Staff anticipates being in a position to recommend award of this service contract at a Board meeting in early 2013 after completion of the procurement process. This work would be managed on a task order basis issued by WETA staff within an overall contract limit.

**Fiscal Impact**

There is no fiscal impact associated with this item. The projects associated with this work are included in the FY 2012/13 Capital Budget and are funded with Federal Transit Administration, Regional Measure 1 and Proposition 1B funds.

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

MEMORANDUM

---

**TO:** Board Members

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

**SUBJECT:** Authorize Release of a Request for Proposals (RFP) for Purchase and Installation of Life Saving Equipment for the Encinal and Peralta

**Recommendation**

Authorize release of Request for Proposals (RFP) for Purchase and Installation of Life Saving Equipment (Inflatable Buoyant Apparatus) for the Encinal and Peralta.

**Background/Discussion**

This project will upgrade the primary lifesaving equipment on the ferry vessels Encinal and Peralta. Current lifesaving equipment on these vessels includes older life floats which are being phased out by the U.S. Coast Guard.

The scope of work includes purchase and installation of a total of 15 Inflatable Buoyant Apparatus (each with a 50-person capacity) and mounting brackets on board the vessels. Naval Architectural services for design plans, stability calculations and submittals for regulatory agency approval are also required. Staff anticipates being in a position to return to the Board with a recommendation for contract award for this work in early 2013. The project is expected to be complete by June 2013.

**Fiscal Impact**

There is no fiscal impact associated with release of this RFP. This project is included in the FY 2012/13 Capital Budget at a cost of \$127,500 and is funded with Federal Transit Administration and Regional Measure 1 funds.

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