



Members of the Board

Charlene Haught Johnson, Chair
Anthony J. Intintoli, Jr., Vice Chair
Gerald Bellows
Beverly Johnson
John O'Rourke

**MEETING AGENDA FOR THE
WETA BOARD OF DIRECTORS**

Thursday, December 2, 2010 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.

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.

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

**Water Emergency Transportation Authority
December 2, 2010 Meeting of the Board of Directors**

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| 6. | <u>CONSENT CALENDAR</u> | Action |
| | a. Minutes October 7, 2010 | |
| | b. Minutes of October 12, 2010 | |
| | c. WETA Board of Directors Meeting Schedule for CY 2011 | |
| 7. | <u>APPROVE CONTRACT AWARD FOR CONCEPTUAL DESIGN OF ANTIOCH AND RICHMOND FERRY TERMINALS</u> | Resolution |
| 8. | <u>APPROVE CONTRACT AWARD FOR CONCEPTUAL DESIGN OF MARTINEZ AND REDWOOD CITY FERRY TERMINALS</u> | Resolution |
| 9. | <u>APPROVE FISCAL YEAR 2010/11 BUDGET FOR THE ALAMEDA/OAKLAND FERRY SERVICE AND THE ALAMEDA/HARBOR BAY FERRY SERVICE</u> | Action |
| 10. | <u>AUTHORIZE FILING AN APPLICATION WITH THE METROPOLITAN TRANSPORTATION COMMISSION FOR \$600,000 FY 2010/11 REGIONAL MEASURE 2 OPERATING FUNDS TO SUPPORT ALAMEDA FERRY SERVICE OPERATIONS</u> | Resolution |
| 11. | <u>AUTHORIZE THE EXECUTIVE DIRECTOR TO ENTER INTO A GRANT AGREEMENT WITH THE BAY AREA AIR QUALITY MANAGEMENT DISTRICT TO TRANSFER CARL MOYER GRANT OBLIGATIONS TO WETA</u> | Resolution |
| 12. | <u>ESTABLISH A PROCESS TO SOLICIT AND CONSIDER PUBLIC COMMENTS ON PROPOSED FARES, SCHEDULES OR SERVICE CHANGES</u> | Resolution |
| 13. | <u>SCHEDULE A PUBLIC HEARING TO RECEIVE PUBLIC COMMENTS RELATED TO MODIFYING AND ADOPTING FARE STRUCTURES FOR ALAMEDA/OAKLAND AND HARBOR BAY FERRY SERVICES</u> | Resolution |
| 14. | <u>RECESS INTO CLOSED SESSION</u> | |
| | a. <u>CONFERENCE WITH REAL PROPERTY NEGOTIATORS</u>
Property: City of Vallejo ferry terminal related property/assets
Agency Negotiators: Nina Rannells and John Sindzinski, San Francisco Bay Area Water Emergency Transportation Authority
Negotiating Parties: City of Vallejo
Under Negotiation: Terms and conditions to the transfer of property/assets with the City of Vallejo for the Vallejo Baylink Service | Action
To Be Determined |
| | b. <u>CONFERENCE WITH REAL PROPERTY NEGOTIATORS</u>
Property: City of Berkeley ferry terminal related property
Agency Negotiators: Nina Rannells and John Sindzinski, San Francisco Bay Area Water Emergency Transportation Authority
Negotiating Parties: City of Berkeley
Under Negotiation: Terms and conditions to the cooperative agreement/lease with the City of Berkeley for Berkeley service | Action
To Be Determined |
| 15. | <u>REPORT OF ACTIVITY IN CLOSED SESSION</u>
Chair will report any action taken in closed session that is subject to | Action
To Be Determined |

Water Emergency Transportation Authority
December 2, 2010 Meeting of the Board of Directors

reporting at this time. Action may be taken on matters discussed in closed session.

16. 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. 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 Gov't. Code sec. 84308 and to applicable regulations.



MEMORANDUM

TO: WETA Board Members

FROM: Nina Rannells, Executive Director

DATE: December 2, 2010

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.

Alameda City Council approved the Transition Agreement at their regularly scheduled Council meeting on October 5th, and the WETA Board of Directors approved the agreement on October 7th. Legal counsel and staff are working to finalize the document for execution in the coming weeks, and continue to work on necessary due diligence and pre-closing activities.

WETA and City of Vallejo staffs are meeting bi-weekly to discuss terms and details of the Vallejo service transition. In addition, WETA and City of Vallejo staff have begun meeting periodically with a larger group, including Metropolitan Transportation Commission and Solano Transportation Authority representatives, to review the progress of our work and discuss any larger county and/or regional issues that have been identified associated with the transition. These discussions are all in support of bringing forward a final Vallejo service transition agreement for Board consideration in February 2011.

Emergency Water Transportation System Management Plan (EWTSMF) - This plan sets a framework for WETA coordination of emergency response and recovery efforts using passenger ferries and will provide a detailed definition of WETA's roles and responsibilities for incident planning, response, recovery and restoration of normal operations. The WETA Board of Directors adopted the final Emergency Water Transportation System Management Plan on June 18, 2009, in compliance with the requirements of Senate Bills 976 and 1093. Preparation of the EWTSMF and the Emergency Operations Plan (agency's internal plan) are complete.

Staff continues to attend regional emergency response meetings with staff from MTC, emergency management agencies, and other Bay Area transit properties to coordinate and prepare for disasters and to revise agency response plans.

Spare Vessels - Two spare vessels, *Gemini* and *Pisces*, have been constructed by Nichols Brothers Boat Builders and Kvichak Marine Industries that will be used to augment existing services and expand WETA's emergency response capabilities. Both of these vessels are chartered to the City of Alameda and are currently being utilized in Alameda-Oakland, Tiburon and Alameda Harbor Bay services.

South San Francisco Ferry Service - This service will provide access to biotech and other jobs in South San Francisco for East Bay commuters and expand the geographic reach of emergency ferry transportation response capabilities on the San Francisco Bay.

Two 199-passenger vessels, Scorpio and Taurus, have been constructed by Kvichak Marine Industries and Nichols Brothers Boat Builders. Both of these vessels are chartered to the City of Alameda and are currently being utilized in Alameda-Oakland, Tiburon and Alameda Harbor Bay services.

Work has begun in the Manson shipyard to build the float while Power Engineering completes final design of the terminal project. Power is expected to begin driving piles for the terminal in mid-December. The project remains on schedule and within budget.

Berkeley Ferry Service – This service will provide an alternative transportation link between Berkeley and downtown San Francisco. Staff has met separately with BCDC and City of Berkeley representatives to review the latest site plan for the project. The BCDC staff has requested less public access parking on the site and WETA is discussing this proposal with City representatives for their input. A follow up meeting with BCDC and City staff is planned to discuss this proposed change.

Treasure Island Service – This project, implemented by 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. WETA has served as the lead agency in securing design services for the future ferry terminal on Treasure Island and is working in partnership with TIDA to move this project forward.

Downtown San Francisco Ferry Berthing Expansion - This project will expand ferry berthing capacity at the San Francisco Downtown Ferry Terminal to accommodate expanded regular and emergency response ferry services. The current capacity at this terminal can only sustain the addition of the Berkeley-to-San Francisco route; any other route will require further terminal capacity.

Staff has initiated meetings with stakeholder groups to solicit feedback concerning preliminary sketch concepts for the proposed project, including tenants of the Ferry Building and Ferry Plaza, transit providers in the project area, vessel captain and deckhand groups, and BCDC. Additional meetings with other interested stakeholder groups will be conducted over the course of the next two months. A draft Purpose and Need Statement is currently being drafted by the environmental consultant for this project.

Pier 9 Berthing Facility - This project would construct 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. The Board approved award of a construction contract for this project to Manson Construction in October 2010.

Central Bay Operations and Maintenance Facility - This project will develop an operations and maintenance facility at Alameda Point to serve basic vessel fueling, maintenance, shop, warehouse, storage and emergency operations needs for WETA's future fleet of central bay vessels

Staff presented the concept design for this project as an informational item to the City of Alameda Planning Board on November 8th and received positive feedback concerning the proposed project. On November 12, staff met with FTA to discuss NEPA requirements for conducting an environmental impact review of the proposed project.

Hercules Environmental Review/Conceptual Design - WETA is working cooperatively with the City of Hercules to prepare the necessary environmental documents to support new ferry service in coordination with a Capitol Corridor commuter train station (and local feeder bus service) in a new Water Transit Oriented Development (WaTOD) being built at the Hercules waterfront.

Antioch, Martinez, Richmond and Redwood City Environmental Assessments/Conceptual Design – This project involves completing environmental and conceptual design documents for potential future ferry services in Antioch, Martinez, Redwood City and Richmond.

Staff has evaluated the submittals received on September 16, 2010 in response to an RFQ issued for terminal design services and selected KPFF, Inc. to prepare conceptual designs for the proposed Martinez and Redwood City ferry terminals and selected Marcy Wong and Donn Logan Architects to prepare conceptual designs for the proposed Antioch and Richmond ferry terminals. The development of these conceptual designs will support the environmental analyses being prepared for each of the four proposed terminals by separate environmental consultant teams hired for each project. The agenda for this Board meeting includes items requesting that the Board approve contract awards for KPFF, Inc. and Marcy Wong Donn Logan Architects to provide the services required for this work.

Ridership Forecast Model Update – This project will update the existing ridership forecast model developed by WETA in 2002 to generate new ridership forecast projections based on the most recent transportation and demographic data available from AGAG, MTC and local land use jurisdictions.

Following the Board's approval in October 2010, the Executive Director has executed an amended and restated agreement with Cambridge Systematics for this work. Staff has issued the first task order for this project authorizing Cambridge Systematics to update the existing model database and undertake mapping of terminal sites. Staff will be scheduling meetings with representatives from each terminal site jurisdiction to review land use assumptions prior to authorizing Cambridge Systematics to generate model forecast projections.

Clipper Fare Media Implementation – WETA is coordinating with MTC to implement Clipper fare media on the future South San Francisco ferry service and potentially on existing ferry services that will be transitioned to WETA from the Cities of Alameda and Vallejo.

On November 4th staff met with MTC to discuss contractual arrangements, operational plans and schedules, equipment needs, and a budget relating to the implementation of Clipper. Staff is reviewing options presented by MTC and considering the potential need to secure the services of a fare collection specialist through WETA list of on-call consultants to assist staff with this project. Staff will continue to coordinate with MTC to refine plans to implement Clipper in advance of beginning service at the South San Francisco ferry terminal.

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.

Design of Phase A of the parking structure is 100% complete and all funding sources for Phase A of the Program have been secured. Construction of the parking structure commenced on June 1, with an expected construction completion date of February 2012. Excavation of the site is 90% complete and the shoring wall, storm drain and pump vaults are installed. The first major concrete pour began on November 5, and footings and columns are now going up.

Meetings with USPS personnel regarding relocation are still underway and a potential relocation site has been identified. Escrow has been closed on the underlying USPS Parcel which is now owned by the City. Design of Phase B of the Parking Structure is in the final design stage with the construction start date being dependent on the relocation of the post office property and full funding for this phase.

Site work and utility construction is complete on the Bus Transit Center, structural steel has been erected, internal and external framing is complete, the HVAC system is installed, and interior dry wall and plumbing are complete while paint, tile and flooring are starting. Exterior siding is currently being installed on the building and brick flatwork has begun. The base pad has been paved and poured and the shelter structures have been erected but not fully installed. Construction is currently at 80% completion. The project schedule shows an April 2011 completion date but the contractor has indicated that the project could be substantially completed in December 2010.

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. Phase 1 constructs a 48,000 gallon fuel storage (2 week supply) and delivery system. Phase 2 includes construction of a system of floats and piers to initially berth 6 vessels but designed in a modular fashion to accommodate future growth of the fleet, demolition of Building 855, and construction of a new warehouse/shop in its place. Phase 3 will renovate Building 165 into a permanent office and shop space (including lead dust abatement), and security installations. The design consultants, Winzler & Kelly, finished the conceptual design for all three phases in August 2005.

In anticipation of WETA taking over ferry operations from the City of Vallejo, WETA Staff reviewed the project in early 2009 and recommended that five specific areas of the plan be re-studied/amended including fuel tank storage options, modular construction of vessel berths, options to address BCDC global warming criteria, re-examining if continuing renovation of building 165 is optimal and revising lead dust abatement cost estimates.

Lennar (landlord of the site) and City of Vallejo, in consultation with WETA, have just completed a 95% clean draft of the Facilities Agreement Lease. That draft agreement was forwarded to City and WETA staffs on October 21, in order to start legal and risk management reviews. While staff reviews are underway, the City will work with Lennar to clean up the exhibits to the document.

Marcy Wong – Donn Logan Architects have submitted several planning documents to the City of Vallejo Planning Department concerning the project:

- Historic Evaluation of Building 165
- Application for Certificate of Appropriateness
- Planned Unit Development Permit Application
- Request for a Finding of Reasonable Necessity for Demolition of Building 855

The project should go before the Architectural Heritage and Landmarks Commission at their November 2010 meeting for comment/approval.

Work continues on the plans and specifications package for the Phase 1 Ferry Fueling Facility and Phase 2 Waterfront Infrastructure. The consultant team, being led by Winzler & Kelly, expects to have the 100% package completed for City and WETA review by the end of February 2011. The Phase 1 bid package is expected to go to advertisement by April 11, 2011, with Phase 2 following on June 10, 2011.

The United States Coast Guard has provided a Letter of No Concern regarding the project impacts to the federal navigable channel in Mare Island Strait. This letter has been forwarded to the United States Army Corps of Engineers (USACOE). The USACOE has conducted a policy search to

confirm that there is no regulation that applies to this situation, and that no specific permit from the USACOE will be required.

Winzler & Kelly permit staff are now engaging with the U.S. Navy to determine their lease requirements for the submerged lands that the facility will be occupying. Winzler & Kelly is making good progress on the remaining environmental and permitting work. They will be preparing a Subsequent Mitigated Negative Declaration (S-MND) in support of an updated CEQA for the project. This work is expected to be complete in January 2011. Project personnel met with BCDC in November in order to facilitate BCDC review and approval of an amended project application.

OUTREACH, PUBLIC INFORMATION, AND MARKETING EFFORTS

On October 13, Nina Rannells and Keith Stahnke attended a lunch with Capt. Cynthia Stowe, San Francisco's new Sector Commander.

On October 18, Nina Rannells attended a reception for Michael Scanlan, General Manager/CEO of the San Mateo County Transit District, to recognize him for his newly-elected position as Chair of the American Public Transportation Association.

On October 21, Nina Rannells attended a breakfast with Congressman Ortiz representative for the 27th District of Texas and member of the United States House Committee on Transportation and Infrastructure.

On October 25, Nina Rannells attended the Bay Area Council's Transportation Funding Subcommittee meeting.

OTHER ACTIVITIES / ITEMS

Ten-Year Service Recognition - On October 17, 2010, Anthony Intintoli reached his ten year anniversary as a member of the WTA/WETA Board of Directors. We thank him for his long-standing commitment to ferry services in the San Francisco Bay Area and honor him for his exemplary leadership as the Vice Chair of WETA for the past three years.

Proposition 1B Funds – Proposition 1B funds provided to WETA for ferry service projects are authorized for a period of three years at a time. Although the majority of first year (FY 2007/08) funds were just recently received by WETA, CalEMA staff has indicated that these funds will expire in March 2011. Staff is working with CalEMA to receive an extension of these funds in the short term and has directed our state lobbyist, Barry Broad, to develop a legislative course of action to ensure that all Proposition 1B funds will remain with WETA in the long-term.

ADMINISTRATION

October Financial Statements - Attached are the monthly financial statements for FY 2010/11 through October 2010, including the Statement of Revenues and Expenses and the Capital Budget vs. Expenditures reports.

Water Emergency Transportation Authority
FY2010/11 Statement of Revenues and Expenses
October 2010

					% of Year Elapsed 34%
	Current Month	Prior Year Actual	2010/11 Budget	2010/11 Actual	% of Budget
Operating Revenues					
Operating Assistance					
RM 2 Planning	469,111	3,974,266	4,950,000	1,131,617	22.9%
SUASI	-	26,198	-	-	0%
Total Operating Assistance	469,111	4,000,464	4,950,000	1,131,617	22.9%
Other Revenues					
Interest Income	1,084	13,050	15,000	2,839	18.9%
Other	-	7,900	-	-	0.0%
Total Other Revenues	1,084	20,950	15,000	2,839	18.9%
Total Operating Revenues	470,195	4,021,413	4,965,000	1,134,456	22.8%
Total Capital Revenues	922,805	17,675,940	28,622,995	2,247,331	7.9%
Total Revenues	1,393,000	21,697,353	33,587,995	3,381,787	10.1%
Operating Expenses					
Operations					
Wages and Fringe Benefits	114,227	1,472,036	1,613,000	388,580	24.1%
Services	314,449	2,144,939	2,798,000	595,819	21.3%
Materials and Supplies	808	25,071	87,000	3,230	3.7%
Utilities	1,049	11,322	19,000	2,614	13.8%
Insurance	-	28,973	37,000	28,222	76.3%
Miscellaneous	14,713	38,597	103,000	18,591	18.0%
Leases and Rentals	23,866	279,526	293,000	94,561	32.3%
Total Operations	469,111	4,000,464	4,950,000	1,131,617	22.9%
Total Operating Expenses	469,111	4,000,464	4,950,000	1,131,617	22.9%
Total Capital Expenses	922,805	17,675,940	28,622,995	2,247,331	7.9%
Total Expenses	1,391,916	21,676,404	33,572,995	3,378,948	10.1%
Excess Revenues (Loss)	1,084	20,950	15,000	2,839	

Water Emergency Transportation Authority
FY2010/11 Statement of Revenues and Expenses
October 2010

Project Description	Current Month	Project Budget	Prior Year Actual	2010/11 Budget	2010/11 Actual	Future Year	% of Project
Expenses							
2 Spare Vessels	-	17,000,000	16,764,811	235,189	-	-	99%
SSF Vessels	1,319	20,500,000	19,504,841	995,159	6,687	-	95%
SSF Mitigation Study	-	275,000	42,459	52,541	-	180,000	15%
SSF Terminal Construction	730,636	26,000,000	1,420,414	15,985,586	1,845,925	8,594,000	13%
Berkeley Environ/Conceptual Design	14,484	1,954,700	1,566,858	303,842	48,385	84,000	83%
Berkeley Terminal Design	-	3,200,000		1,500,000	-	1,700,000	0%
Hercules Environ/Conceptual Design	202	1,080,000	981,684	98,316	2,829	-	91%
Pier 9 Mooring/Floats	9,852	3,150,000	329,867	2,820,133	43,370	-	12%
Environmental Studies/Conceptual Design	19,608	3,250,000	56,000	2,120,000	30,852	1,074,000	3%
Central Bay Ops/Maintenance Facility	31,653	2,600,000	128,770	962,230	63,230	1,509,000	7%
Maintenance Barge, Floats & Ramps	-	5,000,000	-	1,250,000	-	3,750,000	0%
S.F. Berthing - Environ/Conceptual Design	115,050	3,300,000	-	2,300,000	206,053	1,000,000	6%
Total Capital Expenses	922,805	87,309,700	40,795,705	28,622,995	2,247,331	17,891,000	
Revenues							
RM 2	26,379	32,881,735	31,410,679	1,290,975	316,672	180,081	96%
San Mateo County Sales Tax	133,136	15,000,000	410,919	10,892,865	481,276	3,696,216	6%
Federal	515,368	14,407,533	6,574,895	3,753,658	847,945	4,078,980	52%
Proposition 1B	247,922	23,820,432	2,399,211	11,485,497	601,437	9,935,724	13%
Total Capital Revenues	922,805	86,109,700	40,795,705	27,422,995	2,247,331	17,891,000	

Federal Activities Report to WETA Board November 24, 2010

The midterm elections have come and gone and now, here in DC, we are already seeing tangible results that will impact ferries and terminals generally and WETA specifically.

Where's WETA's money? Short Term

Congress was unable to pass any appropriation bills before the Federal fiscal year began October 1. For WETA, this means the \$2 million we have gained (earmarks of \$1.25 million for the Vallejo ferry maintenance facility and \$775,000 for Berkeley ferry/terminal costs) is on "hold." Until Congress actually passes the Transportation Appropriations bill, WETA will not get that money. In the meantime, Congress passed a Continuing Resolution (CR) that has kept the government running through December 3. But that deadline is approaching fast too, and lawmakers are still squabbling. To buy themselves more time, House lawmakers are now likely to pass yet another CR that would keep the government running through December 17. By then, perhaps, the two chambers will have agreed on what they really want to do, which might be yet another CR, by which they will "punt" on these spending bills until next year.

Cutting Spending – Do Earmarks Make a Dent?

The discretionary portion of the federal budget (the portion that Congress can earmark) is less than 20% of the total budget. Significant reductions in federal spending would require cutting entitlement programs such as Social Security, Medicare, Medicaid, civil and military pensions. That is where the real savings are, but also where political suicide lurks. So far liberal Democrats, conservative Republicans, and Tea Partiers agree on something: they all want to keep their jobs. So they won't touch entitlements.

That leaves just 20% of the budget, that pays for everything else, the wars in Iraq and Afghanistan, National Parks, education, transportation, energy, **ferry boats**, transit, the federal courts, food stamps, air traffic controllers, drug enforcement, Corps of Engineers civil works/dredging, you name it!

Already, the incoming Republican majority in the House of Representatives has banned earmarks. The Senate Republicans have pledged to oppose earmarks, and even though they are not in the Majority, they can make earmarking very difficult. If these bans hold, they would make a real dent in our funding flow to WETA project. It is even possible that this ban will cover not only appropriations bills, but also earmarks included in the Transportation bill (where WETA gained funding for Oyster Point terminal and the \$2.5 million annual set-aside 5 years ago).

Where's Ferry Money Coming From? Long Term

Speaking of taxes, this also directly impacts WETA. The "no new taxes" mantra being heard from the incoming Chair of the Transportation & Infrastructure Committee, would mean, if he stays with it, no increase in the gas tax. The tax rate has been unchanged for approximately 20 years - without an increase there will be insufficient revenues to pay for a new comprehensive bill and not enough money to pay for maintaining existing roads and transit, much less expanding federal funding for ferries, which we have been pursuing with the Public Ferry Coalition.

Bottom Line

The challenges we face in funding WETA and ferries are just now taking shape. Congressional spending (including earmarks) policies are evolving and will continue to evolve in the coming year. What we do know is that we will be working very hard to find new ways to assure that ferries are properly funded going forward.

Respectfully Submitted,

Peter Friedmann

To: Members of the WETA Board

From: Barry Broad
Shane Gusman

Date: November 23, 2010

Re: Legislative Report

General Election

As you all know, on November 2, Jerry Brown was elected Governor. In other races, Senator Boxer and all congressional incumbents were reelected. In the state Legislature, the Democrats picked up one seat in the State Assembly and will now have a 52-28 majority. In the State Senate, the partisan division remained the same and there will be 25 Democrats and 15 Republicans.

Two statewide ballot measures passed that will have a significant impact on the state budget process. Proposition 25 will lower the vote threshold for passage of the state budget from a 2/3 vote to a simple majority. Proposition 26 will impose a 2/3 vote on for passage of all new fees imposed by local and state government and will also foreclose the State Legislature from passing a revenue neutral "tax swap" by a majority vote (i.e. when one tax is lowered and the another is raised to an equal amount). The 2/3 vote to raise a tax imposed by Proposition 13 still remains in effect.

The result of the passage of these two measures is that the majority Democrats can pass a budget without Republican votes. However, new or increased taxes or fees cannot be imposed without a 2/3 vote. This is likely to lead to a less protracted budget process and more on-time budgets.

State Budget Update

The Department of Finance recently released figures indicating that the current 2010-11 budget, which was just recently passed after a protracted budget fight, is already in deficit by \$6 billion and projected that next year's budget (2011-12) will be \$19 billion in the red.

Based on DOF's report, Governor Schwarzenegger, with the backing of Governor-elect Brown, called a special session of the Legislature which will begin on December 6, 2010, when the newly elected class of Legislature's are sworn in. Governor-elect Brown has indicated that, even if the votes could be obtained in the Legislature to increase taxes, he will not sign a budget with tax increases unless those increases are ratified by a vote of the electorate.

Expect an "all cuts" budget.

WETA Sponsored Legislation

At the end of the legislative session, we had succeeded in including a provision in the transportation "trailer bill" that would have clarified that WETA has three years from the date it receives Proposition 1B funding to expend those funds, not three years from the date the expenditure of such funds is approved by the California Emergency Management Agency (which acts as a grantor agency for the allocation of Proposition 1B funds). Unfortunately, on the last night of the session, the transportation trailer bill died amid a larger political disagreement.

Since we are not clear when and if a new transportation trailer bill will be introduced, we plan to have a stand alone bill introduced early in the 2011 legislative session.

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

MINUTES OF THE BOARD OF DIRECTORS MEETING

(October 7, 2010)

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 John O'Rourke. Vice Chair Anthony Intintoli led the Pledge of Allegiance.

2. REPORT OF BOARD CHAIR

Chair Johnson noted her excitement over the Alameda/Oakland Ferry Service transition agreement and thanked the staff for their work throughout the process, noting that she hoped an equally successful resolution would soon be reached in the Vallejo transfer negotiations. Chair Johnson also mentioned that WETA soon anticipated receipt of a draft feasibility study regarding the use of hovercraft in Hercules, where dredging issues were potentially problematic for the service.

3. REPORT OF DIRECTORS

None.

4. REPORTS OF STAFF

Chair Johnson introduced WETA Federal Legislative Representative Peter Friedmann for a report on activities in Washington, DC. Mr. Friedmann said that following the successes over the summer, the current election cycle was slowing activity down on approximately \$2 million in infrastructure allocation in current bills, noting that they could be delayed until January. He said that preliminary funding commitments for WETA in the current year exceed that of any other ferry service and includes \$1.25 million for the Vallejo Maintenance Facility and \$775,000 for the Berkeley service. He noted the support from the Bay Area congressional delegation including Representatives Barbara Lee, George Miller and Nancy Pelosi. Mr. Friedmann also noted the support of Representative John Garamendi, who sits on the Transportation Committee, adding that the Committee was already at work on the Transportation Reauthorization Bill which would be a very big deal in the coming year.

Executive Director Nina Rannells reiterated Chair Johnson's mention of dredging issues near the Hercules site, noting that it was a serious issue that could hamper the potential service. She added that the hovercraft study underway is intended to take a preliminary look at the feasibility of such a solution as part of the current environmental assessment.

Public Comment

Ian Austin of URS, who was preparing the study, noted that a similar solution had been used in King Cove, Alaska and had been used on the Isle of Wright since 1965.

Ms. Rannells then reported on a number of other recent WETA activities, including a WETA ferry being made available the previous weekend for the Port of Redwood City's "Port Fest" and her presentation at the 2010 Interferry conference in New York City followed by a tour of the terminal

and maintenance facilities. Chair Johnson asked if the ferries in New York were as “green” as the WETA’s. Ms. Rannells noted that they did not have the same legislative mandate for low emissions that WETA did, noting that WETA was considerably ahead of other systems on this front.

Ms. Rannells also noted that cure language regarding Proposition 1B was being pursued for inclusion in the state budget transportation trailer bill to prevent funds paid to WETA from expiring after three years. She closed reminding the Board that a Board Retreat had been scheduled for October 12.

5. CONSENT CALENDAR

Vice Chair Intintoli made a motion to approve the minutes from the August 19, 2010 Board of Directors meeting. Director Bellows seconded the motion and the item carried unanimously.

6. APPROVE AMENDED AND RESTATED AGREEMENT WITH CAMBRIDGE SYSTEMATICS FOR FERRY RIDERSHIP FORECASTING SERVICES

Planner/Analyst Mike Gougherty presented this item requesting Board approval for an amended and restated agreement with Cambridge Systematics for ferry ridership services to provide additional ridership forecasting services for an amount not to exceed \$250,000.

Public Comment

Mike Bernick, on behalf of the four cities’ terminal sites currently under environmental review, said that the study was important to update the ridership forecasts. He noted that while there may or may not be substantial changes since the original study had been completed that it was important to have the latest estimates available.

Vice Chair Intintoli asked if WETA’s plan would need to be revised if it was found that the numbers had changed significantly. WETA counsel Stanley Taylor III of Nossaman LLP replied that WETA would be under no legal obligation to do so. Ms. Rannells noted that regardless, it was essential for WETA to be informed as accurately as possible moving forward. Planning and Development Manager John Sindzinski said that the numbers would be specific to each route and that he very much looked forward to seeing them.

Vice Chair Intintoli asked that in light of the flux in the economy over the last five years if projections to 2025 would be meaningful. Mr. Sindzinski said that the numbers would be vetted by MTC for accuracy and that in any case they would be required by the FTA in order to move the projects forward. Mr. Bernick added that he felt Cambridge Systematics numbers tended to be more conservative and accurate than those from other firms.

Director O’Rourke made a motion to approve the item. Director Bellows seconded the motion and the item carried unanimously.

7. AWARD OF FLOAT AND GANGWAY CONSTRUCTION CONTRACT FOR THE PIER 9 LAYOVER BERTHING FACILITY

Mr. Sindzinski presented this item requesting Board approval to award a contract for the construction of the Pier 9 Layover Berthing Facility to Manson Construction Company in an amount not to exceed \$2,482,410, authorize the Executive Director to negotiate and enter into a contract for this work and increase the budget authority for this project by \$400,000 to a total of \$3,150,000.

Mr. Sindzinski reviewed the procurement process and noted receipt of three qualified bids for the project from Dutra, Manson and Vortex. Mr. Bellows noted an error in the report. Mr. Sindzinski acknowledged the typo, noting that Vortex’ correct score should read as 91.

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

8. APPROVE AMENDMENT NO. 1 TO AGREEMENT WITH KPFF FOR DESIGN AND ENGINEERING SERVICES FOR THE CENTRAL BAY OPERATIONS AND MAINTENANCE FACILITY

Mr. Gougherty presented this item requesting the Board approve Amendment No.1 to Agreement #09-007 with KPFF, Inc. in the amount of \$75,000 to provide additional services in support of the ongoing environmental review for the Central Bay Operations and Maintenance Facility and authorize the Executive Director to execute the contract amendment.

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

9. APPROVE CONTRACT FOR LEGISLATIVE SUPPORT SERVICES

Ms. Rannells presented this item requesting Board approval of a contract with John Burton for legislative support services and authorize the Executive Director to execute an agreement for these services in an amount not to exceed \$25,000.

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

10. AUTHORIZE FILING APPLICATION WITH MTC FOR \$230,000 REGIONAL MEASURE 2 CAPITAL FUNDS

Finance and Grants Manager Lynne Yu presented this item requesting Board authorization for staff to file an application, including related certifications, for \$230,000 Regional Measure 2 capital funds to support the continuing environmental studies and conceptual design of the Berkeley Ferry Terminal project, and to update WETA's ridership model and generate new ridership forecasts for Berkeley and Hercules services.

Vice Chair Intintoli asked if this was an additional request for ridership studies. Ms. Yu replied that these RM2 funds would in part support the earlier item regarding ridership studies, and that it was not a request for additional studies.

Director Bellows made a motion to approve the item. Director O'Rourke seconded the motion and the item carried unanimously.

11. APPROVE FERRY SERVICE OPERATIONS TRANSFER AGREEMENT AMONG SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY, CITY OF ALAMEDA AND ALAMEDA REUSE AND REDEVELOPMENT AUTHORITY

Ms. Rannells presented this item requesting Board approval of the transition of the Alameda/Oakland Ferry Service and the Alameda/Harbor Bay Ferry Service from the City of Alameda to WETA including approval of the Ferry Service Operations Transfer Agreement substantially in the form presented by the Authority staff. This item authorized the Executive Director to complete negotiations and make such modifications to the Ferry Service Operations Transfer Agreement as are necessary and appropriate to reflect the terms and conditions of the Transition and to execute the final form of Ferry Service Operations Transfer Agreement. It also authorized the Executive Director to take all other steps and execute all other documents as are necessary to achieve the Closing of the Ferry Service Operations Transfer Agreement and to implement the Transition, including recording a Notice of Exemption from CEQA in the Official Records of Alameda County for this transaction.

Ms. Rannells introduced Donna Brady of Nossaman LLP, noting that her role has been integral to completion of the Agreement.

Ms. Rannells then reviewed the key components of the Agreement, noting that it was consistent with the Transition Plan, with WETA taking over and maintaining existing services. She noted that vessels and waterside assets would be assigned to WETA, and that regarding landside assets, WETA would receive landing rights rather than leasing facilities. Ms. Rannells added that local funding of the service would continue, reflecting the City's ongoing support. She indicated that one of the benefits of the transition to the system is that WETA is eligible to receive FTA funding to support ongoing capital rehabilitation and replacement needs, where the City was not.

Vice Chair Intintoli asked if the charter agreements that the WETA's four vessels were operating under would terminate once the Agreement was in place. Mr. Taylor said that that was indeed the case, and Ms. Rannells added that the vessels themselves would likely continue operating in service on the same routes, just under WETA's direction.

Ms. Rannells then addressed several details of the Agreement including ongoing consultation with the City of Alameda regarding service issues, the City's responsibility to dismantle the antiquated crane located near the Alameda terminal, and the acknowledgment of the potential development of a new terminal facility at Seaplane Lagoon.

Ms. Rannells also said that a key aspect of the negotiation with the City of Alameda was that the transition agreement requires parity with the ultimate Vallejo transition agreement. She noted that the City of Alameda would not charge for the vessels or terminal parking under the Agreement, and that WETA sought a similar arrangement with the City of Vallejo.

Director Bellows asked that if a terminal were to be developed at Seaplane Lagoon if the City would provide parking. Ms. Rannells indicated that the City or area developer would be responsible for providing ferry parking at the Seaplane Lagoon site.

Vice Chair Intintoli asked for clarification of Section 11.3 (a) in the agreement defining "service levels". Ms. Brady and Ms. Rannells detailed the Agreement's commitment to service levels and the process required for any changes. Mr. Taylor thanked Ms. Brady for her work on the Agreement, noting that it was comprehensive in scope and would serve as a template for future transitions of this nature.

Chair Johnson asked how tenants at Harbor Bay contributed to their service. Ms. Brady noted that it was via a tax, and Mr. Taylor elaborated that it was a property tax imposed on the development.

Public Comment

Denise Turner of the Port of San Francisco asked about dredging required under the Agreement. Ms. Rannells noted that it was not required to access the Alameda and Oakland terminals and that dredging for the Harbor Bay service was minor. Ms. Turner then asked when the current operations contract with Blue & Gold Fleet would expire. Ms. Rannells noted that she understood that both the Blue & Gold and Harbor Bay Maritime agreements would expire at the end of June 2011.

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

12. APPROVAL OF THE DISADVANTAGED BUSINESS ENTERPRISE GOAL FOR FY2010/11 – FY2012/13

Public Affairs Manager Leamon Abrams presented this item requesting Board approval of the establishment of a 2.0% Disadvantaged Business Enterprises goal applicable to anticipated upcoming contracts assisted by the Federal Transit Administration during FY 2010/11 through FY 2012/13, and to authorize the Executive Director to take required steps to circulate and transmit this goal to FTA.

Mr. Abrams noted that the FTA had issued new regulations that changed the requirement to establish a DBE goal from yearly to once every three years. He then reviewed the process WETA used to establish the goal and noted that WETA would continue its outreach program to target interested DBEs.

Director Bellows made a motion to approve the item. Director O'Rourke seconded the motion and the item carried unanimously.

13. INFORMATIONAL ITEM: DOWNTOWN SAN FRANCISCO TERMINAL EXPANSION PROJECT

Mr. Sindzinski introduced this informational presentation updating the Board on the Downtown San Francisco Terminal Expansion Project. He noted that the presentation which would follow was similar to the one being presented at over 25 outreach meetings to various stakeholders as a requirement of the approval process with BCDC and the Port of San Francisco.

After a brief recess, Mr. Sindzinski introduced Boris Dramov of ROMA Design Group who delivered a PowerPoint presentation to the Board.

Chair Johnson said that Sinbad's restaurant would not be happy. Mr. Sindzinski noted that if the business had to be relocated that WETA would incur no financial obligation.

Ms. Turner asked if the presentation had been given to the Port. Mr. Sindzinski said that it was scheduled to be given at the next Port Commission meeting.

Vice Chair Intintoli excused himself from the remainder of the meeting at 3:00 p.m.

Public Comment

Veronica Sanchez of Masters, Mates & Pilots said that it was exciting to see phases two and three of the project in motion and noted that the first phase had occurred before WETA had a legislative emergency response mandate. She asked if there was an element of the team looking at security issues since the Ferry Building was a critical asset.

Mr. Sindzinski replied that the design team was informed on MARSEC and other current security issues, noting that Gates B and E were not up to current essential structure standards and that this was a serious issue.

Ms. Sanchez noted the importance in having sufficient space for screening and queuing of passengers in the event of an emergency. She added that according to Jim Hurley of the Port of San Francisco, the closing of the Transbay Terminal had moved a significant homeless population to the Ferry Building facilities. She suggested the possibility of an advisory group to examine these issues.

Mr. Sindzinski said that there was indeed a homeless encampment currently located behind the Agriculture Building. He also noted that during weekend farmers markets there were often 25,000 visitors at the Ferry Building requiring careful planning of the new ferry berthing facilities and surrounding areas to accommodate multiple uses.

14. RECESS INTO CLOSED SESSION AND REPORT ON CLOSED SESSION

Chair Johnson called the meeting into closed session at 3:10 p.m. Upon reopening of the meeting at 3:55 p.m. she reported that no action had been taken.

15. ADJOURNMENT

All business having concluded, the meeting was adjourned at 3:55 p.m.

Respectfully Submitted,

Board Secretary

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

MINUTES OF THE BOARD OF DIRECTORS MEETING

(October 12, 2010)

The Board of Directors of the San Francisco Bay Area Water Emergency Transportation Authority met at the offices of Nossaman LLP, 50 California St, 34th Floor, San Francisco, CA.

1. ROLL CALL AND CALL TO ORDER

Chair Charlene Haught Johnson called the meeting to order at 12:10 p.m. Directors present were Vice Chair Anthony Intintoli, Director Gerald Bellows, and Director John O'Rourke.

2. PUBLIC COMMENT

Chair Johnson invited the one member of the public to comment on non-agenda items. Douglas Frazier, Chairman of the Design Committee of the East Bay Chapter of American Institute of Architects (AIA) introduced himself and invited a representative of WETA to speak at one of the Chapter Forums about urban design issues. He informed the Board of a well-attended forum on the transportation difficulty between Alameda and Oakland and indicated that one of the short term solutions suggested at that meeting was the establishment of a water taxi service. Mr. Frazier stated that many attendees of this meeting had commented that relocating the Coast Guard Facility from Coast Guard Island to somewhere else in the Bay would simplify the transportation complications between Alameda and Oakland due to bridge height requirements for Coast Guard vessels. The East Bay Chapter of AIA hopes to follow up on the water taxi subject later this year and would like to invite someone from WETA to attend that meeting.

3. REVIEW MISSION STATEMENT

Executive Director Nina Rannells introduced the facilitator of the retreat, Carmen Clark. Ms. Clark provided an overview of the Board's discussion when creating the following mission and vision statements at the last retreat in August of 2008.

Vision Statement

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

Mission Statement

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

Ms. Rannells provided an overview of the Board's discussion and considerations when they created these statements two years ago. The Board reviewed these statements and concurred that they still accurately represent the agency and its mission.

Vice Chair Intintoli commented that WETA's enabling legislation contains contradictory language as it relates to the agency's challenge of balancing consolidation of existing services and expansion services. Vice Chair Intintoli further commented that one of the challenges of the Vallejo transition

will be the distribution of operating funds and the associated level of service that these funds can support. Ms. Rannells noted that finding new operating funds is and will remain an ongoing effort of the agency as all of the existing services have some level of a deficit and because most of the expansion services have not secured sufficient operating funds.

Ms. Clark asked whether the Board would like to adopt either the vision or mission statements. Director O'Rourke suggested that the Board adopt both the mission and vision statement.

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

4. REVIEW PROGRAM STATUS

A. Enabling Legislation

Danielle Gensch of Nossaman LLP, provided a summary of the agency's enabling legislation, Senate Bill 976, amended by SB 1093. Chair Johnson requested legal counsel to provide a summary of the consolidated legislation for quick reference to the Board at a later date. Ms. Gensch reviewed the purpose and legislative intent of SB 976 and 1093, the structure of the Board of Directors and agency personnel, the powers of the agency, and the specific actions related to the transition required by statute.

Vice Chair Intintoli asked if the version of the legislation included in the binders (provided to the Board at the retreat) was a redline version of the revisions that SB 1093 made to SB 976. Legal counsel replied that this is a consolidated version of the legislation, and stated they would include copies of both bills in the binder and redistribute to the Board. Vice Chair Intintoli also requested that a copy of the Transition Plan be included.

Vice Chair Intintoli noted that within the legislation there is a statement that priority will be given to the existing services over expansion services. Additionally, he reviewed the legislative requirements for the financial projections included in the transition plan and how this language relates to the Vallejo transition.

Ms. Rannells provided an overview of the changes that SB 976 and 1093 made to the Government Code which regulates the agency's main source of operating funds, Regional Measure 2 (RM2) funds. These changes included:

- Consolidating all of the RM2 funds that had previously been segmented to specific projects, giving WETA some flexibility in allocating funds between services.
- Relaxing restrictions that had previously prevented the agency from utilizing these funds to support existing, non-expanded, Alameda and Vallejo services, with the caveat that the cities had to take formal action committing to transfer the services to WETA prior to funds being made available for this use.

B. Transition Plan

Ms. Rannells provided the Board of Directors with a summary and update of how the agency is structuring the transition of existing services. The Transition Plan laid out the following structure to transition the three existing city-based services with minimal impacts to the riders:

- Cities to retain the landside assets and to assign the waterside assets to WETA.
 - Operating contracts for the services would be assigned to WETA with WETA rebidding all of the services under one contract once the transition is complete.
-

- Initially, fare structures will remain substantially the same, with the exception of lowering senior fares on the Alameda/Oakland service to comply with Federal Transit Administration requirements.
- Existing services to continue with service levels balanced against ridership demand and funding levels.
- Cities to continue local commitments for each service in the form of continuing local contributions and/or making facilities available for WETA's use; and
- No new costs.

Ms. Rannells noted that another important item required in the Transition Plan was to review and revise what expansion services the agency can practically deliver in the next five years with the agency's current funding constraints and with the agency's additional charge of consolidating the three existing services under WETA. The Transition Plan narrowed this down to South San Francisco and Berkeley expansion services. Treasure Island was also included since the City and County of San Francisco is moving quickly on the project and will be funding the operation of the ferry service. Ms. Rannells added that work on Redwood City, Antioch, Richmond, Martinez and Hercules expansion services are included in the plan through the environmental and conceptual design phase, as environmental work is in process and funds have not been secured to cover anticipated operating costs.

Vice Chair Intintoli mentioned that the legislation also required the Transition Plan to include a financial plan showing how the agency will fund the ferry services' projected deficits. Ms. Rannells stated that the Transition Plan did comply with this requirement in a very basic way, showing that the agency had the financial capacity to continue services as is, provided a set of service and cost assumptions, but that the text of the plan indicated that continuation of service levels would have to be considered on an annual basis, and take into consideration ridership levels and historic funding commitments in order to balance WETA's expansion program with existing services. She further indicated that the financial projections had to be created at a relatively high level as WETA had limited access to the details behind the City of Vallejo and Alameda's budget figures and operating details driving the base year of the projection, and WETA could not practically make service change assumptions to balance the City's budgets without extensive time, study and City participation. For this reason, in tandem with the development of the Transition Plan, WETA action to provide City of Vallejo with supplemental operating allocations for the past three years have been conditioned upon the City staff developing a plan to balance operating expenses with funds historically available to support the system.

Ms. Rannells continued that the second piece of the Transition Plan describes the agency's revised expansion plan and key projects, including the transition of existing services, South San Francisco service, Berkeley ferry service environmental, Treasure Island, San Francisco Downtown Ferry Berthing Expansion project, Central Bay Maintenance Facility, and North Bay Maintenance Facility. John Sindzinski, WETA Manager of Planning and Development provided an update to the Board on the status of WETA's six key projects.

Vice Chair Intintoli asked about the shelf life of environmental reviews and if there is any risk of the EIR's expiring prior to the agency implementing the project or prior to being able to secure operating funds for those expansion services. Mr. Sindzinski responded that EIR's do in fact expire and in the event this does happen, the agency can prepare a supplement to the EIR which is a much smaller task and cost than preparing an EIR.

Director O'Rourke suggested that WETA should start working closely with the Golden Gate Highway and Transportation District (GGBHTD) to learn from their experience and lessons learned, and to look for any opportunities for partnering with them to gain efficiencies, such as bulk

purchasing of fuel or opportunities for shared use facilities. Ms. Rannells noted that GGBHTD is currently working to replace their hydraulic ramps at the ferry building and that there may be some partnering opportunities through WETA's Downtown Ferry Berthing Expansion project to partner with them.

Ms. Rannells provided the Board of Directors with an update on the agency's funding sources for capital, operating and reserve funds, including Regional Measures 1 and 2 funds, Federal Funds, Proposition 1 B funds, and Measure A San Mateo County funds each of which have their own rules and restrictions. She noted a couple of important restrictions that limit the agency's flexibility, including:

- Most fund sources do not escalate from year to year creating a situation where revenues will not keep pace with expenses over time.
- Operating funds cannot generally be flexed to capital, although, in some cases, capital funds can be flexed to support preventative maintenance in operations. This would only generally be done if all capital needs are met and excess funds are available.
- MTC administers Regional Measure 2 (RM2) funds as "use it, or loose it funds" which means any money left over at the end of each fiscal year gets returned to MTC for their use in other programs rather than reserved for WETA use at a later date.

Ms. Rannells noted that WETA uses RM2 funds for the administration of the agency, spare vessels and transition related expenses. WETA's operating budget this year is \$5 million dollars. In the future, with the addition of the Alameda and Vallejo systems, the annual operating budget will be approximately \$25 million dollars.

Regarding reserves, Ms. Rannells stated that the agency retained \$1.8 million of WTA's original funding allocation, and has also just been able to start building an additional \$10 million in reserves through the private bonding deal that will span over the next 3 years. These reserves will be crucial to the agency's ability to manage system operating and capital cash flow needs now and into the future as the agency budget and service responsibilities grow.

Vice Chair Intintoli asked Ms. Rannells how long before the agency will be using all of the operating revenues it has available for expansion services. Ms. Rannells stated that it all depends on how fast the agency can get South San Francisco and Berkeley services implemented. She further stated, that what the Transition Plan showed was that if nothing changes with the current Alameda and Vallejo services and WETA's projects roll out on time, that in five years the agency would be using all of the operating money currently available through RM2. She indicated that we would need to look to secure additional operating funds and/or develop service reductions well ahead of this happening in order to ensure the continuity of services over time.

Ms. Rannells continued with the summary of fund sources, stating that capital funds are restricted to very specific projects and that often times granting agencies require evidence of sufficient operating funds to support the ongoing maintenance and operation of the capital project.

Ms. Clark asked whether or not the agency has a strategic financial plan. Ms. Rannells replied that the Transition Plan required WETA to show all of the capital maintenance needs for the three city-based ferry systems. Even though WETA is not yet responsible for the City of Alameda or City of Vallejo services yet, WETA has worked over the past several years to help make sure that capital projects required for both systems are included in MTC's program for funding to the degree possible. As a part of this effort, WETA staff put together and submitted the City of Alameda's capital program to MTC over a year ago, and also worked with Vallejo to ensure their plan was inputted into MTC's capital funding process. Ms. Rannells clarified that once the agency better

understands the condition of the assets and is technically responsible for the assets, it will be easier to work to secure funds for the system.

Ms. Clark stated that securing money for rehabilitation and replacement projects is very difficult since there is a lack of funding for this purpose and because such projects do not get a lot of political attention. Ms. Rannells noted that rehabilitation and replacement needs is a huge issue in the region and that MTC has identified through their Capital Priorities process that there is not enough money available to take care of the region's current transportation rehabilitation and replacement needs. She further noted that this is part of the impetus for MTC's focus on transit sustainability and how to deal with a region that has over 26 transit agencies and not enough money to sustain the current system.

5. RECESS INTO CLOSED SESSION AND REPORT ON CLOSED SESSION

Chair Johnson made an urgency motion to add Ms. Clark as a real property negotiator. Chair Johnson then called the meeting into closed session at 2:20 p.m. Upon reopening of the meeting at 3:20 p.m. she reported that no action had been taken.

6. ADJOURNMENT

The meeting was adjourned at 3:20 p.m.

Respectfully Submitted,

Board Secretary

MEMORANDUM

TO: Board Members

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

SUBJECT: WETA Board of Directors Meeting Schedule for CY 2011

Recommendation

Approve WETA Board of Directors meeting schedule for CY 2011

Discussion

The WETA Board of Directors meets monthly and has been meeting on the first Thursday of each month at 1:00 p.m. and will be held in the Board Room, WETA, 9 Pier, Suite 111, San Francisco, CA unless noted otherwise. Based upon the 2011 calendar, meeting dates will be as follows:

DATE:	TIME:	LOCATION/ADDRESS:
Thursday, January 6 th	1:00 p.m.	Bayside Conference Room/Port of SF
Thursday, February 3 rd	1:00 p.m.	WETA
Thursday, March 3 rd	1:00 p.m.	WETA
Thursday, April 7 th	1:00 p.m.	WETA
Thursday, May 5 th	1:00 p.m.	WETA
Thursday, June 2 nd	1:00 p.m.	WETA
Thursday, July 7 th	1:00 p.m.	WETA
Thursday, August 4 th	1:00 p.m.	WETA
Thursday, September 1 st	1:00 p.m.	WETA
Thursday, October 6 th	1:00 p.m.	WETA
Thursday, November 3 rd	1:00 p.m.	WETA
Thursday, December 1 st	1:00 p.m.	WETA

Staff recommends continuing with the same schedule to maximize the availability and participation of WETA Board Members. Any public hearing or special workshop may be called by the Board of Directors which may result in a location change.

Fiscal Impact

Approval of the meeting schedule would commit the Authority to expenses in an amount up to \$6,000 in CY 2011 consistent with the budget based upon one meeting per month.

END

MEMORANDUM

TO: Board Members

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

SUBJECT: Approve Contract Award for Conceptual Design of Antioch and Richmond Ferry Terminals

Recommendation

Approve contract award to Marcy Wong and Donn Logan Architects to provide design and engineering services for the Antioch and Richmond ferry terminal projects for an initial award amount not to exceed \$500,000 and authorize the Executive Director to negotiate and execute a professional services agreement for this work.

Background

WETA's plans to expand water transit on San Francisco Bay include the future construction of new ferry terminals in the cities of Antioch and Richmond, as set forth in the Final Implementation and Operations Plan approved by WTA and the State Legislature in 2003. The construction of ferry terminals in Antioch and Richmond would support the operation of weekday peak-period commute service between each city and Downtown San Francisco and provide critical emergency response infrastructure in the event of a regional disaster. The initial development of each project will require a full evaluation of the potential environmental impacts in accordance with CEQA and NEPA regulations and the preparation of conceptual designs in support of these evaluations.

In 2008, WETA initiated development of these projects by executing agreements with environmental consultant teams from ESA and PBS&J to respectively undertake environmental assessments of the Antioch and Richmond ferry terminal projects. This work and efforts to secure design consulting services for these projects were put on hold in December 2008 when Proposition 1B funds supporting these projects were frozen. As Proposition 1B funds are now available to WETA, staff has restarted work on the environmental impact assessments with the environmental consultants and is seeking to secure the services of a design consultant to prepare conceptual designs for the Antioch and Richmond ferry terminals in order to advance development of these projects.

Discussion

On May 6, 2010, the Board authorized staff to release a Request for Qualifications (RFQ) for design and engineering services for new ferry terminals in the cities of Antioch, Martinez, Richmond, and Redwood City. On April 16, 2010, staff issued an RFQ for this work to over 500 interested parties on the WETA's technical consultant list through email and further solicited interest through notices on the website. The scope of services in the RFQ included preparing conceptual designs of ferry terminals and related facilities for each of the four project locations. The RFQ set forth that no more than one firm would be selected for each individual terminal project; however, individual firms may be selected for multiple terminal projects. Firms were instructed in the RFQ to include specific qualifications within their Statement of Qualifications (SOQ) for each individual terminal project.

A total of ten SOQs were received in response to the RFQ on September 16, 2010. Of the ten firms responding to the RFQ, nine firms submitted specific qualifications for each of the four individual terminal projects and one firm submitted specific qualifications for three individual terminal projects.

The SOQs were reviewed by an evaluation panel led by WETA staff that included evaluators from the environmental consultant teams for these projects and local staff representatives from the project jurisdictions. Each firm's qualifications were evaluated by the panel based on the following selection criteria, as established in the RFQ:

- Project approach
- Previous experience and expertise managing all processes, procedures and paperwork for similar projects
- Qualifications of team members, including education and experience of key personnel
- DBE participation

Upon evaluation of the submittals, the panel compiled a short list of five firms deemed qualified for further consideration. On October 12, 2010, the panel conducted oral interviews with each of the following shortlisted firms:

- KPFF, Inc.
- Marcy Wong and Donn Logan Architects
- Moffatt & Nichol
- STV Group
- Worley Parsons

Based on the submittals received and the supplemental information provided by each of the five firms during the interview process, the evaluation panel selected Marcy Wong and Donn Logan Architects as the most qualified firm to provide design and engineering services for the Antioch and Richmond ferry terminals. Marcy Wong Donn Logan Architects has a proven track record of successfully dealing with local and regional stakeholders as demonstrated through its design work on the Berkeley Ferry Terminal project. Additionally, Marcy Wong and Donn Logan Architects is especially well qualified to address the challenge of developing waterfront project in existing urban settings, as proposed for the Antioch and Richmond ferry terminals. The cost proposal submitted by Marcy Wong Donn Logan Architects for conceptual design of the Antioch and Richmond ferry terminals includes approximately 16-18% DBE participation.

Staff recommends that the Board authorize a contract award to Marcy Wong Donn Logan Architects to provide design and engineering services for the Antioch and Richmond ferry terminals for an amount not to exceed \$500,000. Upon successful negotiation and execution of a professional services agreement by the Executive Director, this work would be managed and completed based upon task orders issued by WETA staff within this overall contract limit.

The scope of services for this initial contract award would include conceptual design work only. Once the conceptual design work is completed for this project, the Board would have the option to authorize staff to amend the agreement with KPFF, Inc. to provide preliminary and final design services for this project, as set forth in the RFQ. This optional work would require additional funding based upon the final work scope for each project.

Fiscal Impact

The conceptual design work for the Antioch and Richmond ferry terminal projects is included in the FY 2010/11 Capital Budget funded with Proposition 1B grants.

END

MEMORANDUM

TO: Board Members

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

SUBJECT: Approve Contract Award for Conceptual Design of Martinez and Redwood City Ferry Terminals

Recommendation

Approve contract award to KPFF, Inc. to provide design and engineering services for the Martinez and Redwood City ferry terminal projects for an award amount not to exceed \$500,000 and authorize the Executive Director to negotiate and execute a professional services agreement for this work.

Background

WETA's plans to expand water transit on San Francisco Bay include the future construction of new ferry terminals in the cities of Martinez and Redwood City, as set forth in the Final Implementation and Operations Plan approved by WTA and the State Legislature in 2003. The construction of ferry terminals in Martinez and Redwood City would support the operation of weekday peak-period commute service to/from Downtown San Francisco and provide critical emergency response infrastructure in the event of a regional disaster. The initial development of each project will require a full evaluation of the potential environmental impacts in accordance with CEQA and NEPA regulations and the preparation of conceptual designs in support of these evaluations.

In 2008, WETA initiated development of these projects by executing agreements with environmental consultant teams from URS and Circle Point to respectively undertake environmental assessments of the Martinez and Redwood City ferry terminal projects. This work and efforts to secure conceptual design services for these projects were put on hold in December 2008 when Proposition 1B funds supporting these projects were frozen. As Proposition 1B funds are now available to WETA, staff has restarted work on the environmental impact assessments with the environmental consultants and is seeking to secure the services of a design consultant to prepare conceptual designs for the Martinez and Redwood City ferry terminals in order to advance development of these projects.

Discussion

On May 6, 2010, the Board authorized staff to release a Request for Qualifications (RFQ) for design and engineering services for new ferry terminals in the cities of Antioch, Martinez, Richmond, and Redwood City. On April 16, 2010, staff issued an RFQ for this work to over 500 interested parties on the WETA's technical consultant list through email and further solicited interest through notices on the website. The scope of services in the RFQ included preparing conceptual designs of ferry terminals and related facilities for each of the four project locations. The RFQ set forth that no more than one firm would be selected for each individual terminal project; however, individual firms may be selected for multiple terminal projects. Firms were instructed in the RFQ to include specific qualifications within their Statement of Qualifications (SOQ) for each individual terminal project.

A total of ten SOQs were received in response to the RFQ on September 16, 2010. Of the ten firms responding to the RFQ, nine firms submitted specific qualifications for each of the four individual terminal projects and one firm submitted specific qualifications for three individual terminal projects.

The SOQs were reviewed by an evaluation panel led by WETA staff that included evaluators from the environmental consultant teams for these projects and local staff representatives from the project jurisdictions. Each firm's qualifications were evaluated by the panel based on the following selection criteria, as established in the RFQ:

- Project approach
- Previous experience and expertise managing all processes, procedures and paperwork for similar projects
- Qualifications of team members, including education and experience of key personnel
- DBE participation

Upon evaluation of the submittals, the panel compiled a short list of five firms deemed qualified for further consideration. On October 12, 2010, the panel conducted oral interviews with each of the following shortlisted firms:

- KPFF, Inc.
- Marcy Wong and Donn Logan Architects
- Moffatt & Nichol
- STV Group
- Worley Parsons

Based on the submittals received and the supplemental information provided by each of the five firms during the interview process, the evaluation panel selected KPFF, Inc. as the most qualified firm to provide design and engineering services for the Martinez and Redwood City ferry terminals. KPFF has proposed an efficient and cost effective approach to the project and has assembled a team composed of highly qualified staff and subcontracting personnel. KPFF has managed several projects involving passenger ferry terminals in Washington State and has provided excellent professional services working with WETA as the design lead on the Central Bay Maintenance and Operations facility at Alameda Point. The cost proposal submitted by KPFF for conceptual design of the Martinez and Redwood City ferry terminals includes approximately 20% DBE participation.

Staff recommends that the Board authorize a contract award to KPFF, Inc. to provide design and engineering services for the Martinez and Redwood City ferry terminals for an amount not to exceed \$500,000. Upon successful negotiation and execution of a professional services agreement by the Executive Director, this work would be managed and completed based upon task orders issued by WETA staff within this overall contract limit.

The scope of services for this initial contract award would include conceptual design work only. Once the conceptual design work is completed for this project, the Board would have the option to authorize staff to amend the agreement with KPFF, Inc. to provide preliminary and final design services for this project, as set forth in the RFQ. This optional work would require additional funding based upon the final work scope for each project.

Fiscal Impact

The conceptual design work for the Martinez and Redwood City ferry terminal projects is included in the FY 2010/11 Capital Budget funded with Proposition 1B grants.

END

MEMORANDUM

TO: Board Members

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

SUBJECT: Approve Fiscal Year 2010/11 Budget for the Alameda/Oakland Ferry Service and the Alameda/Harbor Bay Ferry Service

Recommendation

Approve by motion the proposed Fiscal Year 2010/11 Budget for the Alameda/Oakland Ferry Service and the Alameda/Harbor Bay Ferry Service.

Background

At the October 2, 2010 meeting, the Board approved the transition of the Alameda/Oakland and the Alameda/Harbor Bay ferry services from the City of Alameda ("City") to the San Francisco Bay Area Water Emergency Transportation Authority ("Authority"). As the Authority assumes the responsibilities of the Alameda ferry services, Chapter 5, Article 4, Section 66540.41 of the Authority's administrative code requires preparation and implementation of annual budget to support the agency's operation. This item contains the proposed combined operating and capital budget for the two ferry services for Fiscal Year 2010/11.

Discussion

The FY2010/11 proposed combined Alameda/Oakland and Alameda Harbor Bay ferry services budget, as provided in **Attachment 1** to this report, totals \$7.71 million, including \$6.30 million in operating expenses and \$1.42 million in capital project expenses. Staff estimates the City will incur \$3.51 million in operating expenses and \$733,000 in capital expenses through January 2011. Assuming service transition to WETA on February 1, 2011, the Authority will recognize the remaining \$2.78 million in operating expenses and \$683,000 million in capital expenses from February through June 2011.

Revenues to support the proposed FY 2010/11 budget include fare revenues, bridge tolls (RM1 and RM2), Alameda sales tax measure funds, local Alameda funds (TIF and LLAD), subsidy from Port of Oakland, federal capital grants and State Proposition 1B infrastructure bond funds. The transition agreement identifies a process for transferring funds from the City to WETA at the time of service transition to ensure that system revenues remain with the services. Staff will continue to work with the City and the service funding partners to redirect the payment of all assumed system revenues to the Authority in the coming months.

Operating Budget Discussion

\$4.5 million of the \$6.3 million FY 2010/11 operating budget is required to support operation of the Alameda/Oakland Ferry Service (AOFS). This service supports an annual ridership of approximately 433,100, serving four terminals on a daily basis: Main Street in Alameda, Clay Street in Oakland, the San Francisco Ferry Building, and Pier 41 at Fisherman's Wharf. In addition, limited seasonal service is provided to AT&T Park for selected Giants games and to Angel Island State Park. AOFS is currently operated under contract by Blue & Gold Fleet.

\$1.8 million of the \$6.3 million FY 2010/11 operating budget is required to support operation of the Alameda Harbor Bay Ferry (AHBF). This route provides weekday peak-period ferry service between Harbor Bay and downtown San Francisco. The present schedule has 3 morning trips to San Francisco and 4 afternoon peak trips from San Francisco. AHBF has an annual ridership of approximately 148,100. Harbor Bay Maritime is currently under contract for the operation of this service.

This budget includes funds to support one additional WETA staff person; the Ferry Services Manager currently employed by the City of Alameda and transferred to WETA as a part of the transition. This position will work under the Operations and Maintenance Department, headed by Keith Stahnke. An amended Organizational Chart showing the addition of this position is provided as **Attachment 2** to this report.

One increased system expense resulting from the service transition, which is factored into the proposed budget, is the cost of insurance policies required by WETA for water and landside assets. Staff is currently working with our insurance broker to purchase general liability insurance for the terminals and physical damage/replacement insurance for floats, pilings and gangways. Coverage from February through June 2011 is estimated to be \$95,000.

Capital Budget Discussion

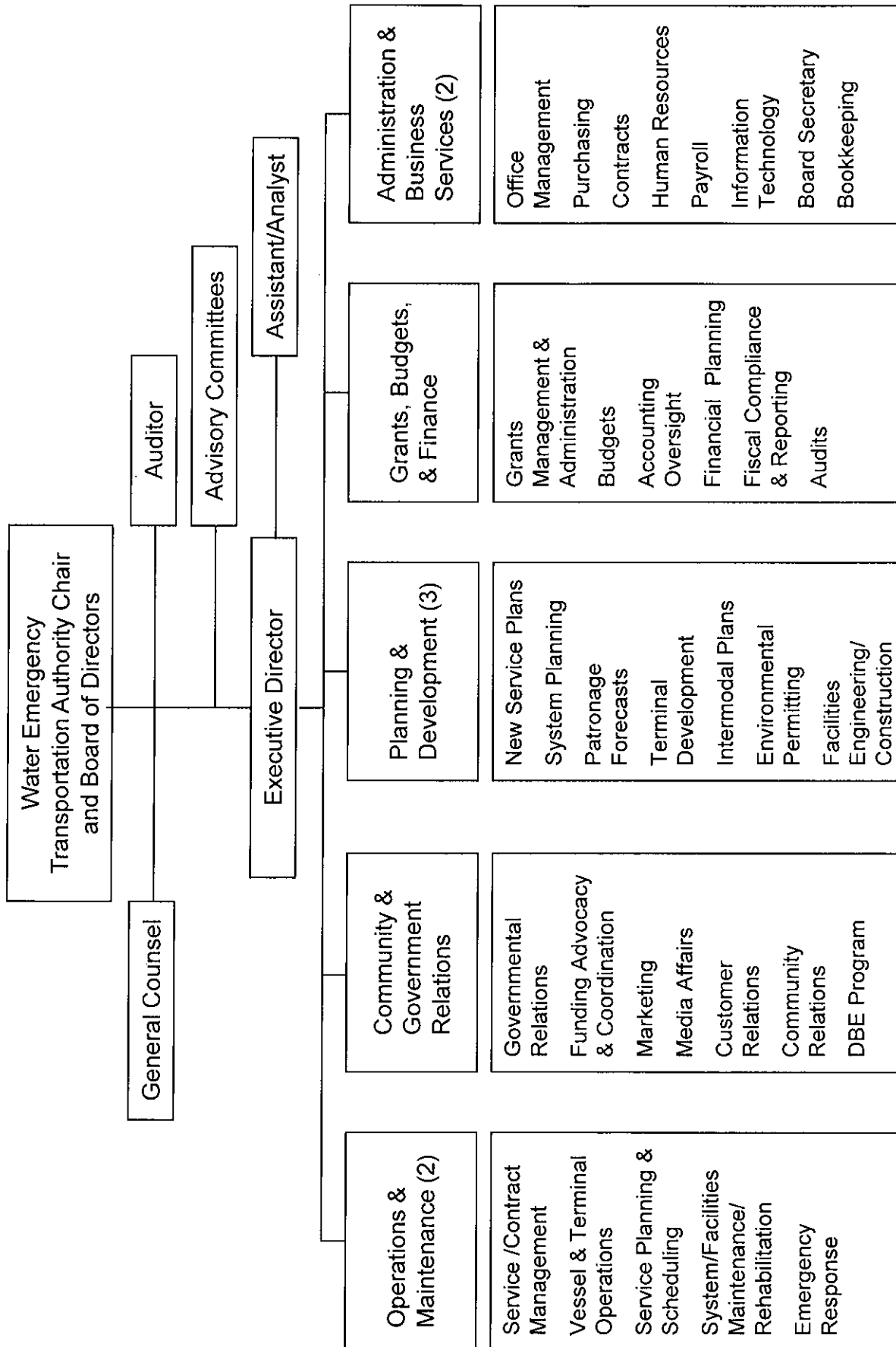
The FY2010/11 Proposed Capital Budget includes 5 projects with project budgets totaling \$2.93 million, including FY2010/11 expenditures of \$1.42 million and Future Year expenditures of \$1.51 million. These projects include the Harbor Bay Barge Replacement, a new Port Radar for the Peralta, Parking Lot Pavement Rehabilitation at Main Street and Harbor Bay, Rehabilitation of Major Components on the Encinal and purchase of a Clay Street Float, as shown on Page 5 of Attachment 1. The City expects to complete the Harbor Bay Barge Replacement and the Port Radar projects prior to service transition. The remaining 3 projects are expected to begin in the spring and be completed in FY2011/12.

Fiscal Impact

This item establishes the work plan and related annual expenses for the Alameda/Oakland Ferry Service and Alameda Harbor Bay Ferry Service for FY2010/11.

END

Attachment 2



Attachment 1

Alameda/Oakland and Alameda/Harbor Bay Ferry Services FY 2010/11 Budget

Expenses	Proposed Budget FY2010/11	Estimated City Expenses To Jan 11	Proposed WETA Budget Feb - Jun 11
Operating			
Alameda/Oakland Ferry Service	4,494,861	2,466,652	2,028,209
Alameda/Harbor Bay Ferry Service	1,800,266	1,047,936	752,330
Total Operating Expense	6,295,127	3,514,588	2,780,539
Capital	1,415,500	733,000	682,500
Total Expense	7,710,627	4,247,588	3,463,039

Revenues	Proposed Budget FY2010/11	Estimated City Expenses To Jan 11	Proposed WETA Budget Feb - Jun 11
Fare Revenue	2,866,019	1,686,067	1,179,952
Bridge Tolls			
Regional Measure 1 (RM1)	2,217,857	1,694,195	523,662
Regional Measure 2 (RM2)	598,846	-	598,846
Alameda Measure B - Prior Year Reserve Transferred from City of Alameda	799,842	483,646	316,196
Local Alameda Funds			
Transportation Improvement Funds (TIF)	575,000	302,688	272,312
Lighting and Landscape Assessment District (LLAD)	78,194	45,614	32,580
Port of Oakland	60,649	35,378	25,271
Federal Transit Administration (FTA)	289,220	-	289,220
State Proposition 1B (Prop 1B)	225,000	-	225,000
Total Operating Revenue	7,710,627	4,247,588	3,463,039

**Alameda/Oakland and Alameda/Harbor Bay Ferry Services
Combined
FY 2010/11 Operating Budget**

Expenses	Proposed Budget FY2010/11	Estimated City Expenses To Jan 11	Proposed WETA Budget Feb - Jun 11
Purchased Transportation:			
Vessel Expenses <i>(includes fuel for Alameda/Oakland service)</i>	4,039,950	2,228,367	1,811,583
Non-Vessel Expenses	223,481	130,364	93,117
Operator Fees	429,033	250,270	178,763
Total Purchased Transportation	4,692,464	2,609,001	2,083,463
Direct Expenses - City of Alameda / WETA:			
Staff Labor / Fringe Services	319,876	186,594	133,282
Landside Maintenance (included in DMS)	131,337	86,933	44,404
Audit Fees	6,700	-	6,700
Surveys	11,000	5,500	5,500
Security Services (included in DMS)	67,473	39,359	28,114
Potholes Repair	30,000	30,000	-
Vessel Maintenance Contingency	240,500	142,583	97,917
Material & Supplies Consumed			
Fuel <i>(for Alameda/Harbor Bay service only)</i>	384,000	224,000	160,000
Other Materials and Supplies	6,100	3,558	2,542
Casualty and Liability Costs	108,813	13,500	95,313
Taxes			
Docking Fees	81,290	47,202	34,088
Leases & Rental	15,375	8,969	6,406
Miscellaneous Expenses			
Muni Transfers	70,744	41,267	29,477
Marketing/Advertising	116,000	67,667	48,333
Other	13,455	8,455	5,000
Total Direct Expenses	1,602,663	905,587	697,076
Total Operating Expense	6,295,127	3,514,588	2,780,539

Revenues	Proposed Budget FY2010/11	Estimated City Expenses To Jan 11	Proposed WETA Budget Feb - Jun 11
Fare Revenue	2,866,019	1,686,067	1,179,952
Bridge Tolls			
Regional Measure 1 - 5% Operating	1,518,157	1,036,195	481,962
Regional Measure 2	598,846	-	598,846
Alameda Measure B - FY2010/11 Revenue	673,262	483,646	189,616
Local Alameda Funds			
Transportation Improvement Funds (TIF)	500,000	227,688	272,312
Lighting and Landscape Assessment District (LLAD)	78,194	45,614	32,580
Port of Oakland	60,649	35,378	25,271
Total Operating Revenue	6,295,127	3,514,588	2,780,539

**Alameda/Oakland Ferry Service
FY 2010/11 Operating Budget**

Expenses	Proposed Budget FY2010/11	Estimated City Expenses To Jan 11	Proposed WETA Budget Feb - Jun 11
Purchased Transportation:			
Vessel Expenses (including Fuel)	3,219,600	1,744,517	1,475,083
Non-Vessel Expenses	134,481	78,447	56,034
Operator Fees	305,033	177,937	127,096
Total Purchased Transportation	3,659,114	2,000,901	1,658,213
Direct Expenses - City of Alameda / WETA:			
Staff Labor / Fringe	229,876	134,094	95,782
Services			
Landside Maintenance (included in DMS)	53,143	41,319	11,824
Audit Fees	5,200		5,200
Surveys	11,000	5,500	5,500
Security Services (included in DMS)	67,473	39,359	28,114
Potholes Repair - Main Street Parking Lot	15,000	15,000	-
Vessel Maintenance Contingency	175,000	102,083	72,917
Material & Supplies Consumed			
Fuel - <i>included in Purchased Transportation</i>			
Other Materials and Supplies	4,000	2,333	1,667
Casualty and Liability Costs	69,042	5,500	63,542
Taxes	-	-	-
Docking Fees	58,439	33,872	24,567
Leases & Rental	15,375	8,969	6,406
Miscellaneous Expenses			
Muni Transfers	25,744	15,017	10,727
Marketing/Advertising	101,000	58,917	42,083
Other	5,455	3,788	1,667
Total Direct Expenses	835,747	465,751	369,996
Total Operating Expense	4,494,861	2,466,652	2,028,209

Revenues	Proposed Budget FY2010/11	Estimated City Expenses To Jan 11	Proposed WETA Budget Feb - Jun 11
Fare Revenue	2,132,261	1,254,400	877,861
Bridge Tolls			
Regional Measure 1 - 5% Operating	1,353,807	940,324	413,483
Regional Measure 2	598,846		598,846
Alameda Measure B - FY2010/11 Revenue	349,298	236,550	112,748
Local Alameda Funds			
Transportation Improvement Funds (TIF)	-	-	-
Lighting and Landscape Assessment District (LLAD)	-	-	-
Port of Oakland	60,649	35,378	25,271
Total Operating Revenue	4,494,861	2,466,652	2,028,209

**Alameda/Harbor Bay Ferry Service
FY 2010/11 Operating Budget**

Expenses	Proposed Budget FY2010/11	Estimated City Expenses To Jan 11	Proposed WETA Budget Feb - Jun 11
Purchased Transportation:			
Vessel Expenses	820,350	483,850	336,500
Non-Vessel Expenses	89,000	51,917	37,083
Operator Fees	124,000	72,333	51,667
Total Purchased Transportation	1,033,350	608,100	425,250
Direct Expenses - City of Alameda / WETA:			
Staff Labor / Fringe	90,000	52,500	37,500
Services			
Landside Maintenance (included in DMS)	78,194	45,614	32,580
Audit Fees	1,500		1,500
Potholes Repair - Harbor Bay Parking Lot	15,000	15,000	-
Vessel Maintenance Contingency	65,500	40,500	25,000
Material & Supplies Consumed			
Fuel	384,000	224,000	160,000
Other Materials and Supplies	2,100	1,225	875
Casualty and Liability Costs	39,771	8,000	31,771
Taxes			
Docking Fees	22,851	13,330	9,521
Leases & Rental			
Miscellaneous Expenses			
Muni Transfers	45,000	26,250	18,750
Marketing/Advertising	15,000	8,750	6,250
Other	8,000	4,667	3,333
Total Direct Expenses	766,916	439,836	327,080
Total Operating Expense	1,800,266	1,047,936	752,330

Revenues	Proposed Budget FY2010/11	Estimated City Expenses To Jan 11	Proposed WETA Budget Feb - Jun 11
Fare Revenue	733,758	431,667	302,091
Bridge Tolls			
Regional Measure 1 - 5% Operating	164,350	95,871	68,479
Regional Measure 2			
Alameda Measure B - FY2010/11 Revenue	323,964	247,096	76,868
Local Alameda Funds			
Transportation Improvement Funds (TIF)	500,000	227,688	272,312
Lighting and Landscape Assessment District (LLAD)	78,194	45,614	32,580
Total Operating Revenue	1,800,266	1,047,936	752,330

Alameda/Oakland and Alameda/Harbor Bay Ferry Services FY 2010/11 Capital Budget

Expenses	Total Project Budget	Estimate City Expense to Jan 2011	Proposed WETA Budget Feb - Jun 2011	Future Year(s)
Project Description				
Harbor Bay Barge Replacement	718,000	718,000	-	-
New Port Radar - Peralta	15,000	15,000	-	-
Parking Lot Pavement Rehabilitation	475,000	-	47,500	427,500
Ferry Major Component Rehab - Encinal	820,000	-	410,000	410,000
Float Purchase - Clay Street	900,000	-	225,000	675,000
Total Project Expense	2,928,000	733,000	682,500	1,512,500

Revenues	Total Capital Funding	Estimate City Expense to Jan 2011	Proposed WETA Budget Feb - Jun 2011	Future Year(s)
Funding Source				
Transportation Improvement Funds (TIF)	75,000	75,000	-	-
Alameda Measure B - <i>Prior Year Reserve Transferred from City of Alameda</i>	299,560	-	126,580	172,980
Regional Measure 1 - 2% Capital	1,075,000	658,000	41,700	375,300
Federal Transit Administration (FTA)	578,440	-	289,220	289,220
State Proposition 1B (Prop 1B)	900,000	-	225,000	675,000
Total Revenues	2,928,000	733,000	682,500	1,512,500

MEMORANDUM

TO: Board Members

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

SUBJECT: Authorize Filing an Application with the Metropolitan Transportation Commission for \$600,000 FY 2010/11 Regional Measure 2 Operating Funds to Support Alameda Ferry Service Operations

Recommendation

Authorize filing an application with the Metropolitan Transportation Commission (MTC) for a total of \$600,000 in FY 2010/11 Regional Measure 2 (RM2) operating funds to support the Alameda ferry service operations and authorize the Executive Director to execute the associated agreements.

Background

On March 2, 2004, voters passed Regional Measure 2 (RM2), raising the toll for all vehicles on the seven State-owned toll bridges in the San Francisco Bay Area, by \$1.00. This extra \$1.00 is to fund various operating and capital transportation projects within the region. These projects are identified in Section 30914(c) and (d) of the California Streets and Highways Code (S&HC). MTC's RM2 Policies and Procedures require agencies eligible to receive RM2 operating funds to formally submit an application for these funds.

Discussion

WETA is eligible to receive an annual allocation of RM2 operating funds to support Alameda ferry service operations. As identified in the FY 2010/11 Alameda ferry service operating budget, \$600,000 in RM2 operating funds will be required to support continued operation of the Alameda/Oakland ferry service this fiscal year. Since the City of Alameda has not yet requested an MTC allocation of these funds, this item would allow WETA to apply for these funds directly.

WETA's FY 2010/11 RM2 application for these funds is attached, including the RM2 Operating Assistance Proposals, provided as **Attachment 1**, required Certifications and Assurances, provided as **Attachment 2** and Board resolution. The Board resolution contains the following key items:

- Grants the Executive Director, or her designee, authority to execute the allocation request and transmit it to MTC;
- Assures MTC that there is no legal impediment for the Authority to make this request and that there is no pending or threatened litigation;
- Commits WETA to follow MTC's procedures for seeking allocation and reimbursement of funds; and
- Indemnifies MTC against claims resulting from performance of services funded with this allocation. This is consistent with language required of other grant agreements and does not shift any new risk to the WETA.

Fiscal Impact

This item supports the application with MTC for \$600,000 RM2 operating funds to support the Alameda/Oakland ferry service in FY 2010/11.

END

Attachment 1

Regional Measure 2 Operating Assistance Proposal Project Summary Page

Project Information

Project

Title: Alameda Ferry Service Operations - Project #6

Briefly describe service (provide map as attachment). Include information about markets being served (both travel demand as well as interoperator connections).

Brief**Description:**

This project provides funding to support continued operation of the Alameda/Oakland to San Francisco ferry service in FY 2010/11.

	Start Time	End Time	Headways		Vehicles in service		Daily Rev Veh Hrs
			Peak	Off-peak	Peak	Off-peak	
Weekday	6:00 AM	8:55 PM	60 mins	105 mins	2	1	15
Saturday	8:30 AM	11:00 PM	100 mins		1		14:25
Sunday	8:30 AM	11:00 PM	100 mins		1		14:25

**Lead
Agency:**

San Francisco Bay Area
Water Emergency
Transportation Authority

Partnering**Agency 1:****Partnering****Agency 2:**

Contact Information

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Pier 9, Suite 111

address 2

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city

CA

state

94111

zip

Regional Measure 2 Operating Assistance Proposal

Implementation Status

Proposed Service Start date

Environmental Clearance:

Type

Actual or expected date

Related Capital Funding

Please identify and discuss any capital funding requests that are needed to accompany the operating plan identified below. For example, please list related projects and legislated project numbers as appropriate and date of most recent IPR submittal.

--

Regional Measure 2 Operating Assistance Proposal
Operating Plan, Service Parameters, and Performance Measures

Enter the amount needed in each program year.
 Use State fiscal years (July 1 - June 30).

Operating Plan - Request for RM2 Funds

	Past Actual FY 08-09	Current Year Adjusted FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15	Total
Operating Budget								
Estimated Annual Revenue Hrs.	6500	6500	6500	6500	6500	6500	6500	32,500
Estimated Operating Cost/Revenue Hour								-
Total Operating Cost	5,199,327	5,717,559	6,296,000	6,485,000	6,680,000	6,880,000	7,086,000	33,427,000
-- Fare Revenue	2,752,464	2,668,000	2,866,000	3,009,300	3,159,765	3,317,753	3,483,641	15,836,459
-- RM 2 Operating Assistance Request	-	-	600,000	623,710	647,449	668,041	686,092	3,225,292
-- TDA	-	-	-	-	-	-	-	-
-- Local Sales Tax	801,952	1,208,008	673,000	693,190	713,986	735,405	757,467	3,573,048
-- Private Sector Contributions	83,117	399,064	638,800	638,800	638,800	638,800	638,800	3,194,000
-- Other Subsidy	1,561,794	1,442,487	1,518,200	1,520,000	1,520,000	1,520,000	1,520,000	7,598,200
Total Subsidy	2,446,863	3,049,559	3,430,000	3,475,700	3,520,235	3,562,246	3,602,359	17,590,540
Total Revenues	5,199,327	5,717,559	6,296,000	6,485,000	6,680,000	6,880,000	7,086,000	33,427,000
Surplus/(Deficit)	-	-	-	-	(0)	(0)	0	(0)

Service Parameters

	Past Actual FY 08-09	Current Year Adjusted FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15	Total
Estimated Annual Ridership	542,760	548,188	553,669	559,206	564,798	570,446	576,151	2,824,271
Average Weekday Ridership	1,694	1,711	1,728	1,745	1,763	1,780	1,798	
Annual Revenue Hours	6,345	6,400	6,400	6,400	6,400	6,400	6,400	
Annual Revenue Miles	78,037	78,000	78,000	78,000	78,000	78,000	78,000	

Performance Measures

	Past Actual FY 08-09	Current Year Adjusted FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15	Average
Required Measures Per MTC Resolution 3668								
Farebox Recovery Ratio	53%	47%	46%	46%	47%	48%	49%	47%
Passengers/Revenue Hour	86	86	87	87	88	89	90	88
Change in Passenger Per Hour	N/A	N/A	N/A	0	0	0	0	0
Other Measures								
Cost Per Rider	9.58	10.43	11.37	11.60	11.83	12.06	12.30	11.83
Subsidy Per Rider	4.51	5.56	6.20	6.22	6.23	6.24	6.25	6.23
Cost Per Revenue Hour	819.44	893.37	983.75	1013.28	1043.75	1075.00	1107.19	1044.59

Attachment 2

RM-2 Operating Assistance Application

Certifications

FY 2010/11

Operator: San Francisco Bay Area Water Emergency Transportation Authority

Submittal Date:

Project: WETA Ferry Service Operations - Proj #6

ENTER an "X" in the yellow cell to the left of each required certification

This form must be signed and dated

X	A.	Applicant certifies that, if RM-2 funding was received in FY 2009/10 , it has included the RM-2 costs and revenues in its general fiscal audit for that year. Applicant also assures that it will include the RM-2 costs and revenues in its general fiscal audit which will be completed for FY 2010/11 .
	B.	Applicant certifies to one of the following:
	a.	If Applicant is a bus operator, it certifies that it has submitted a copy of the California Highway Patrol (CHP) certification which was issued within the last 13 months indicating compliance with Cal. Veh. Code. §1808.1 (CHP "pull notice system and periodic reports"). (Pub. Util. Code §99251).
X	b.	If Applicant is a ferry operator, it certifies that it is current on all inspections and certifications required by federal and state agencies.
X	C.	Applicant certifies that it has current SB 602 "joint fare revenue sharing agreements" in place with transit operators in the MTC region with which its service connects, and that it has submitted copies of all such agreements to MTC.
X	D.	Applicant agrees to participate in studies on Integrated Fare Structures and Transit Connectivity which are required under SB 916.
X	E.	Applicant certifies that it complies with MTC's Transit Coordination Implementation Plan (MTC Resolution No. 3055, revised). (Public. Util. Code §99314.5(c) and §99314.7).

The undersigned attests that the certifications indicated above are true and correct, and further attests to the applicant's intent to comply with the indicated certifications.

Authorized Representative Signature:

Name: Nina Rannells

Title: Executive Director

Date:

Attachment 2

MEMORANDUM

TO: Board Members

FROM: Nina Rannells, Executive Director
Lauren Duran, Administrative/Policy Analyst

SUBJECT: Authorize the Executive Director to Enter Into a Grant Agreement with the Bay Area Air Quality Management District to Transfer Carl Moyer Grant Obligations to WETA

Recommendation

Authorize the Executive Director to execute a grant agreement with the Bay Area Air Quality Management District to transfer Carl Moyer grant obligations to WETA for capital projects previously completed by the City of Alameda.

Background

As a part of the transition of City of Alameda services to WETA, waterside assets, including service vessels, will be transferred to WETA and become a part of WETA's fixed assets. As a part of accepting these assets, WETA will also become responsible for any ongoing grant obligations associated with funds used to purchase or rehabilitate these assets.

Discussion

The Carl Moyer Memorial Air Quality Standards Attainment Program, administered by the Bay Area Air Quality Management District ("the Air District"), is an incentive program to provide grants to owners of heavy-duty and light-duty diesel vehicles, off-road construction equipment, marine vessels and agricultural sources of pollution to fund the incremental costs of repowering or retrofitting engines, eligible equipment, and other sources of air pollution with cleaner than required engines and equipment in order to reduce oxides of nitrogen and particulate matter, and reactive organic compounds in the State. The Air District requires that when vessels with engines repowered or replaced using Carl Moyer grants are transferred, the new owner of the vessel must enter into a grant agreement with the Air District to assume any ongoing grant obligations associated with this work.

The City of Alameda has received several Carl Moyer grants from the Air District to replace or repower engines on vessels used in the Alameda/Oakland and Harbor Bay ferry services that are still in effect, including:

- 1) Grant number 10MOY162 for \$99,306 to repower two auxiliary engines each on the Bay Breeze and Peralta vessels. Grant agreement is effective from March 3, 2009 through March 2, 2014.
- 2) Grant number 08MOY180 for \$57,307 to repower the auxiliary engine on the Encinal. Grant agreement is effective from October 24, 2007 through October 23, 2023.

- 3) Grant number 11MOY19 for \$217,544 to repower two main engines on the Bay Breeze. Grant agreement is effective from November 23, 2009 through November 22, 2012.
- 4) Grant number 08MOY179 for \$478,609 to replace two diesel engines on the Peralta. Grant agreement is effective from October 25, 2007 through October 24, 2023.
- 5) Grant number 01MOY29 for \$677,521 to replace two engines on the Encinal. Grant agreement is effective from June 14, 2002 through June 13, 2012.

As a result, upon transfer of the City of Alameda's vessels to WETA, WETA will need to enter into a grant agreement with the Air District to assume the Carl Moyer grant obligations associated with the above-listed grants utilized to make improvements on the Bay Breeze, Peralta and Encinal ferry vessels. Given that the projects are already implemented, these obligations are largely administrative and include such items as compliance with vessel usage reporting requirements, records retention requirements and requirements to continue to utilize the vessels within the geographical boundaries of the Air District.

Fiscal Impact

There is no direct fiscal impact associated with transferring grant obligations, beyond the administrative cost of performing the compliance reporting associated with these capital grants.

END

MEMORANDUM

TO: Board Members

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

SUBJECT: Establish a Process to Solicit and Consider Public Comments on Proposed Fares, Schedules or Service Changes

Recommendation

Approve a process to solicit and consider public comments on proposed fares, schedules or service changes and amend the agency Administrative Code to include this process.

Background

With the recent approval of the Alameda/Oakland and Harbor Bay ferry service transition WETA will become a transit operator in calendar year 2011. With this change WETA will need to adopt a series of policies and procedures that will govern the manner in which the agency carries out its responsibilities in managing its ferry services. Some of these responsibilities will be administrative in nature and others will require Board approval and codification in formal actions or policies.

Discussion

Section 66540.22 of WETA's enabling legislation requires that WETA establish a process for taking public input on establishing or changing service rates or schedules for ferry services. This item proposes a process for these activities consistent with the agency's enabling legislation and with Federal Transit Administration requirements in these areas for transit operators receiving federal assistance.

Federal transit regulations require that transit operators develop and use a process for soliciting and considering public comments before increasing fares or making significant changes in service. Generally speaking a major service change is defined as one that effects 25% or more of the amount of service a transit system is operating at the time it is considering making service modifications.

Staff recommends that the WETA Board adopt a process for these purposes as outlined below. This process would be used for any fare increase or major service modifications WETA would propose as an operator of public transportation services.

Proposed Policy

WETA will undertake the following actions as part of the process for receiving public comments, ideas and feedback on proposed fare changes and/or major service changes:

- WETA will begin the public notification process for proposed changes 30 days or more before holding a public hearing to consider public comments.
- The public notification process will provide information about the proposed fare increase or service modification in sufficient detail that a member of the general public can readily understand the specifics of the change. This information may be contained in materials that are referenced in the Public Notice as space and the need for clarity and simplicity in communication of information reasonably dictates.
- At a minimum, the Public Notice will clearly explain the manner(s) in which the public can obtain details of the proposed changes, how they can comment on them and the date time and location of the public hearing.
- The Public Notice will be published and posted on the applicable ferry vessels that are used for the affected services, on WETA's website and using other forms of mass media that will provide economical and effective announcements to the public.
- Any comments made before the public hearing will be transmitted to the Board at the official public hearing and will, in all intents and purposes, be considered a part of the official record.

The above proposed policy reflects the agency's commitment to a process that is open, transparent and considerate of public input. It requires that WETA establish procedures that the public can use to provide input other than attending and testifying at a formal public hearing; recognizing the value of personal time as well as the variety of options for receiving input through online or social media accounts. The policy is flexible to allow use of informal public meetings, written comments via email or letter and other ways the public can voice its comments to the Board concerning any proposed fare increase or major service change.

Fiscal Impact

There is not fiscal impact associated with this item.

MEMORANDUM

TO: Board Members

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

SUBJECT: Schedule a Public Hearing to Receive Public Comments Related to
Modifying and Adopting Fare Structures for Alameda/Oakland and Harbor
Bay Ferry Services

Recommendation

Schedule a public hearing at the January Board of Directors regular meeting to receive public comments concerning a proposal to adopt fare structures for Alameda/Oakland and Harbor Bay ferry services.

Background/Discussion

WETA's approach to system consolidation and transition emphasizes a commitment to ensure continuity in programs, services and activities of the existing Alameda/Oakland and Harbor Bay ferry services. The Transition Plan laid out several key elements to ensure a seamless transition, including WETA's intent to adopt the existing fare structures to the greatest extent possible. In developing the proposed fare structure for Alameda services, as discussed further in this item, staff is recommending adopting the existing fare structure with a few exceptions including two fare changes to comply with Federal Transit Administration (FTA) requirements and one change to address the Port of San Francisco's proposed new per passenger embark and debark fee for landing at AT&T park next baseball season.

Proposed Fare Adjustments to Comply with Federal Transit Administration Regulations

One of the benefits of transitioning the Alameda/Oakland and Harbor Bay Ferry Services to WETA is WETA's ability to use FTA funds to financially support these services. The City of Alameda has not had access to these grant funds in the past and so the current fare structure does not conform to FTA fare requirements. In order to use Federal funds, transit operators are required to offer patrons 65 years of age and older, persons with disabilities, and Medicare card holders fares not more than 50% of the base fare on all scheduled services with the exception of commuter services that only operate during peak hours such as Harbor Bay Service, or services that only operate in off-peak hours such as recreational weekend service to Angel Island or special AT&T ballpark services.

Currently, Alameda/Oakland ferry service to San Francisco offers seniors (age 65 yr. or older), persons with disabilities, and Medicare card holders a discount of approximately 40% of the base fare. In addition, currently there is no discounted fare category for the "Short-Hop" service which goes from Oakland to Alameda in the morning and from Alameda to Oakland in the afternoon.

In order to comply with FTA's half fare requirement, two changes to the Alameda/Oakland base fare structure are required. First, the discount for the senior, disabled, and Medicare card holder category for a transbay trip would need to be increased, reducing the base fare from \$3.75 (40% discount) to \$3.10 (50.4% discount). Secondly, a new discounted fare category for the Short Hop between Alameda and Oakland would need to be created for seniors, disabled and Medicare card holders, with a fare of \$0.75 which is 50% of the current Short Hop fare of \$1.50. The proposed changes are shown in Table 1 below:

Table 1: Alameda/Oakland Ferry Proposed Fare Changes

Alameda to San Francisco	Current Fare	Proposed Fare
Senior/Disabled Transbay	\$3.75	\$3.10
Senior/Disabled Short Hop	\$1.50	\$0.75

Based on average ticket sales from last year the projected annual loss of fare revenue from these changes is approximately \$25,000, as detailed in Attachment 1 to this report. This loss represents the decrease in fare revenue collected per person multiplied by the number of expected senior, disabled and Medicare eligible riders per year.

Proposed Fare Adjustment to Address Increased Fees for Serving AT&T Park

The Port of San Francisco staff has notified WETA that on December 14th the Port Commissioners will be considering an item to increase landing fees and establish a per passenger fee of \$0.25 to embark and debark at AT&T Park. City of Alameda staff has indicated that the current fare charged for AT&T ferry service is sufficient to allow this service to operate on a cost neutral basis. As a result, operation of this special service does not currently have a financial impact on the ability to fund and operate regular transbay services. In anticipation of the Port's approval of a new per passenger fee, staff proposes to increase AT&T ballpark fares by \$0.25 per one-way ticket in order to keep special service to AT&T Park cost neutral. Staff proposes that this fare increase, if approved, would go into effect at the start of the 2011 baseball season.

Table 2 below displays the current and proposed fares for each fare category for AT&T service.

**Table 2: Proposed Fares for Special Service to
AT&T Park**

AT&T Park	Current Fare	Proposed Fare
Adults	\$7.25	\$7.50
Youth (5-12 yrs)	\$4.50	\$4.75
Seniors (65 yr or older)	\$5.00	\$5.25
Active Military	\$6.00	\$6.25
Under 5	Free	Free

The existing and proposed new fares for the Alameda ferry systems to be transitioned to WETA, as discussed in this item, are provided in Attachment 2 to this report.

Next Steps

This item establishes a public hearing date to consider public comment on proposed fares to be charged by WETA for Alameda ferry services. Utilizing WETA's process for seeking public comments on fares, staff will begin the process of notifying the public of the proposed fare schedule and seeking input over the next month prior to and through the scheduled public hearing. Once the public hearing has concluded, staff will recommend adoption of the proposed fare structure, or some variation of this proposal based upon public comment and input received.

Fiscal Impact

There is no fiscal impact associated with this informational item although the fare structure proposed for consideration and public review will amount to an estimated \$25,000 annual revenue loss for the Alameda ferry system which would need to be made up with cost savings in other areas or with additional RM2 operating subsidies in future years.

Attachment 1

Financial Impact of Proposed Fare Decreases for Alameda/Oakland Ferry Service

<u>Senior, Disabled, Medicare Fare:</u>	
Adult ticket price (cash)	\$6.25
Current senior/disabled ticket price	\$3.75
50% of adult ticket price	\$3.12
Fare decrease (to \$3.10)	\$0.65
Average senior tickets sold per month for FY 09-10	3,101
<i>Subtotal average annual ticket revenue loss</i>	<i>\$24,188</i>
<u>Short Hop - Senior, Disabled, Medicare Fare:</u>	
Current Short Hop ticket price (cash)	\$1.50
50% of Short Hop ticket price	\$0.75
Fare decrease	\$0.75
Average Short Hop tickets sold per month for FY 09-10*	32
<i>Subtotal average annual ticket revenue loss</i>	<i>\$143.44</i>
TOTAL ANNUAL TICKET REVENUE LOSS	\$24,331

*This very conservative analysis assumes that half of all short hop tickets sold would be sold to seniors, disabled persons, or medicare card holders.

Attachment 2

Existing Fares - Alameda/Oakland and Harbor Bay Ferry Services

Alameda/Oakland & Harbor Bay Ferry Services Existing Fares to San Francisco

	Alameda/ Oakland	Harbor Bay
Alameda-San Francisco (one-way)		
Adult	\$6.25	\$6.50
Youth (5-12 yrs)	\$3.50	\$3.25
Senior*, Diasbled, Medicare	\$3.75	\$3.75
Active Military	\$5.00	\$5.25
Children under 5**	Free	Free
School Group Fare	\$2.00	n/a
Short Hop***	\$1.50	n/a
Alameda-San Francisco (multi-ride)		
10 Ticket Book	\$50.00	\$55.00
20 Ticket Book	\$90.00	\$100.00
40 Ticket Book	\$170.00	n/a
Monthly Pass	n/a	\$185.00

* Alameda/Oakland defines Seniors as age 65 and older, Harbor Bay defines Seniors as age 62 and older

** Children ride free w hen accompanied by an adult

*** One-w ay betw een Oakland and Alameda or betw een the S.F. Ferry Buidling and Pier 41

Alameda/Oakland Ferry Service - Existing Fares for Special Services

AT&T Park (one-way)	
Adults	\$7.25
Youth (5-12 yrs)	\$4.50
Seniors (65 yr or older)	\$5.00
Active Military	\$6.00
Under 5 **	Free
Angel Island (round trip)	
Adult (19 yrs or older)	\$14.50
Youth (13-18 yrs)	\$11.25
Seniors (62 yr or older) / Diasbled	\$11.25
Child (5-12 yrs)	\$8.50
Under 5 **	Free

**Children ride free w hen accompanied by an adult

Attachment 2

Proposed Fares - Alameda/Oakland and Harbor Bay Ferry Services

Proposed Fares to San Francisco - Alameda/Oakland & Harbor Bay Ferry Services

	Alameda/ Oakland	Harbor Bay
Alameda-San Francisco (one-way)		
Adult	\$6.25	\$6.50
Youth (5-12 yrs)	\$3.50	\$3.25
Senior*, Diasbled, Medicare	\$3.10	\$3.75
Active Military	\$5.00	\$5.25
Children under 5**	Free	Free
School Group Fare	\$2.00	n/a
Short Hop***	\$1.50	n/a
Short Hop Senior, Diasbled, Medicare	\$0.75	n/a
Alameda-San Francisco (multi-ride)		
10 Ticket Book	\$50.00	\$55.00
20 Ticket Book	\$90.00	\$100.00
40 Ticket Book	\$170.00	n/a
Monthly Pass	n/a	\$185.00

* Alameda/Oakland defines Seniors as age 65 and older, Harbor Bay defines Seniors as age 62 and older

** Children ride free w hen accompanied by an adult

*** One-w ay betw een Oakland and Alameda or betw een the S.F. Ferry Buidling and Pier 41

Proposed Special Service Fares - Alameda/Oakland Ferry Service

AT&T Park (one-way)	
Adults	\$7.50
Youth (5-12 yrs)	\$4.75
Seniors (65 yr or older)	\$5.25
Active Military	\$6.25
Under 5 **	Free
Angel Island (round trip)	
Adult (19 yrs or older)	\$14.50
Youth (13-18 yrs)	\$11.25
Seniors (62 yr or older) / Diasbled	\$11.25
Child (5-12 yrs)	\$8.50
Under 5 **	Free

**Children ride free w hen accompanied by an adult