



**Members of the Board**

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

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

**BOARD OF DIRECTORS' MEETING**

*February 7, 2013 at 1:00 P.M.*

**San Francisco Bay Area  
Water Emergency Transportation Authority  
9 Pier, Suite 111  
San Francisco**

***The full agenda packet is available for download at [www.watertransit.org](http://www.watertransit.org).***

**AGENDA**

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

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

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

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

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|--|--------------------|
| 1. <u>CALL TO ORDER – BOARD CHAIR</u>    | <b>Information</b> |
| 2. <u>ROLL CALL/PLEDGE OF ALLEGIANCE</u> | <b>Information</b> |
| 3. <u>REPORT OF BOARD CHAIR</u>          | <b>Information</b> |
| 4. <u>REPORTS OF DIRECTORS</u>           | <b>Information</b> |
| 5. <u>REPORTS OF STAFF</u>               | <b>Information</b> |
| a. Executive Director's Report           |                    |
| b. Legislative Update                    |                    |
| 6. <u>CONSENT CALENDAR</u>               | <b>Action</b>      |

**Water Emergency Transportation Authority**  
**February 7, 2013 Meeting of the Board of Directors**

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a. Minutes January 10, 2013

7. APPROVE AMENDMENT NO. 4 TO THE CONTRACT WITH URS CORPORATION FOR ENVIRONMENTAL REVIEW AND PERMITTING RELATED TO THE BERKELEY FERRY TERMINAL PROJECT **Action**
8. APPROVE CONTRACT AWARD FOR CONSTRUCTION MANAGEMENT SERVICES FOR THE VALLEJO FERRY MAINTENANCE AND OPERATIONS FACILITY **Action**
9. APPROVE ACTIONS RELATED TO SPARE FLOAT REHABILITATION PROJECT INCLUDED IN THE FY 2012-13 CAPITAL BUDGET **Action**
10. APPROVE ACTIONS RELATED TO THE CLAY STREET GANGWAY & PIER REHABILITATION PROJECT **Action**
11. RECESS INTO CLOSED SESSION
- a. CONFERENCE WITH REAL PROPERTY NEGOTIATORS **Action**  
Property: Mare Island Maintenance Facility at Building 477 and Building 165 sites, City of Vallejo and Lennar Mare Island, LLC **To Be Determined**  
Agency Negotiator: Nina Rannells  
San Francisco Bay Area Water Emergency Transportation Authority  
Negotiating Parties: Lennar Mare Island, LLC  
Under Negotiation: Terms and conditions of the Authority's proposed lease
12. REPORT OF ACTIVITY IN CLOSED SESSION **Action**  
Chair will report any action taken in closed session that is subject to reporting at this time. Action may be taken on matters discussed in closed session. **To Be Determined**
13. OPEN TIME FOR PUBLIC COMMENTS FOR NON-AGENDA ITEMS

ADJOURNMENT

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

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

Under Cal. Gov't. Code sec. 84308, Directors are reminded that they must disclose on the record of the proceeding any contributions received from any party or participant in the proceeding in the amount of more than \$250 within the preceding 12 months. Further, no Director shall make, participate in making, or in any way attempt to influence the decision in the proceeding if the Director has willfully or knowingly received a contribution in an amount of more than \$250 within the preceding 12 months from a party or such party's agent, or from any participant or his or her agent, provided, however, that the Director knows or has reason to know that the participant has a financial interest in the decision. For further information, Directors are referred to Government Code section 84308 and to applicable regulations.



## MEMORANDUM

TO: WETA Board Members  
FROM: Nina Rannells, Executive Director  
DATE: February 7, 2013  
RE: Executive Director's Report

### PROJECT UPDATES

**Clay Street Oakland Ferry Passenger Float** - This project consists of replacing the existing passenger float in Oakland with a newly constructed float. The work includes all design services, construction and installation, without disruption of ferry service. The Board approved award of a contract for this work to Manson Construction in May 2012. The float was installed on Saturday January 5<sup>th</sup> and placed into service for the Monday morning commute. The project is substantially complete with a few small close-out items remaining.

**Encinal Main Engines In-Frame Overhaul** –Valley Power Systems North Inc. was awarded a contract to overhaul the Encinal main engines, Bay Ship & Yacht was awarded a contract to support this project providing shipyard facilities and services. Final work and sea trials were completed in early January 2013.

**Bay Breeze Vessel Refurbishment** - The ferry vessel Bay Breeze has surpassed its economic mid-life. This project consists of converting the propulsion to a conventional propeller system, refurbishment of the passenger cabin, extensive hull work, major system renovation, and replacement of control systems and navigation electronics. The RFP was released on October 31, 2012; a pre-bid conference was held on November 14, 2012 attended by ten individuals representing seven shipyards. Proposals were received on January 3, 2013. The evaluation team met and determined all proposals were responsive and scored within the competitive range. Discussions with the proposers were conducted; as a result the technical requirements were amended. Revised proposals are due February 7<sup>th</sup>.

**Clipper Fare Media Implementation** – Clipper is currently available as fare payment media for the Alameda/Oakland/South San Francisco, Alameda/Oakland/San Francisco, and Alameda Harbor Bay/San Francisco routes. WETA is working with MTC to develop software programming and acquire equipment required to implement Clipper for the Vallejo ferry service. Based upon MTC's projected schedule, Clipper should be available for the Vallejo service by the end of 2013.

**North Bay Operations and Maintenance Facility** – This project will construct a new ferry maintenance facility located at Building 165 on Mare Island in Vallejo in three phases. As currently planned, Phase Zero -- site preparation, demolition and abatement -- would be completed prior to landside construction work. Phase One will construct landside improvements including a 48,000 gallon fuel storage and delivery system, a new warehouse, and renovation of Building 165. Phase Two will construct a system of modular floats and piers, gangways, and over-the-water utilities. Finally, the existing ferry maintenance facility (Building 477) will be cleaned up as required prior to surrender to Lennar Mare Island, the property owner of the land portion of the project site. This project was transferred to WETA for implementation as a part of the July 2012 Vallejo service transfer.

This project was originally developed and designed by the City of Vallejo, which issued an RFP for project construction in Fall 2011. Bids received by the City significantly exceeded funds available, and

all bids were rejected. On December 15, 2011, the California Transportation Commission approved a 20-month extension for the \$4.2 million STIP grant allocated to the project to provide time to re-design and re-bid the project; extending the deadline for construction contract award to August 2013.

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

An RFQ for construction management services for the project was released on November 9, 2012. Submittals in response to the RFQ were received on December 14, 2012. A recommendation to the Board is included in this month's agenda.

**Central Bay Operations and Maintenance Facility** - This project will develop an operations and maintenance facility at Alameda Point to serve as the base for WETA's existing and future central bay ferry fleet. The proposed project would provide running maintenance services such as fueling, engine oil changes, concession supply and light repair work for WETA vessels. The new facility will also serve as WETA's Operations Control Center for day-to-day management and oversight of service, crew, and facilities. In the event of a regional emergency, the facility would function as an Emergency Operations Center, serving passengers and sustaining water transit service for emergency response and recovery.

The National Oceanic and Atmospheric Agency (NOAA) and National Marine Fisheries Service (NMFS) recently issued its Biological Opinion and Essential Fish Habitat Assessment for the project, concluding the consultation process initiated by FTA under Section 7 of the Endangered Species Act and the Magnuson-Stevens Fishery Conservation and Management Act. FTA has also initiated consultation with the US Fish and Wildlife Service under Section 7 of the Endangered Species Act. Pending completion of the USFWS consultation process, WETA expects to move forward with FTA to finalize environmental clearance of the project under NEPA and initiate Final Design work.

Staff recently organized a joint meeting of the design teams working on both the Central Bay and North Operations and Maintenance Facilities to coordinate efforts on each project. This group will continue to meet periodically in the future to ensure that both projects are developed in a complementary manner that will meet WETA's Maintenance and Operations programmatic needs.

**Richmond Ferry Service** – This service will provide an alternative transportation link between the City of Richmond and downtown San Francisco. The environmental and conceptual design work includes plans for replacement of an existing facility (float and gangway) and a phased parking plan. Staff is working with City of Richmond staff and representatives of Orton Development Inc. to develop the plans. Environmental review for the project is underway. Public and resource agency scoping meetings were held in June. The purpose of the meetings was to present information on the proposed project and to provide an opportunity for comment on the scope of the environmental analysis. The CEQA Initial Study/Mitigated Negative Declaration is anticipated to be published in the next two to three months. Staff continues to conduct stakeholder outreach with regard to the project.

**Berkeley Ferry Service** – This service will provide an alternative transportation link between Berkeley and downtown San Francisco. The environmental and conceptual design work includes plans for shared of an existing City owned parking lot at the terminal site between ferry and local restaurant (H<sup>s</sup> Lordships) patrons. City participation is required in order to move the project forward and reach agreement on a shared use concept. The project will require a conditional use permit reviewed by the City's Planning Commission, Zoning Adjustment Board, and City Council. Staff also discussed options to expedite the project through the conditional use permit process.

Staff is working with the environmental consultant to complete the Final EIS/EIR. The Final EIS/EIR was submitted to FTA review in early October. Staff is consulting with the National Oceanic and Atmospheric Administration (NOAA) and the National Marine Fisheries Service (NMFS) on completion

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

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

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

WETA has received comments from FTA and Cooperating Agencies on the Administrative Draft EIS/EIR. Pending WETA's response to comments received from the reviewing agencies, staff expects to release a Draft EIS/EIR for public comment in March 2013.

**Hercules Environmental Review/Conceptual Design** - On April 19, 2012, staff met with the City of Hercules to receive an update on the environmental review status, current phasing plan, funding and schedule for the Intermodal Transit Center project; a pre-requisite project to a ferry terminal at this site. Based upon this discussion, it appears that funding is in place to construct the initial phases of the Intermodal Transit Center but that the project will not advance to such a point that ferry terminal construction could begin until 2017, at the earliest. As a result, City and WETA staffs have agreed that continuing the environmental review process for a potential ferry terminal at this site is not prudent at this time given the limited shelf life of this work. Staff will remain in contact with the City to coordinate any future ferry terminal work as the Transit Center project moves forward.

**Antioch, Martinez and Redwood City Ferry Service Projects** – These projects involve conceptual design and environmental review for potential future ferry services to the cities of Antioch, Martinez, and Redwood City. Draft site feasibility reports have been prepared and distributed to the cities for review. The feasibility reports were prepared to identify site constraints and design requirements to better understand project feasibility and cost. Staff is continuing to work with city staff to review the draft reports and determine appropriate next steps for the respective planning and environmental processes. Staff is presenting the finding of the Antioch site feasibility report to the Antioch City Council on February 12, 2013. The presentation will also include an overview of next steps for the project. Staff is coordinating with Martinez and Redwood City on similar efforts.

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

**Ridership Forecast Model Update** – Staff has worked with its consultant and various partner cities to update the WETA ridership forecast model and generate new ridership forecasts in support of planning efforts for the Downtown San Francisco Ferry Terminal Expansion Project, South San Francisco Business Plan and expansion services currently under study and development serving Redwood City,

Berkeley, Richmond, Hercules, Martinez and Antioch. A draft Final Report has been prepared for this project.

### **UPDATE ON RELEVANT PROJECTS IMPLEMENTED BY OTHER AGENCIES**

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

The Vallejo Station Parking Structure will be constructed in two phases. Phase A Parking Structure is complete and now open. The procurement for the Parking Access and Revenue Control System (PARCS) was initiated last month. The City of Vallejo anticipates paid parking to be effective by March 2013. The few months in between shall be considered a grace period which will help fine tune the operations of the garage. Additional traffic and parking signs, which will accompany the PARCS will be procured and installed within the next month. Relocation of the Post Office is still on a stand still. Construction of Phase B of the parking structure is dependent upon the City securing funding and the relocation of the U.S. Post Office.

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

On January 10, Keith Stahnke attended the MTC Trans Response Plan (TRP) Steering Committee Meeting.

January 11, Lauren Gularte attended the Regional DBE Business Outreach Committee.

January 13-16, Mike Gougherty attended the Transportation Research Board (TRB) 92<sup>nd</sup> Annual Meeting in Washington D.C.

January 16, Nina Rannells met with Marina Secchitano from the Inland Boatman's Union (IBU) and Ray Shipway and Veronica Sanchez from Masters Mates & Pilots (MMP).

On January 16, Keith Stahnke attended a Golden Guardian 2013 Exercise planning meeting with S.F. Department of Emergency Management.

January 24, Nina Rannells attended a meeting about the Transit Performance Improvement Incentive Program for Small Operators at MTC.

On January 24, Keith Stahnke attended the Harbor Safety Committee Ferry Operations Work Group meeting.

January 25, Kevin Connolly and Mike Gougherty attended an Open House hosted by the Port of San Francisco and BCDC to discuss future planning studies along the northern San Francisco waterfront.

January 31, Nina Rannells spoke at an MMP meeting to provide the members an update on WETA projects, plans & activities.

### **OPERATIONS REPORT**

The monthly operations statistics report covering December 2012 is provided as Attachment 1.

### **ADMINISTRATION**

Attachment 2 includes FY 2012/13 financial statements for six months ending December 2012, including the Statement of Revenues and Expenses and the Statement of Capital Programs and Expenditures.

**Attachment 1**

**Monthly Operations Statistics Report  
December 2012**

		<b>Alameda/ Oakland</b>	<b>Harbor Bay</b>	<b>South San Francisco</b>	<b>Vallejo</b>	<b>Systemwide</b>
Ridership	Total Passengers December 2012	31,982	12,883	2,363	38,192	85,420
	Total Passengers December 2011	34,153	12,379	n/a	37,878	84,410
	Percent change	-6.36%	4.07%	n/a	0.83%	1.20%
	Total Passengers Current FY To Date	327,421	98,122	17,554	338,193	781,290
	Total Passengers Last FY To Date	304,699	82,564	n/a	322,067	709,330
	Avg Weekday Ridership December 2012	1,288	644	118	1,677	3,727
Ops Stats	Revenue Hours	355	120	120	475	1,070
	Revenue Miles	3,768	2,354	1,584	12,710	20,416
Fuel	Fuel Used (gallons)	27,636	11,743	12,987	95,814	148,181
	Avg Cost per gallon	\$3.39	\$3.39	\$3.39	\$3.30	\$3.37

## Attachment 2

**San Francisco Bay Area Water Emergency Transportation Authority**  
**FY 2012/13 Statement of Revenues and Expenses**  
**For Six Months Ending 12/31/2012**

% of Year Elapsed 50.3%

	Current Month	Prior Year Actual	2012/13 Budget	2012/13 Actual	% of Budget
<b>OPERATING EXPENSES</b>					
<b><u>PLANNING &amp; GENERAL ADMIN:</u></b>					
Wages and Fringe Benefits	82,622	1,269,738	1,434,800	618,406	43.1%
Services	75,679	2,388,779	1,979,100	346,410	17.5%
Materials and Supplies	437	47,917	258,100	3,421	1.3%
Utilities	1,056	14,956	16,000	3,266	20.4%
Insurance	-	28,578	33,000	(10,183)	-30.9%
Miscellaneous	7,843	306,710	128,000	45,152	35.3%
Leases and Rentals	22,352	268,610	266,000	130,096	48.9%
Admin Overhead Expense Transfer	(76,296)	-	(984,000)	(454,745)	46.2%
<b>Sub-Total Planning &amp; Gen Admin</b>	<b>113,693</b>	<b>4,325,288</b>	<b>3,131,000</b>	<b>681,822</b>	<b>21.8%</b>
<b><u>FERRY OPERATIONS:</u></b>					
<b><u>Harbor Bay FerryService</u></b>					
Purchased Transportation	128,663	1,098,946	1,122,000	600,108	53.5%
Fuel - Diesel & Urea	39,787	404,896	531,300	222,695	41.9%
Other Direct Operating Expenses	48,939	341,174	411,400	217,853	53.0%
Admin Overhead Expense Transfer	9,046	-	116,700	54,460	46.7%
<b>Sub-Total Harbor Bay</b>	<b>226,435</b>	<b>1,845,016</b>	<b>2,181,400</b>	<b>1,095,117</b>	<b>50.2%</b>
<b><u>Alameda/Oakland Ferry Service</u></b>					
Purchased Transportation	336,079	3,015,472	3,702,300	1,956,072	52.8%
Fuel - Diesel & Urea	93,631	1,131,900	1,454,300	677,329	46.6%
Other Direct Operating Expenses	68,048	732,809	737,600	261,225	35.4%
Admin Overhead Expense Transfer	20,353	-	265,000	122,534	46.2%
<b>Sub-Total Alameda/Oakland</b>	<b>518,111</b>	<b>4,880,181</b>	<b>6,159,200</b>	<b>3,017,161</b>	<b>49.0%</b>
<b><u>Vallejo FerryService</u></b>					
		<i>(Operated by City of Vallejo)</i>			
Purchased Transportation	531,230	6,240,622	6,538,500	3,588,731	54.9%
Fuel - Diesel & Urea	399,847	3,965,227	6,009,500	2,477,600	41.2%
Other Direct Operating Expenses	108,727	2,041,094	1,042,280	588,015	56.4%
Admin Overhead Expense Transfer	35,590	258,786	455,100	209,676	46.1%
<b>Sub-Total Vallejo</b>	<b>1,075,395</b>	<b>12,505,729</b>	<b>14,045,380</b>	<b>6,864,022</b>	<b>48.9%</b>
<b><u>South San Francisco FerryService</u></b>					
		<i>(Service launched on 6/4/12)</i>			
Purchased Transportation	199,740	122,092	2,083,400	907,730	43.6%
Fuel - Diesel & Urea	44,001	44,197	841,500	273,596	32.5%
Other Direct Operating Expenses	19,016	4,096	322,000	166,306	51.6%
Admin Overhead Expense Transfer	11,307	-	147,200	68,074	46.2%
<b>Sub-Total South San Francisco</b>	<b>274,064</b>	<b>170,384</b>	<b>3,394,100</b>	<b>1,415,707</b>	<b>41.7%</b>
<b>Total Operating Expenses</b>	<b>2,207,699</b>	<b>23,726,598</b>	<b>28,911,080</b>	<b>13,073,830</b>	<b>45.2%</b>
<b>Total Capital Expenses</b>	<b>1,059,905</b>	<b>32,496,198</b>	<b>25,389,571</b>	<b>5,115,258</b>	<b>20.1%</b>
<b>Total Expenses</b>	<b>3,267,604</b>	<b>56,222,796</b>	<b>54,300,651</b>	<b>18,189,088</b>	<b>33.5%</b>
<b>OPERATING REVENUES</b>					
Fare Revenue	639,633	9,465,348	9,717,441	5,511,794	56.7%
Local - Bridge Toll	1,568,300	14,149,730	18,985,189	7,560,941	39.8%
Local - Property Tax and Assessments		78,192	206,450	-	0.0%
Local - Other Revenue	(235)	33,328	2,000	1,095	54.7%
<b>Total Operating Revenues</b>	<b>2,207,699</b>	<b>23,726,598</b>	<b>28,911,080</b>	<b>13,073,830</b>	<b>45.2%</b>
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**Attachment 2**

**San Francisco Bay Area Water Emergency Transportation Authority  
FY 2012/13 Statement of Capital Programs and Expenditures  
For Six Months Ending 12/31/2012**

<b>Project Description</b>	<b>Current Month</b>	<b>Project Budget</b>	<b>Prior Year Actual</b>	<b>2012/13 Budget</b>	<b>2012/13 Actual</b>	<b>Future Year</b>	<b>% of Project</b>
<b>CAPITAL EXPENSES</b>							
<b>FACILITIES EXPANSION</b>							
<b>Future Expansion Service Studies:</b>							
Berkeley Terminal - Environ/Concept Design	13,682	2,335,000	2,053,018	281,982	58,649	-	90%
Richmond Terminal - Environ/Concept Design	17,409	812,500	197,224	615,276	206,306	-	50%
Redwood City - Environ/Concept Design	5,076	812,500	108,535	75,965	14,079	628,000	15%
Antioch - Environ/Concept Design	908	812,500	98,047	250,000	29,017	464,453	16%
Martinez - Environ/Concept Design	3,764	812,500	137,979	74,521	17,930	600,000	19%
SF Berthing Expansion - Environ/Concept Design	70,280	3,300,000	1,919,679	1,380,321	237,756	-	65%
<b>Terminal/Berthing Expansion Construction:</b>							
Pier 9 Mooring Facility	-	3,150,000	3,138,848	11,152	4,524	-	99%
SSF Oyster Mitigation	5,892	275,000	49,470	50,000	18,153	175,530	25%
SSF Terminal Construction	8,434	26,000,000	23,943,585	2,056,415	165,350	-	93%
Berkeley Terminal - Final Design	-	3,200,000	-	800,000	-	2,400,000	0%
<b>Maintenance &amp; Operations Facilities:</b>							
North Bay Operations & Maintenance Facility	93,496	25,500,000	-	4,862,500	164,812	20,637,500	1%
Central Bay Ops & Maint Facility - Environ/Concept Design	2,464	952,500	608,021	344,479	203,445	-	85%
Central Bay Ops & Maint Facility - Final Design	-	3,647,500	-	2,742,500	-	905,000	0%
<b>FACILITIES REHABILITATION</b>							
<b>Channel Dredging:</b>							
Channel Dredging - Harbor Bay	217,757	410,000	26,879	383,121	280,738	-	75%
<b>Passenger Floats &amp; Gangways:</b>							
Gangway Rehabilitation - Main Street Terminal	-	125,000	-	125,000	-	-	0%
Gangway & Float Rehab - Harbor Bay Terminal	-	240,000	-	240,000	-	-	0%
Spare Float Rehabilitation - Vallejo	1,688	470,000	-	470,000	3,125	-	1%
Passenger Float Replacement - Clay Street Terminal	566,391	2,410,000	119,145	2,290,855	1,904,742	-	84%
<b>Terminal Rehabilitation:</b>							
Terminal Fac Improvement - Harbor Bay & Maint St.	562	250,000	-	250,000	1,872	-	1%
<b>FERRY VESSELS</b>							
<b>Major Component Rehab/Replacement:</b>							
Vessel Engine Overhaul - Encinal	31,985	803,564	2,708	800,856	297,197	-	37%
Purchase of Inflatable Buoyancy Apparatus	-	127,500	-	127,500	-	-	0%
Communications Equipment	-	182,000	39,737	142,263	3,406	-	24%
<b>Vessel Mid-Life Repower/Refurbishment:</b>							
Vessel Mid-Life Repower/Refurbishment: - Bay Breeze	20,119	5,015,000	53,323	4,961,677	83,590	-	3%
Vessel Mid-Life Repower/Refurbishment: - Mare Island	-	1,803,188	-	1,803,188	1,420,567	-	0%
<b>Vessel Expansion/Replacement:</b>							
Purchase Replacement Vessel	-	15,000,000	-	250,000	-	14,750,000	0%
<b>Total Capital Expenses</b>	<b>1,059,905</b>	<b>98,446,252</b>	<b>32,496,198</b>	<b>25,389,571</b>	<b>5,115,258</b>	<b>40,560,483</b>	
<b>CAPITAL REVENUES</b>							
Federal	266,305	24,497,904	13,010,685	10,763,218	1,841,746	724,000	61%
State	731,081	57,999,504	6,776,762	11,386,258	2,738,632	39,836,483	16%
Local - Bridge Toll	57,694	5,297,431	4,620,197	677,234	537,500	-	97%
Local - San Mateo Sales Tax Measure A	801	9,640,764	8,077,889	1,562,875	(19,337)	-	84%
Local - Alameda Sales Tax Measure B	4,024	1,010,650	10,665	999,985	16,717	-	3%
<b>Total Capital Revenues</b>	<b>1,059,905</b>	<b>98,446,252</b>	<b>32,496,198</b>	<b>25,389,571</b>	<b>5,115,258</b>	<b>40,560,483</b>	

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**Peter Friedmann**  
Of Counsel

DATE: January 30, 2013  
TO: WETA Board Members  
FROM: Peter Friedmann  
202-783-3333 OurManInDC@federalrelations.com  
SUBJECT: Report to the Board: February

Now that the festivities are over – President has been sworn in for his second term, the new Members of Congress have been seated; we are all back to work. While the media is all about the Fiscal Cliff, the Debt Limit, and the grilling of Hillary Clinton, the real work of Congress, much less newsworthy, is under way in earnest. Much of this work directly impacts transit generally and WETA specifically.

It is now recognized by both parties on Capitol Hill that we can no longer defer our investment in infrastructure. This includes highways, bridges, ports, navigation channels and transit. So the first priorities announced by the relevant Senate and House Committees are the Water Resources Development Act reauthorization and the reauthorization of MAP-21. The WRDA bill designates specific navigation channels which the Corps of Engineers is to maintain and provides the COE with funding. MAP-21 pays for all highway and transit programs, including \$97 million annually for ferry infrastructure. Together, these provide WETA and other ferry transit authorities the opportunity to further acquire boats, terminals, and other facilities, as well as assure that navigation channels are dredged to sufficient depth.

The San Francisco Bay Delegation has experienced extensive turnover, requiring education of new Members who are unfamiliar with Bay Area ferry service, and new staff who are, in some cases, unfamiliar with the Bay Area. We are already highly encouraged by the enthusiastic embrace of WETA by the newly reconstituted Bay Area Delegation. Several Members have emerged as leaders in advocating for WETA, among them, Congressman Garamendi of California's 3<sup>rd</sup> District (Davis, Fairfield, etc.) and Congresswoman Jackie Speier, South San Francisco. Leader Nancy Pelosi continues to play a pivotal role. Congressman Garamendi, our Bay Area Representative on the Transportation & Infrastructure Committee will "carry the water" for all transit and transportation requests in the Bay Area. Fortunately, he is enthusiastic about WETA's existing and future ferry service that will directly benefit his constituents.

Congress must finally pass a year-long budget. For now, the federal government, including the ferry programs, is only funded through the end of March 2013. Until a budget is passed covering federal government through the end of the fiscal year (September 30) the money will not flow. We expect that to be resolved later this Spring.

How the new MAP-21 bill will be written remains a work in progress, but the work with the Members and their legislative assistants, and their relevant professional staff of the committees, is well under way. Working with WETA's partners, the shipyards and maritime labor, as well as local communities, we are working to maximize funding which will come to WETA.

Respectfully Submitted,

Peter Friedmann  
WETA Federal Representative

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

*(January 10, 2013)*

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 1:08 p.m. Directors present were Vice Chair Anthony Intintoli, Director Gerald Bellows and Director Timothy Donovan. Vice Chair Intintoli led the pledge of allegiance.

**2. REPORT OF BOARD CHAIR**

No report.

**3. REPORT OF DIRECTORS**

No report.

**4. APPROVE 2012 – 2021 SHORT RANGE TRANSIT PLAN**

Chair Johnson introduced this item regarding staff's request for the Board to adopt, by resolution, the San Francisco Bay Area Water Emergency Transportation Authority's Short Range Transit Plan (SRTP) for Fiscal Years 2012-2021. She noted that the item would be taken out of order to accommodate members of the public who wished to speak.

Public Comment

Hon. Osby Davis, Mayor, City of Vallejo and member of the Solano Transit Authority, thanked the Board and Executive Director Nina Rannells for considering and including Vallejo's comments in the SRTP. He stated that the City was committed to ferry service in Vallejo, and that although there had been some bumps during the transition of the service to WETA that the City was dedicated to increasing ridership, sustaining service levels, and facilitating the growth of the service through projects such as the Vallejo Transit Center and the new parking garage. He emphasized the City's commitment to work with WETA in any way that they could regarding the service.

Public Comment

Hon. Elizabeth Patterson, Mayor, City of Benicia and Chair, SolTrans, noted that her experience with a consolidation of a transit agency gave her an appreciation of the challenges WETA had faced and that Benicia was glad to be a part of the process. She said that one commitment Benicia was making to the project through RM2 funding was the new \$1.3 million intermodal transit center, which would facilitate regional transit connections to destinations such as Vallejo's new parking garage. Ms. Patterson said that the City stood ready to continue discussions with WETA regarding the ferry service and closed by thanking Vice Chair Intintoli for his communication with the cities regarding ways that they can work together with WETA during this process.

Public Comment

Hon. Pedro Gonzales, Mayor, City of South San Francisco, spoke in his capacity of co-chair of Water Transit Advocates for San Mateo County. He noted that twelve years of hard work had finally paid off with the debut of South San Francisco ferry service in June 2012 but that unfortunately ridership had not met expectations and that many were now questioning the viability of the service. He said that the Water Transit Advocates had worked tirelessly to promote the service and were committed to continuing to work with WETA to find ways to make the service succeed. Mr. Gonzales said that he was proud that South San Francisco was among the first nine sites to be identified for a

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new ferry service. He said that several meetings and activities were underway to identify solutions to promote the new service and that he looked forward to seeing continued growth in ridership over time.

Public Comment

Hon. Rob Schroder, Mayor, City of Martinez, thanked the WETA Board and staff for listening to the cities' concerns and for the inclusion of their comments in the SRTP. He noted that Martinez was the county seat of Contra Costa County and home to numerous county facilities including the Office of Emergency Services, which was particularly relevant to WETA's mission. Mr. Schroder said that he continued to look forward to working with WETA staff and the City of Antioch on the challenges in bringing ferry services to their communities, noting that future ferry service was part of Martinez' economic development plan and well as a key part of their intermodal transit station.

Public Comment

Hon. Wade Harper, Mayor, City of Antioch, emphasized his appreciation for WETA's willingness to be responsive to the cities during the process and for the inclusion of the cities' comments in the SRTP. He asked that WETA's Community Advisory Committee meet more frequently and again thanked WETA for their engagement through the process.

Public Comment

Paul Kamen, Naval Architect and member, Berkeley Waterfront Commission, stated that the ridership numbers on the South San Francisco service had been dismal. He said that looking at farebox recovery was disingenuous because it hid the actual dollars being spent, stating that from the informal numbers he has seen that the subsidy was well over \$100 for each one way trip. Mr. Kamen said that he could not see how a public agency could justify this and that it may be time to scale back WETA's entire program. He went on to say that he was skeptical of the "emergency" part of Water Emergency Transportation Authority, as there were over 30 private charter vessels in the Bay which would be available during an emergency and that what WETA's role could have been to provide vehicle ferries which could access small access ramps which would be seismically viable during a large scale disaster. Mr. Kamen said that early advocates of ferry service to Berkeley such as himself would be embarrassed by the way the program was progressing. In closing, he urged the Board to take a close look at how the funds were being spent and whether service of this scale is justified by the ridership projections.

Public Comment

John Mann, Waterfront Manager and Secretary, Berkeley Waterfront Commission, clarified that Mr. Kamen did not speak on behalf of the City of Berkeley but as a private citizen. Mr. Kamen agreed and clarified that he did not intend otherwise.

Public Comment

Diane Howard, Chair, WETA Community Advisory Committee and Co-chair, Water Transit Advocates for San Mateo County, and member of the blue ribbon task force that was responsible for the creation of the Water Transit Authority, spoke on behalf of the Redwood City Chamber of Commerce and the Water Transit Advocates. On behalf of the Chamber, she noted support for inclusion of Redwood City service in the SRTP and that WETA put service to Redwood City in a state of readiness so that in the event that funding became available the project could be moved forward. On behalf of the Chamber and the Water Transit Advocates, she asked that WETA reexamine ridership projections due to accelerated development in proximity to the site identified as the likely terminal location in Redwood City. She also thanked WETA for ongoing work on the project and continuing an open dialogue regarding Redwood City service.

Public Comment

Rich Seithel, Chief of Annexations and Economic Stimulus Programs, Contra Costa County, registered agreement with comments from Mr. Harper and Mr. Schroder. He thanked the WETA

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Board and staff for engaging in constructive dialogue and said he looked forward to continuing to do so in the CCTA workgroup.

#### Public Comment

Mike Giari, Executive Director, Port of Redwood City noted his long history of support and engagement with WETA and its predecessor agency in bringing ferry service to Redwood City. He said that the approval of this SRTP would mark WETA's transition into being an operator. He said that the Port understands the challenges of implementing ferry service, including the preparation and planning required as well as resolving funding issues. He noted Ms. Howard's indication that \$15 million in San Mateo County Measure A funding had been secured for the Redwood City project. He urged WETA to update ridership forecasts for the South Bay in order to reflect the economic activity in the region.

Chair Johnson asked Ms. Rannells for any additional thoughts. Ms. Rannells replied that the comments received on the SRTP had fallen into two categories, one expressing a concern for the ongoing support of the services currently operating and another primarily focused on continuing to look at ways to move expansion projects forward. She said that both types of comments had been addressed in changes made to the SRTP.

Vice Chair Intintoli emphasized the need for these efforts to be collaborative, noting that the most daunting challenge for both new and existing services was operations funding. He said the cities needed to work with their representatives to explore and identify new sources of operating funds rather than taking funds being used by the existing services. Vice Chair Intintoli said that the cities who were interested in ferry service should maintain hope but that they would need to be proactive in collectively securing operations funding in order to demonstrate that their services were viable.

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

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

Ms. Rannells addressed several items in addition to her written report. First, she introduced Kevin Connelly, WETA's new Manager of Planning and Development. She reviewed his 12 years of recent experience in transit planning, including his most recent work as a Transit Planning Manager at Valley Transit Authority in Santa Clara County. Ms. Rannells noted that she felt he was extremely qualified for the position.

Secondly, she noted an excursion ride on December 17 with Therese McMillian, Deputy Director of the FTA. She said that staff had an opportunity to review WETA's overall program with her and to show her the location of the proposed Central Bay Maintenance Facility and to point out the general location of the proposed Berkeley and Richmond sites.

Third, she asked Keith Stahnke, Manager of Operations, to review several operation items, including the closeout of the Oakland Jack London Square float replacement, the completion of the Harbor Bay dredging project, and the completion of the main engine overhaul for *Encinal*.

Mr. Stahnke noted that a WETA vessel recently assisted in an effort to look for signs of oil spills after a tanker had collided with the Bay Bridge. Mr. Stahnke also spoke of an incident in New York which had caused damage and injury and noted that crew training on all WETA services to avoid these situations was ongoing.

Vice Chair Intintoli asked if crew could make announcements to prevent people from queuing before vessels were docked in order to increase safety in the event of an incident like the one in New York. Mr. Stahnke replied that this was not a regulation, but it was best practice. Director

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Bellows suggested that some way should be found to let passengers know that they should remain seated until the vessel was docked for their own safety.

Director Bellows noted an appreciation for an innovative approach to building a lift on the new Clay Street float. Mr. Stahnke noted that he was pleased with the result and that it had been a substantial savings for WETA.

Director Donovan asked what practices were followed during medical emergencies onboard such as the recent passenger heart attack. Mr. Stahnke said that the ferry would immediately proceed to the closest facility where that boat could be securely docked and that dispatch would arrange to have the boat met by an EMT. He noted that crews have CPR and basic first aid training as well as AED and oxygen on board to care for passengers until they are delivered to an EMT.

**6. CONSENT CALENDAR**

Vice Chair Intintoli made a motion to approve the consent calendar which included the minutes from the December 13, 2012 meeting. Director Bellows seconded the motion the item carried unanimously.

**7. RECESS INTO CLOSED SESSION AND REPORT ON CLOSED SESSION**

Chair Johnson called the meeting into closed session at 2:05 p.m. Upon reopening of the meeting at 3:00 p.m. she reported that no action had been taken.

**8. ADJOURNMENT**

All business having concluded, the meeting was adjourned at 3:00 p.m.

Respectfully Submitted,

Board Secretary

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MEMORANDUM

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**TO: Board Members**

**FROM: Nina Rannells, Executive Director  
Kevin Connolly, Manager, Planning & Development  
Chad Mason, Planner/Analyst**

**SUBJECT: Approve Amendment No. 4 to the Contract with URS Corporation for Environmental Review and Permitting Related to the Berkeley Ferry Terminal Project**

**Recommendation**

Approve Amendment No. 4 to the contract with URS Corporation (URS) authorizing \$100,000 in additional funds to cover completion of the Environmental Impact Statement (EIS)/Environmental Impact Report (EIR) and Endangered Species Act (ESA) Section 7 and authorize the Executive Director to execute the contract amendment.

**Background**

In September 2005, the Water Transit Authority Board approved award of a contract for \$750,000 to URS for environmental review of the Berkeley/Albany ferry terminal. This work was to conduct environmental review and site alternatives analysis complementing the preliminary design services conducted for this project under a separate contract. The contract value and scope of work assumed the environmental assessment would be limited to two alternative sites.

In July 2006, the Board directed staff to increase the number of sites examined to include three sites for complete conceptual design and environmental analysis. At the September 2006 meeting, staff recommended adding the Gilman Street site in order to avoid any question of whether the agency fully considered each and all alternative locations. Including the Buchanan and Gilman Street sites in the alternative analysis triggered the need for an Environmental Impact Report (rather than an abbreviated Environmental Assessment) with an associated increase in effort and cost. Accordingly, in October of 2006 the URS contract was increased by \$434,700 in order to study four alternative sites at a comprehensive level (Amendment No. 1). WETA published the Draft EIS/EIR in October 2008 that met the State and Federal legal requirements to adequately evaluate the four alternative sites at equal levels.

In April 2009, the WETA Board approved the draft environmental document which identified the Seawall Drive site at the foot of University Avenue in Berkeley as the Locally Preferred Alternative (LPA). After selection of the LPA, staff continued work to develop a project design concept to satisfy project stakeholder concerns. This work included extensive consultation with the Bay Conservation and Development Commission (BCDC) staff and the City of Berkeley (including staff, Council members and several of its citizen commissions) concerning parking facilities, open space and San Francisco Bay Trail improvements. While time consuming and expensive, this work was necessary in order to develop conceptual design plans that would be supported by the many project stakeholders. In July 2009, the Authority amended the URS contract extending the term of the agreement to December 31, 2010 (Amendment No. 2).

In April 2011, the URS contract was increased by \$175,000 to fund completion of the Final EIS/EIR and to assist with the Section 7 consultation process (Amendment No. 3). This amendment also extended the contract term to December 31, 2013.

**Discussion**

URS has continued to work on completion of the Final EIS/EIR including review and coordination with the Federal transit Administration (FTA) and WETA legal counsel. The level of effort to complete the EIS/EIR has been greater than anticipated, primarily due to the amount of time that has passed since publication of the Draft EIS/EIR. This increased effort is summarized below:

- FTA's request to prepare a re-evaluation document prior to proceeding with preparation of the Final EIS/EIR because the Draft EIS/EIR was more than 3 years old;
- Additional work was required to update the affected environment sections for the Administrative Draft Final EIS/EIR because the Draft EIS/EIR was published in October 2008;
- Extensive edits were required for the project description (Chapter 2) and impact analysis (Chapter 4) in the Final EIS/EIR based on the changes to the project following selection of the Locally Preferred Alternative.
- FTA's request to review the Administrative Draft Final EIS/EIR subsequent to WETA's legal counsel, rather than concurrently, resulting in an additional iteration of the document. This was a change requested by FTA and a change in the review protocol agreed to with the previous FTA reviewer; and,
- FTA's comments on the Administrative Draft EIS/EIR included several unanticipated requests related to re-organization and re-formatting of the EIS/EIR, again a change from guidance provided by the previous FTA reviewer.

In addition to the extra work effort required to complete the EIS/EIR, the level of work and schedule required for completion of the Endangered Species Act Section 7 consultation with the National Marine Fisheries Service (NMFS) has exceeded original estimates. The consultation process was delayed while NMFS completed the consultation of the Central Bay Maintenance and Operations Facility. Staff turnover at NMFS has also led to delays and difficulties in the process. The Central Bay Maintenance and Operations Facility consultation is now complete and NMFS has dedicated a new staff person to reviewing the Berkeley project. WETA staff is working with NMFS to complete the consultation and agree on acceptable mitigation measures for the project.

This item requests approval of additional URS contract authority in the amount of \$100,000, increasing the total URS contract authority to \$1,459,700. These funds would be used to complete the Final EIS/EIR and Section 7 consultation process for the project. This represents a "not to exceed" limit. Actual work will be controlled and monitored with task orders for specific work at negotiated prices within this budget limit.

**Fiscal Impact**

RM2 and/or Proposition 1B funding is available to cover the costs of the requested action.

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



MEMORANDUM

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**TO:** Board Members

**FROM:** Nina Rannells, Executive Director  
Kevin Connolly, Manager, Planning & Development  
Chad Mason, Planner/Analyst

**SUBJECT:** Approve Contract Award for Construction Management Services for the Vallejo Ferry Maintenance and Operations Facility

**Recommendation**

Approve contract award for construction management services for the Vallejo Ferry Maintenance and Operations Facility to Weston Solutions Inc. in an amount not to exceed \$1,400,000, and authorize the Executive Director to negotiate and execute a final contract and take any other such related actions to support this work.

**Background**

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

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

On November 1, 2012, the Board authorized staff to issue a Request for Qualifications (RFQ) for construction management services for the Vallejo Ferry Maintenance and Operations Facility project.

**Discussion**

On November 9, 2012, staff issued an RFQ for construction management services for the Vallejo Ferry Maintenance Facility Project to over 400 firms on the WETA's technical consultant list through email and further solicited interest through notices on the website consistent with WETA's Administrative Code. A total of five Statement of Qualifications (SOQ) were received in response to the RFQ. An evaluation panel that included WETA staff, as well as the Project Engineer from GHD, the design consultants for this project, and Marty Robbins of Fast Ferry management, Inc., reviewed the SOQs. The review panel requested that three of the proposing firms including Ghirardelli Associates, Weston Solutions Inc. and Vanir provide additional information regarding their qualifications and proposals through oral interviews. These interviews were conducted on January 14, 2013.

Selection criteria for the contract award, as established within the RFQ, included the following:

- **Project Understanding** – Demonstration of a clear understanding of the project and ability to work collaboratively with other consultants, agencies, etc.;
- **Previous Experience** – Relevant experience and past success managing all processes, procedures, and paperwork for similar projects;
- **Team Qualifications** – Team experience working with a multi-disciplinary team of firms engaged with public sector construction projects; and
- **References** – Satisfaction of previous clients with regard to project delivery, timeliness and budgets.

Based upon the information submitted and supplemental interviews, the review panel recommends awarding a contract to Weston Solutions Inc. for this work. The selection panel gave Weston Solutions Inc. the highest rating based on their ability to comprehensively address all of the major project issues, their proposed technical approach and input from references. Weston Solutions Inc. has proposed a strong staffing plan for the project with extensive project experience on Mare Island.

The work under this contract will include such items as supporting the development of construction bid documents and securing contractors, securing all requisite documentation from the chosen contractor, monitoring the contractor's performance against the plans and specifications to be set forth in the construction RFP, assuring that its monthly invoices are accurate and fairly represent work accomplished, overseeing safety and compliance with environmental safeguards while the construction is underway and completing the close out of the project. The construction management firm would also provide inspection and testing services throughout all phases of construction. The recommended contract award is for an amount not to exceed \$1,400,000 with work to be managed and completed based upon task orders issued by WETA staff within this overall contract limit.

**Fiscal Impact**

This project is included in the FY 2012/13 Capital Budget and is funded with State Proposition 1B and State Transportation Improvement Program (STIP) funds.

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

**MEMORANDUM**

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**TO: Board Members**

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

**SUBJECT: Approve Actions Related to Spare Float Rehabilitation Project Included in the FY 2012-13 Capital Budget**

**Recommendation**

Staff recommends that the Board of Directors approve the following actions related to the Spare Float Rehabilitation Project included in the FY 2012-13 Capital Budget:

- Re-scope the project from rehabilitation of an existing float to construction of a new float;
- Increase the project budget from \$470,000 to \$3,300,000; and
- Authorize the release of a Request for Qualifications (RFQ) for Construction Management Services to support project development and construction

**Background/Discussion**

The FY 12-13 Capital budget includes \$470,000 for a Spare Float Rehabilitation Project that was originally developed to dry-dock and repair the spare float that the Vallejo service uses as a temporary passenger float during dredging episodes at the Vallejo Ferry Terminal and on a daily basis for mooring vessels at the Mare Island Maintenance Facility. This float was transferred from the City of Vallejo as part of the transition of the Vallejo ferry service to WETA in July of 2012. Results from the last survey of this 70-year old float (completed by the City of Vallejo) indicate that the float is in very poor condition. Considering the float condition, current use and potential system-wide needs for a spare float, staff recommends re-scoping this project to construct a new regional spare float that can be utilized as a back-up for the Vallejo terminal float as well as other terminal sites such as downtown San Francisco when the permanent terminal floats must undergo periodic dry-dock, inspection and repair. This spare would support ongoing daily services and would be a valuable asset to have available for use in unplanned or emergency situations. As a part of this re-scoped project, staff would work to design and size a new float that would have maximum utilization and adaptability for use in a variety of sites. This float could be stored at the Mare Island maintenance site when not in active use. Staff estimates the cost of the new float to be \$3.3 million based on recent projects and vendor estimates.

This item also requests the release of a Request for Qualifications for construction management services for this project. The release of this RFQ will solicit proposals from qualified consultants to provide construction management services to support staff in the development and management of this project through construction. The qualifications required for this work include such items as:

- Ability to oversee project from specification preparation through to completion of guarantee period;
- Ability to work with regulatory agencies;

- Ability to assist WETA staff with the development of procurement documents and technical specifications for the replacement of the float for WETA ferry services;
- Ability to review information related to the on the dimensions and layout of the existing float, pilings, gangways and ramps;
- Ability to review RFP Technical Specifications provide input and comments;
- Ability to prepare constructability analyses of the designs;
- Ability to provide value engineering services and approval of schedule of values and contractor invoices;
- Ability to inspect contractors' work;
- Ability to provide attendance at meetings with contractors and with WETA staff, record keeping, project logs and correspondence;
- Ability to oversee contractor compliance with established schedules and project milestones;
- Ability to review and provide recommendation regarding approval of change orders; and
- Ability to prepare, manage and be responsible for all required processes, procedures and administration of a Federal Transit Administration funded project.

Issuance of an RFQ does not commit the agency to an expenditure of funds for this work at this point in time. Staff anticipates being in a position to recommend award of a construction management service contract at a Board meeting in the Spring after completion of the procurement process.

**Fiscal Impact**

The FY 2012-13 Capital Budget included \$470,000, to dry dock and repair the existing spare float in Vallejo, funded with 80% FTA and 20% Prop 1B funds. This item increases the scope to replacement and the overall project budget by \$ \$2.83 million. Staff has identified sufficient FTA and Proposition 1B funds that can be utilized to support this enhanced project.

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

**MEMORANDUM**

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**TO: Board Members**

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

**SUBJECT: Approve Actions Related to the Clay Street Gangway & Pier Rehabilitation Project**

**Recommendation**

Staff recommends that the Board of Directors approve the following actions related to the Clay Street Gangway & Pier Rehabilitation Project:

- Amend the FY 2012-13 Capital Budget to add the Clay Street Gangway & Pier Rehabilitation Project at a total project budget of \$625,000, including \$30,000 in FY 2012-13; and
- Authorize the release of a Request for Qualifications (RFQ) for Construction Management Services for the Clay Street Gangway & Pier Rehabilitation Project

**Background/Discussion**

The Clay Street Gangway & Pier Rehabilitation Project is included in WETA's FY 2012-21 Short Range Transit Plan as a part of the agency's 10-Year Capital Improvement Program. This project was originally planned for implementation beginning in FY 2013-14, however, staff now recommends beginning project development and permitting work this. As a part of preliminary project planning, staff has determined that a long lead-time for regulatory permits and project planning may be required and has identified a portion of this project that should be advanced this year in order to ensure that the installation of project components are completed on a weekend in January or February 2014 when the Alameda/Oakland Ferry Service does not operate.

The project scope includes the following components:

1. Replacing the gangway connecting the pier to the float;
2. Replacing the float mooring pilings;
3. Conducting a structural assessment of the pier structure; and
4. Completing any required repairs to the pier structure identified in the structural assessment

By advancing this project to begin in FY 2012-13, staff will be able to begin project scoping, design and permitting in FY 2012-13. As planned, the bulk of the project work would occur in FY 2013-14 with the project completed in January/February 2014 in order to avoid any disruption to scheduled ferry service.

This item also requests authorization to release a Request for Qualifications for construction management services for this project so that the winning firm can assist staff in obtaining an engineer's estimate and to begin the permitting process with regulatory agencies this spring. Staff may look to combine these construction management services with the Request for

Qualifications for the East Bay Terminals Refurbishment Project that is expected to be released in the coming months.

The release of this RFQ will solicit proposals from qualified consultants to provide construction management services to support staff in the development and management of this project through construction. The qualifications required for this work include such items as:

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

Issuance of this RFQ does not commit the agency to an expenditure of funds for this work at this point in time. Staff anticipates being in a position to recommend award of this service contract at a Board meeting this Spring after completion of the procurement process.

**Fiscal Impact**

Adding this project will increase the total capital project program by \$625,000 and require a FY 2012-13 Capital Budget increase in the amount of \$30,000. This project will be funded with 80% FTA grant funds and 20% Alameda Measure B sales tax revenues.

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