



**Members of the Board**

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

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

**BOARD OF DIRECTORS' MEETING**

*October 3, 2013 at 1:30 p.m.*

**San Francisco Bay Area**

**Water Emergency Transportation Authority**

9 Pier, Suite 111

San Francisco

**PLEASE NOTE: START TIME 1:30 p.m.**

*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. Monthly Review of Financial Statements |                    |
| c. Legislative Update                     |                    |

**Water Emergency Transportation Authority**  
**October 3, 2013 Meeting of the Board of Directors**

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6. CONSENT CALENDAR
- a. Minutes August 29, 2013 **Action**
  - b. Approve Amendments to Agreements with MacKenzie Communications and Robert Anthony Strategic Marketing and Design for Marketing and Public Relations Services **Action**
7. AUTHORIZE RELEASE OF A REQUEST FOR PROPOSALS (RFP) FOR VESSEL CONSTRUCTION MANAGEMENT SERVICES **Action**
8. DISCUSSION REGARDING RIDERSHIP INCREASES AND CAPACITY CHALLENGES AT ALAMEDA TERMINALS **Information/Action**
9. RECESS INTO CLOSED SESSION
- a. PUBLIC EMPLOYEE PERFORMANCE EVALUATION **Action**  
Title: Executive Director **To Be Determined**
10. REPORT OF ACTIVITY IN CLOSED SESSION **Action**  
Chair will report any action taken in closed session that is subject to reporting at this time. Action may be taken on matters discussed in closed session. **To Be Determined**
11. OPEN TIME FOR PUBLIC COMMENTS FOR NON-AGENDA ITEMS

ADJOURNMENT

Water Emergency Transportation Authority (WETA) meetings are wheelchair accessible. Upon request WETA will provide written agenda materials in appropriate alternative formats to individuals with disabilities. Please send a written request to [contactus@watertransit.org](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: October 3, 2013

RE: Executive Director's Report

**PROJECT UPDATES**

**Ferry Terminal Refurbishment Projects** – This project includes gangway rehabilitation and terminal facility improvement projects that support the continued safe operation of East Bay ferry terminals and include a variety of work ranging from pier piling replacement to repairing walkways and awnings. Ben C. Gerwick, Inc was selected as the project Construction Manager. Project specifications for bid documents are being prepared.

**Regional Passenger Float Construction** – This project will 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. Ghirardelli Associates Inc. was selected as the project Construction Manager. Project specifications for bid documents are being prepared.

**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. In March 2013 the Board of Directors approved the contract award to Marine Group Boat Works. The *Bay Breeze* arrived at the Shipyard on March 18 and the project is underway. The hull exterior has been ultra-high pressure water washed which removes the coatings and corrosion without damaging the aluminum plating. Engines, generators, and other equipment have been removed from the vessel. Work is progressing well; the USCG plan review to sign off drawings and engineering detail has just been received. Project completion is expected in January 2014.

**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. On June 4, MTC executed a change order with Cubic to authorize this work. Based upon MTC's projected schedule, Clipper should be available for the Vallejo service by summer 2014.

Staff is participating in a long-term strategic planning effort initiated by MTC and transit operators for the Clipper program. Items under consideration include potential changes to the contracting model and governance structure through which the current Clipper program is delivered. A regional recommendation is expected pending future discussions and development of the strategic plan.

**North Bay Operations and Maintenance Facility** – This project will construct a new ferry maintenance facility located at Building 165 on Mare Island in Vallejo in two phases. Phase 1 includes site preparation and construction of landside improvements, including a 48,000 gallon fuel storage and delivery system, a new warehouse and renovation of Building 165. Phase 2 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 Board of Directors awarded the contract for the Phase 1 and landside phase to West Bay Builders on August 29.

The NEPA environmental review work for the Navy waterside portion in Phase 2 is underway on behalf of the US Navy. The Navy must complete this documentation prior to entering into a lease with WETA to use the waterside portion of the site. In addition, staff is coordinating with various resource agencies for submittal of the mitigation plan for the applicable waterside permits. The Navy lease and approval of waterside permits is required prior to release of the RFP documents for the waterside construction. Staff is working to complete the waterside specifications and RFP documents in parallel with the Navy lease and resources agency permit process.

**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 Board of Directors awarded a contract for construction management/project development to 4Leaf, Inc. on August 29. Staff is working with the City of Alameda to negotiate terms of a long-term lease agreement for the project, which will be subject to approval by the Board of Directors at a future date.

**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 the 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 2012. 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 2013. Staff is working with City of Richmond staff to develop a Memorandum of Understanding to define the project and funding plan.

**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 use 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 2012. Staff is consulting with the NOAA and the 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 and expanded 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. Upon request from the FTA, this project has been included in the Federal Infrastructure Projects Permitting Dashboard, an initiative of the Federal Administration to expedite federal permitting processes for nationally or regionally significant projects.

The 60-day period to submit public comments on the Draft EIS/EIR was completed on July 30, 2013. A Response to Comments document and Final EIS/EIR are being prepared and will be available for release in April 2014.

**Hercules Environmental Review/Conceptual Design** – In Spring of 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. This information is reflected in the WETA Short Range Transit Plan.

**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 presented the findings of the Antioch site feasibility report to the Antioch City Council on February 12, 2013. The presentation included an overview of next steps for the project. Staff is working with the Contra Costa County Transportation Authority, as the county transportation planning and funding authority, on determining next steps for the Contra Costa ferry services under development.

**Contra Costa County Ferry Subcommittee** – Staff is working with the Contra Costa County 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. Preparation of a "white paper" is underway to outline opportunities and challenges associated with each potential terminal site and service. The "white paper" will also examine the operational and capital cost for potential terminals and services and explore funding plans for each. 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 subcommittee met on April 22, 2013 to review the scope for the "white paper" effort. CCTA is leading this effort and a draft report is anticipated to be available this Fall.

**Alameda Ferry Terminal Station Access Plan** – This planning effort will evaluate opportunities to enhance pedestrian, bicycle, transit and drive access modes to both the Main Street and Harbor Bay Ferry Terminals which are both experiencing full parking lots. Staff is currently in discussions with the City of Alameda to finalize an approach to proceeding with this project.

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

**Warriors Arena** – The Golden State Warriors basketball team has proposed an Arena/Mixed use development at Piers 30/32 on the San Francisco waterfront that would potentially include a ferry berthing facility to accommodate direct ferry service to games and events at the proposed arena. WETA staff has met with the Warriors organization as well as with the Port of San Francisco and Municipal Transportation Authority staff over the past year to discuss this proposal. A Notice of Preparation was released in December 2012 and WETA submitted comments in January 2013. Staff will continue to coordinate with the development team and City staff as the project progresses through the environmental process.

**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 consolidates local, regional and commuter bus services and a 1,200 space parking garage for ferry patrons and the general public. The first phase of the Vallejo Station Parking Structure, which included a 750 space paid parking structure, was opened in October 2012. Construction of Phase 2 of this facility is dependent upon the City securing funding and the relocation of the U.S. Post Office.

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

On September 4, Vice Chair Intintoli, Nina Rannells and WETA staff briefed U.S Congressman Mike Thompson on WETA's ferry system including Vallejo services and projects and planning activities associated with potential future expansion services.

On September 10, Nina Rannells and Kevin Connolly attended the Port of San Francisco Commission meeting, providing an update on the Downtown San Francisco Ferry Berthing Expansion Project and other WETA projects and activities in recent months.

On September 24, Chair Haught Johnson, Nina Rannells and WETA staff briefed U.S. Congressman John Garamendi on WETA's ferry services and projects.

On September 24, Nina Rannells attended Congressman Garamendi's Maritime Roundtable meeting held in Oakland.

## **OPERATIONS REPORT**

Staff has worked closely with Blue and Gold Fleet and Golden Gate Ferry to develop plans to provide additional ferry service in the event that there is a second BART strike beginning October 11. Special schedules have been developed for the Vallejo, Harbor Bay and Alameda/Oakland routes with additional vessels and trips to be added to meet the anticipated demand. As a part of planning for this potential, staff has participated in regional meetings and is coordinating with MTC and other transit agencies in the region.

On Monday, September 30, a minor service modification was made to the non-peak direction morning service from San Francisco to Vallejo, delaying a 7:00 am SF to Vallejo bus trip (largely operating empty) by 35 minutes to run in place of a reverse commute boat trip at 7:35 (typically carrying approximately 10 customers). All customers were notified in advance of this change to the non-peak direction service. The vessel was re-deployed to the Alameda/Oakland service in order to address immediate and ongoing peak-direction commute service overcrowding issues that are discussed in more detail as a part of Item 8 on the regular agenda.

The monthly operations statistics reports covering July and August 2013 are provided as Attachment 1.

## **OTHER**

**AB 935 (Frazier)** – This bill would amend Section 66540.12 of the Government Code relating to the terms of the San Francisco Bay Area Water Emergency Transportation Authority Board of Directors.

## Attachment 1

### Monthly Operations Statistics Report July 2013

			Alameda/ Oakland	Harbor Bay	South San Francisco	Vallejo	Systemwide
Ridership	vs. last month	Total Passengers July 2013 *	120,179	24,622	7,682	86,787	239,270
		Total Passengers June 2013	66,746	17,522	5,117	68,862	158,247
		Percent change	80.05%	40.52%	50.13%	26.03%	51.20%
	vs. same month last year	Total Passengers July 2013	120,232	24,622	7,682	86,787	239,323
		Total Passengers July 2012	66,865	16,403	2,960	67,683	153,911
		Percent change	79.81%	50.11%	159.53%	28.23%	55.49%
	vs. prior FY to date	Total Passengers Current FY To Date	120,232	24,622	7,682	86,787	239,323
		Total Passengers Last FY To Date	66,865	16,403	2,960	67,683	153,911
		Percent change	79.81%	50.11%	159.53%	28.23%	55.49%
		Avg Weekday Ridership July 2013	4,127	1,119	349	2,938	8,533
		Passengers Per Hour	204	187	53	121	151
	Ops Stats	Revenue Hours	588	132	144	718	1,582
Revenue Miles		5,547	2,771	1,918	19,052	29,288	
Fuel	Fuel Used (gallons)	48,111	13,800	17,025	142,129	221,065	
	Avg Cost per gallon	\$3.39	\$3.39	\$3.39	\$3.37	\$3.39	

*\* BART strike resulted in approximately 3x normal ridership levels, July 1- 5 2013*

## Attachment 1

### Monthly Operations Statistics Report August 2013

			Alameda/ Oakland	Harbor Bay	South San Francisco	Vallejo	Systemwide
Ridership	vs. last month	Total Passengers August 2013 *	90,254	22,506	7,391	80,587	200,738
		Total Passengers July 2013 **	120,179	24,622	7,682	86,787	239,270
		Percent change	-24.90%	-8.59%	-3.79%	-7.14%	-16.10%
	vs. same month last year	Total Passengers August 2013 *	90,254	22,506	7,391	80,587	200,738
		Total Passengers August 2012	67,967	18,631	3,181	65,194	154,973
		Percent change	32.79%	20.80%	132.35%	23.61%	29.53%
	vs. prior FY to date	Total Passengers Current FY To Date	210,486	47,128	15,075	167,374	440,063
		Total Passengers Last FY To Date	134,832	35,034	6,141	132,877	308,884
		Percent change	56.11%	34.52%	145.48%	25.96%	42.47%
		Avg Weekday Ridership August 2013	2,787	998	336	2,769	6,890
		Passengers Per Hour	175	146	51	119	135
	Ops Stats	Revenue Hours	516	154	144	675	1,489
Revenue Miles		5,166	2,857	1,918	17,949	27,890	
Fuel	Fuel Used (gallons)	35,244	13,308	14,491	142,898	205,941	
	Avg Cost per gallon	\$3.48	\$3.48	\$3.48	\$3.48	\$3.48	

\* August 2013 riderhip includes enhanced schedules due to Bay Bridge closure, August 28 through 31

\* July 2013 riderhip includes one week of enhanced service during BART strike, July 1 through 5



**MEMORANDUM**

**TO: Board Members**

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

**SUBJECT: Monthly Review of FY 2013/14 Financial Statements for Two Months  
Ending August 2013**

**Recommendation**

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

**Summary**

This report provides the attached FY 2013/14 Financial Statements for two months ending August 31, 2013.

**Operating Budget vs. Actual**

	Prior Actual	Current Budget	Current Actual
<b>Revenues - Year To Date:</b>			
Fare Revenue	2,186,740	1,761,800	2,812,796
Local Bridge Toll Revenue	2,068,211	3,366,750	1,978,061
Other Revenue	408	334	329
<b>Total Operating Revenues</b>	<b>4,255,359</b>	<b>5,128,884</b>	<b>4,791,186</b>
<b>Expenses - Year To Date:</b>			
Planning & Administration	200,898	500,000	284,101
Ferry Services	4,054,461	4,628,884	4,507,085
<b>Total Operatings Expenses</b>	<b>4,255,359</b>	<b>5,128,884</b>	<b>4,791,186</b>
<b>System-Wide Farebox Recovery %</b>	<b>54%</b>	<b>38%</b>	<b>62%</b>

**Capital Budget vs. Actual**

	YTD Actual	% of FY 2013/14 Budget
<b>Revenues:</b>		
Federal Funds	254,598	1.61%
State Funds	277,634	1.61%
Bridge Toll Revenues	2,939	0.13%
Local Funds	57,907	5.88%
<b>Total Capital Revenues</b>	<b>593,078</b>	<b>1.63%</b>
<b>Expenses:</b>		
<b>Total Capital Expenses</b>	<b>593,078</b>	<b>1.63%</b>

**Fiscal Impact**

There is no fiscal impact associated with this informational item.

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

**San Francisco Bay Area Water Emergency Transportation Authority**  
**FY 2013/14 Statement of Revenues and Expenses**  
**For Two Months Ending 08/31/2013**

% of Year Elapsed      17.0%

	Current Month	Prior Year Actual	2013/14 Budget	2013/14 Actual	% of Budget
<b>OPERATING EXPENSES</b>					
<b><u>PLANNING &amp; GENERAL ADMIN:</u></b>					
Wages and Fringe Benefits	81,410	1,233,170	1,411,000	175,228	12.4%
Services	55,116	1,229,092	1,515,000	79,326	5.2%
Materials and Supplies	1,332	55,678	111,000	2,518	2.3%
Utilities	557	13,147	18,000	1,014	5.6%
Insurance	-	(6,303)	35,000	16,370	46.8%
Miscellaneous	4,740	131,781	138,000	13,340	9.7%
Leases and Rentals	22,102	271,224	303,000	44,203	14.6%
Admin Overhead Expense Transfer	(22,670)	(317,561)	(531,000)	(47,899)	9.0%
<b>Sub-Total Planning &amp; Gen Admin</b>	<b>142,588</b>	<b>2,610,227</b>	<b>3,000,000</b>	<b>284,101</b>	<b>9.5%</b>
<b><u>FERRY OPERATIONS:</u></b>					
<b><u>Harbor Bay FerryService</u></b>					
Purchased Transportation	110,794	1,256,002	1,287,600	224,565	17.4%
Fuel - Diesel & Urea	46,316	453,284	553,000	93,072	16.8%
Other Direct Operating Expenses	25,874	345,404	633,900	50,864	8.0%
Admin Overhead Expense Transfer	5,133	40,632	116,000	10,393	9.0%
<b>Sub-Total Harbor Bay</b>	<b>188,116</b>	<b>2,095,322</b>	<b>2,590,500</b>	<b>378,894</b>	<b>14.6%</b>
<b><u>Alameda/Oakland Ferry Service</u></b>					
Purchased Transportation	342,035	3,893,337	3,888,600	843,326	21.7%
Fuel - Diesel & Urea	122,663	1,231,916	1,522,000	285,661	18.8%
Other Direct Operating Expenses	37,373	485,883	1,084,800	156,928	14.5%
Admin Overhead Expense Transfer	8,519	85,936	244,000	17,785	7.3%
<b>Sub-Total Alameda/Oakland</b>	<b>510,589</b>	<b>5,697,073</b>	<b>6,739,400</b>	<b>1,303,701</b>	<b>19.3%</b>
<b><u>Vallejo FerryService</u></b>					
Purchased Transportation	551,472	7,299,002	7,322,000	1,187,786	16.2%
Fuel - Diesel & Urea	498,344	4,691,631	5,996,800	978,017	16.3%
Other Direct Operating Expenses	90,396	1,258,182	1,486,300	171,756	11.6%
Admin Overhead Expense Transfer	3,885	140,841	60,000	9,211	15.4%
<b>Sub-Total Vallejo</b>	<b>1,144,097</b>	<b>13,389,657</b>	<b>14,865,100</b>	<b>2,346,769</b>	<b>15.8%</b>
<b><u>South San Francisco FerryService</u></b>					
Purchased Transportation	132,963	1,736,283	2,132,700	293,455	13.8%
Fuel - Diesel & Urea	50,435	550,910	708,600	108,116	15.3%
Other Direct Operating Expenses	43,277	293,560	626,000	65,639	10.5%
Admin Overhead Expense Transfer	5,133	50,151	111,000	10,510	9.5%
<b>Sub-Total South San Francisco</b>	<b>231,807</b>	<b>2,630,903</b>	<b>3,578,300</b>	<b>477,721</b>	<b>13.4%</b>
<b>Total Operating Expenses</b>	<b>2,217,198</b>	<b>26,423,183</b>	<b>30,773,300</b>	<b>4,791,186</b>	<b>15.6%</b>
<b>Total Capital Expenses</b>	<b>561,792</b>	<b>9,189,750</b>	<b>36,309,851</b>	<b>593,078</b>	<b>1.6%</b>
<b>Total Expenses</b>	<b>2,778,990</b>	<b>35,612,933</b>	<b>67,083,151</b>	<b>5,384,264</b>	<b>8.0%</b>
<b>OPERATING REVENUES</b>					
Fare Revenue	1,189,229	10,501,990	10,570,800	2,812,796	26.6%
Local - Bridge Toll	1,027,640	15,918,882	20,200,500	1,978,061	9.8%
Local - Other Revenue	329	2,310	2,000	329	16.5%
<b>Total Operating Revenues</b>	<b>2,217,198</b>	<b>26,423,183</b>	<b>30,773,300</b>	<b>4,791,186</b>	<b>15.6%</b>
<b>Total Capital Revenues</b>	<b>561,792</b>	<b>9,189,750</b>	<b>36,309,851</b>	<b>593,078</b>	<b>1.6%</b>
<b>Total Revenues</b>	<b>2,778,990</b>	<b>35,612,933</b>	<b>67,083,151</b>	<b>5,384,264</b>	<b>8.0%</b>

**San Francisco Bay Area Water Emergency Transportation Authority**  
**FY 2013/14 Statement of Capital Programs and Expenditures**  
**For Two Months Ending 08/31/2013**

Project Description	Current Month	Project Budget	Prior Year Actual	2013/14 Budget	2013/14 Actual	Future Year	% of Total Project Budget
<b>CAPITAL EXPENSES</b>							
<b>FACILITIES:</b>							
<b>Maintenance and Operations Facilities</b>							
North Bay Ops & Maint. Facility	227,484	25,500,000	1,128,552	13,601,448	238,746	10,770,000	5%
Central Bay Ops & Maint. Facility	6,314	4,952,500	907,554	4,044,946	12,141	-	19%
<b>Gangway, Pier &amp; Float Rehabilitation</b>							
Regional Spare Float Replacement	5,381	3,300,000	7,313	2,500,687	6,037	792,000	0%
Gangway & Pier Rehab - Alameda Terminals	22,460	1,590,000	5,725	1,584,275	24,334	-	2%
<b>Terminal Improvement</b>							
Terminal Facility Improve - Alameda Terminals	-	250,000	55,463	194,537	-	-	22%
Clipper Site Preparation - Vallejo	-	300,000	-	300,000	-	-	0%
<b>FERRY VESSELS:</b>							
<b>Major Component Rehab/Replace</b>							
Vessel Engine Overhaul - Scorpio & Taurus	-	660,000	-	660,000	-	-	0%
Vessel Engine Overhaul - Solano	-	2,000,000	-	2,000,000	-	-	0%
Major Component Rehab - Gemini & Pisces	-	300,000	-	300,000	-	-	0%
Communications Equipment	-	182,000	43,143	138,857	-	-	24%
<b>Vessel Mid-Life Repower/Refurbishment</b>							
Vessel Mid-Life Refurbishment - Bay Breeze	277,482	5,015,000	1,685,427	3,329,573	279,904	-	39%
Vessel Mid-Life Refurbishment - Peralta	-	5,260,000	-	5,260,000	-	-	0%
<b>Vessel Expansion/Replacement</b>							
Purchase Replacement Vessel - Express II	-	15,000,000	-	25,000	-	14,975,000	0%
Purchase Replacement Vessel - Encinal	-	18,500,000	-	25,000	-	18,475,000	0%
<b>CAPITAL EQUIPMENT / OTHER:</b>							
Purchase 18-Tone Crane Truck	-	75,000	-	75,000	-	-	0%
Integration of Real-Time Transit Information	-	54,000	-	54,000	-	-	0%
<b>SERVICE EXPANSION:</b>							
<b>Future Expansion Service Studies</b>							
Berkeley Terminal - Environ/Concept Design	6,884	2,335,000	2,164,490	170,510	9,046	(0)	93%
Antioch - Environ/Concept Design	-	812,500	134,800	102,300	-	575,400	17%
Martinez - Environ/Concept Design	423	812,500	164,200	71,300	423	577,000	20%
S.F. Berthing Expansion - Environ/Concept Design	3,284	3,300,000	2,338,977	961,023	7,970	-	71%
<b>Terminal/Berthing Expansion Construction</b>							
SSF Terminal Oyster Mitigation Study	-	275,000	77,675	50,325	-	147,000	28%
Richmond Ferry Terminal	12,080	1,862,500	476,430	861,070	14,478	525,000	26%
<b>Total Capital Expenses</b>	<b>561,792</b>	<b>92,336,000</b>	<b>9,189,750</b>	<b>36,309,851</b>	<b>593,078</b>	<b>46,836,400</b>	
<b>CAPITAL REVENUES</b>							
Federal Funds	246,886	35,688,200	3,165,828	15,855,304	254,598	16,690,062	10%
State Funds	254,918	47,379,800	3,631,199	17,274,241	277,634	26,451,338	8%
Local - Bridge Toll	2,640	7,902,100	2,120,305	2,194,855	2,939	3,695,000	27%
Local - Alameda Sales Tax Measure B	57,348	1,128,000	229,090	790,915	57,907	-	25%
Local - Property Tax and Assessments	-	237,900	43,328	194,537	-	-	100%
<b>Total Capital Revenues</b>	<b>561,792</b>	<b>92,336,000</b>	<b>9,189,750</b>	<b>36,309,851</b>	<b>593,078</b>	<b>46,836,400</b>	

## LINDSAY HART, LLP

1120 G Street, NW  
Suite 1020  
Washington, DC 20005

Tel: (202) 783-3333  
Fax: (202) 783-4422

**Peter Friedmann**  
Of Counsel

DATE: September 23, 2013  
TO: WETA Board Members  
FROM: Peter Friedmann OurManInDC@federalrelations.com  
SUBJECT: **Report to the Board: September**

The press is focused upon the big stories –the House-passed repeal of Obamacare; the threat of government shut down midnight September 30 if the House and Senate can't agree on a budget to continue operations for a few more months; will Congress approve an increase in the US debt limit?

Meanwhile, we have seen this before, the functions of the government continue, and funding for the ferry programs, as modest as it may be, remains available. So we, collectively with WETA professional staff, WETA's labor partners, and Congressional delegation, continue to pursue that funding. WETA has many needs and projects that would be eligible for the \$30 million Ferry Transit Discretionary Grant Fund. The priority is to select the project proposal that has the best chance of success in the competition for a piece of that \$30 million. Obviously, with all systems seeking grants and only \$30 million to distribute nationwide, competition is fierce and the amount we can expect to receive, if successful, will be limited.

To bolster our chances, we continue the Congressional outreach, to build familiarity with WETA, particularly for new members of the Bay Area Delegation. We do want those new Members, such as Mike Thompson the new Congressman for Vallejo, to understand what WETA contributes to his District and constituents. A briefing was provided to him, in Vallejo, on a boat, last month.

We are continuing to organize these sorts of "in-the-District/on-the-boat" briefings, with other Members. While all the Delegation and staff are regularly briefed back here in their Capitol Hill offices, we want all our Delegation to have actually touched a WETA boat/terminal. Many have but a few have not yet.

Congressman Garamendi remains key for us, even though his new Congressional District actually takes him further from the waters of the Bay than his previous District, but he sits on the Transportation and Infrastructure Committee and we need his influence at the US Dept. of Transportation.

As provided earlier, the entire Delegation has written a letter to the Federal Transit Administration urging favorable consideration of a grant to WETA. That was a general letter, a more specific letter on behalf of the specific project to be submitted by WETA to FTA, will be forthcoming. The Delegation, specifically Reps. Pelosi, Spear and Garamendi have been most helpful in gaining FTA assessment of eligibility of the Central Bay Facility for the grant program.

This is where our efforts are currently focused, although we do continuously pursue any other options, including the FTA transit emergency funding; however, that program is currently 100% devoted to rebuilding transit infrastructure on the East Coast that was damaged by Hurricane Sandy.

Respectfully Submitted,

Peter Friedmann  
WETA Federal Representative

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

*(August 29, 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**

Vice Chair Anthony Intintoli called the meeting to order at 1:05 p.m. Directors present were Director Jeffrey DelBono and Director Timothy Donovan. Vice Chair Intintoli chaired the meeting and led the pledge of allegiance.

**2. REPORT OF BOARD CHAIR**

No report.

**3. REPORT OF DIRECTORS**

Director DelBono thanked Executive Director Nina Rannells and Manager of Planning & Development Kevin Connolly for a tour of the WETA facilities in the East Bay, adding that he looked forward to participating with staff in the upcoming tour with the City of Alameda tentatively scheduled for late September. Ms. Rannells noted that she had been contacted by Congressman Garamendi's office regarding a maritime roundtable meeting that they were putting together for late September which will tentatively include the Port of Oakland and Port of San Francisco. She indicated that she would notify the Board when this event is confirmed.

**4. REPORTS OF STAFF**

Ms. Rannells referred the Board to her written report and then reminded the Board that the San Francisco-Oakland Bay Bridge would be closed through Labor Day weekend as a result of the final bridge construction plans. She said that WETA's San Francisco Bay Ferry would play an important role in providing transbay transit alternatives and that ferry service schedules were augmented with additional trips that MTC will pay for as a part of the bridge closure program.

Ms. Rannells reported that ridership that morning during the bridge closure almost doubled, and that ridership out of Vallejo was especially high. Ernest Sanchez, Manager of Public Information & Marketing, noted that there had been one overcrowding incident on the first day of the closure when 10-12 passengers could not be accommodated on the 6:30 a.m. ferry departing Vallejo but that there was a 7:00 a.m. ferry that they were able to take as an alternative.

Vice Chair Intintoli said that he found the bridge closure schedule handouts helpful. Director DelBono said that Twitter had also been used effectively for getting the information out.

Ms. Rannells then notified the Board that in anticipation of a future BART strike MTC had fast-tracked Clipper implementation at Gate B at the Ferry Building to provide WETA with additional loading/unloading capacity at a Clipper-enabled facility that should aid in vessel cues and clearing long lines more quickly.

Director Donovan asked if the fast-tracking created additional expense for the project. Manager of Operations Keith Stahnke replied that the only change to the project would be the accelerated schedule.

Vice Chair Intintoli asked if the year-to-year June comparisons for South San Francisco ridership were not included on the monthly operations report because the service had operated for only a portion of

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June 2012. Administrative Analyst Scott Houston replied that this was correct.

Vice Chair Intintoli asked if there were any late additions to the federal legislative report and if there was likely to be any change to the amount of federal funding available. Ms. Rannells reminded the Board that the Ferry Boat Discretionary program funds were now split between a Federal Highway Administration program that allocates funds by formula and a competitive program administered by the Federal Transit Administration. She indicated that Federal Legislative Representative Peter Friedmann had been actively working to ensure that the FHWA program formula program fairly allocates funds to government- run passenger-only ferry systems.

Ms. Rannells added that the FTA had recently issued a call for projects for their competitive Ferry Transit funding program, and that, although the program amount was limited to \$30 million the Central Bay Operations and Maintenance Facility project is a good candidate for the program and funding would be pursued.

Director DelBono asked if there was an opportunity to increase Measure B funding upon its renewal, noting that he had heard that WETA had not been involved in Measure B discussions. Ms. Rannells noted that WETA staff had been involved in the staff-level discussions at the Alameda County Transportation Commission (ACTC) regarding funding and said that Measure B funding for WETA ferry services had been included in an increased amount in the Measure B sales tax renewal measure that was recently defeated by a slim margin. She noted that the increase was very small, though, and really only enough to support cost inflation of the existing County of Alameda services over time.

Director DelBono suggested that WETA develop a strategy for participating in discussions at ACTC regarding future transportation sales tax program efforts. Vice Chair Intintoli suggested the same regarding the Solano Transportation Authority. Ms. Rannells suggested a coordinated approach to seeking and securing local support may be an effective strategy.

Vice Chair Intintoli said that in any conversations that it was important to emphasize that funding opportunities for expansion services needed to come from new sources such as a Regional Measure 3 and not at the expense of the existing services.

#### **5. CONSENT CALENDAR**

Director DelBono made a motion to approve the consent calendar which included the minutes from the July 18, 2013 Board of Directors meeting. Director Donovan seconded the motion and the item carried unanimously.

#### **6. AWARD CONTRACT TO WEST BAY BUILDERS FOR LANDSIDE CONSTRUCTION OF THE NORTH BAY OPERATIONS AND MAINTENANCE FACILITY**

Senior Planner Chad Mason presented this item requesting Board approval to award a contract to West Bay Builders for landside construction of the North Bay Operations and Maintenance Facility in an amount not to exceed \$10,817,520 and to authorize the Executive Director to negotiate and enter into a contract for this work and take any other related actions as may be necessary to support this work. Mr. Mason reviewed the history of the project and detailed the selection process which resulted in the recommendation.

Director Donovan asked if the scores for the proposals in the “competitive range” were significantly different than those that were not in the range. Mr. Mason said that there was a clear distinction between the technical proposals in the competitive range which is why they were chosen by the review committee to move forward to the final evaluation step which considered both technical and price proposal scores in reaching a recommendation for award.

Vice Chair Intintoli noted that he was pleased that the award would be made in time to secure funding for the project despite the lengthy lease negotiations with Lennar that had caused project delays.

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Ms. Rannells noted that there was a revised resolution before the Board that clarifies the agency's right to waive any irregularities in the bid process. While this right is clearly stated in the project RFP and agency procurement guidelines, staff felt it important to expressly state this right in the board resolution as there had been some conflicting language in the RFP regarding participation in the pre-bid conference for the project. She advised that West Bay Builders had attended the previously issued Phase 0 conference but not the re-bid combined Phase 0 and Phase 1 conference. She noted that attendance requirements were at WETA's discretion but wanted to make certain that it was made clear in the resolution.

Director Donovan asked if any protest was anticipated. Ms. Rannells replied that a protest was unlikely. WETA legal counsel Stanley Taylor of Nossaman LLP added that a protest could not occur until after an award had been made.

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

**7. APPROVE CONTRACT AWARD TO 4LEAF, INC. FOR CONSTRUCTION MANAGEMENT SERVICES FOR THE CENTRAL BAY OPERATIONS & MAINTENANCE FACILITY**

Ms. Rannells presented this item requesting Board approval of a contract award for construction management services for the Central Bay Operations and Maintenance Facility to 4Leaf, Inc. in an amount not to exceed \$2,500,000 and to authorize the Executive Director to negotiate and execute the contract and take any other required actions to support this work.

Director Donovan asked if there was a DBE requirement on the project due to federal funding. Ms. Rannells confirmed that this was the case and indicated that 4Leaf's proposal exceeds WETA's annual overall goal.

Director DelBono asked if there were any protections for WETA as the property lease had not been finalized. Mr. Taylor replied that it was a low risk scenario as the work was being performed on a task order basis and could be stopped at any time without committing the full amount of the contract.

Ms. Rannells added that work on the lease continued. Director DelBono asked if 4Leaf was aware that the lease was not yet in place. Ms. Rannells was uncertain. Director Donovan said that as this was for construction management services and that no awards had yet been made for construction that he didn't see any issue.

Director Donovan asked if any firms had bid on both projects. Ms. Rannells indicated that they did not, as the contracts up for Board award today are for different types of work. She noted, however, that a couple of the proposing firms, including 4Leaf, had bid on WETA project management contracts in the past and that WETA typically offered firms a debriefing after unsuccessful proposals.

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

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

Vice Chair Intintoli called the meeting into closed session at 2:35 p.m. Upon reopening of the meeting at 4:05 p.m. he reported that no action had been taken.

**9. ADJOURNMENT**

All business having concluded, the meeting was adjourned at 4:05 p.m.

Respectfully Submitted,

Board Secretary

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MEMORANDUM

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**TO:** Board Members

**FROM:** Nina Rannells, Executive Director  
Ernest Sanchez, Manager, Public Information and Marketing

**SUBJECT:** Approve Amendments to Agreements with MacKenzie Communications and Robert Anthony Strategic Marketing and Design for Marketing and Public Relations Services

**Recommendation**

Approve the following actions related to marketing and public relations service contracts:

1. Approve Amendment No. 2 to Agreement No. 12-005 with MacKenzie Communications increasing the not-to-exceed contract amount to \$250,000 for the one-year period ending March 2014; and
2. Approve Amendment No. 2 to Agreement 12-002 with Robert Anthony Strategic Marketing and Design increasing the not-to-exceed contract amount to \$175,000 for the one-year period ending March 2014; and
3. Authorize the Executive Director to negotiate and execute the amendments.

**Background**

On February 3, 2012, the Board authorized the Executive Director to execute agreements with MacKenzie Communication and Robert Anthony Strategic Marketing and Design (“Consultants”) for on-call marketing and public relations services. Each Consultant agreement had an initial 12-month term that could be extended on a yearly basis for up to an additional 4 years. Each agreement had a yearly not-to-exceed contract limit of \$150,000. In March 2013, the agreements were amended thereby extending them into the second year of their maximum five year terms.

The Consultants provide support for a wide range of communications activities during the year including web site maintenance, social media monitoring, design and production of collateral materials, and media relations. These services are provided on an as-needed basis to augment WETA’s small staff and provide us with the ability to quickly ramp up professional support in these areas when needed.

**Discussion**

During the first half of this contract year, the Consultants spent considerable contract time assisting WETA with the development and implementation of BART strike communications programs. These services were critical in helping to manage the significant amount of public and media outreach, messaging and communication required leading up to, during and after the BART strike to keep the public informed about WETA ferry services. The cost incurred for these unanticipated efforts resulted in MacKenzie Communications reaching its 12-month contractual limit of \$150,000 in September: 6 months prior to the anticipated March 2014 contract extension date. Robert Anthony Strategic Marketing and Design spent approximately \$18,000 on BART strike related activities thereby reducing the ability to use Robert Anthony Strategic Marketing and Design advertising assistance for other planned activities by that amount.



Increasing Consultant contracts by the cost of BART strike related expenses (actual and anticipated for Fall) would enable Staff to proceed with implementation of planned regular and BART strike communication and marketing programs for the balance of the contract year. The proposed contract limit increase would only apply to the current 12-month contract term ending in March 2014. Any future extensions of the Consultant contracts would revert to the \$150,000 Not to Exceed amount. In the event that there is not a second BART strike this Fall, additional funds allocated for this contingency would not be spent.

- **MacKenzie Communication:** Staff proposes to increase the not-to-exceed contract limit by \$100,000 to \$250,000. The \$100,000 increase is equal to the approximately \$50,000 consultant expense incurred due to the first BART strike plus \$50,000 for a second BART strike this Fall. MacKenzie strike related support consists of social media monitoring and posting, ongoing monitoring of media reporting, development and distribution of media updates (2 per day plus a weekly summary), on-site media interview coordination, media interview back up for WETA spokesperson, media strategy development and 24/7 on-call support.
- **Robert Anthony Strategic Marketing and Design:** Staff proposes to increase the not-to-exceed contract limit by \$25,000 to \$175,000. The \$25,000 increase is equal to the approximately \$18,000 consultant expense incurred during the first BART strike plus \$7,000 for anticipated Fall BART strike support. Robert Anthony strike related support consists of daily web site updates, and design and production of collateral materials (flyers, dock signs, posters).

**Fiscal Impact**

Funding for on-call marketing and public information consulting services is included in the FY 2013/2014 operating budget. The Metropolitan Transportation Commission will reimburse WETA for consultant BART strike expenses.

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

MEMORANDUM

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**TO:** Board Members

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

**SUBJECT:** Authorize Release of a Request for Proposals (RFP) for Vessel Construction Management Services

**Recommendation**

Authorize the release of a Request for Proposals (RFP) for Vessel Construction Management Services for the procurement of two replacement vessels.

**Discussion/Background**

The Authority owns and utilizes a fleet of 12 vessels to operate its four service routes including Alameda/Oakland to San Francisco, Alameda/Oakland to South San Francisco, Alameda Harbor Bay to San Francisco and Vallejo to San Francisco services. This fleet effectively consists of two sub-fleets including four 34-knot vessels operated in the North Bay Vallejo service and eight 25-knot vessels that are operated in the central bay Alameda/Oakland, Harbor Bay and South San Francisco services. While there is some interchangeability of these vessels between the north and central bay services, vessels can generally be categorized into these two sub-fleets based upon the faster operating speed required to meet the Vallejo service schedule. A full fleet roster is provided as **Attachment 1** to this report.

Two of the eight central bay vessels, the *Encinal* and *Harbor Bay Express II*, are included in the FY 2013/14 Capital Budget for replacement as they have reached the end of their useful lives (generally 25 years) and staff has secured funding commitments for replacement. The *Encinal* is a 395 passenger vessel generally utilized in the operation of the Alameda/Oakland service. It has met the regional replacement age of 25 years, qualifying it for federal capital replacement funds from the Metropolitan Transportation Commission. The 149 passenger *Express II*, which was retired early and sold when it was transferred to WETA due to its poor condition and the high cost of rehabilitation is also in need of replacement in order to bring the WETA fleet back up to its full roster of 12 vessels. Given the current ridership demand and steady growth in the central bay, it is staff's initial assessment that these vessels should be replaced with 30-knot, 400 passenger vessels. One of the early tasks of the construction management firm hired would be to work with staff to further define and refine the vessel options and specifications to best meet WETA's service needs.

This RFP will solicit proposals from qualified firms to assist with vessel design and specifications preparation, vessel construction management oversight and warranty administration once the vessels are put into service. Once the best qualified proposer is identified, staff will return to the Board to propose a contract award for this work.

**Fiscal Impact**

The FY 2013/14 Capital Budget includes \$33.5 million to replace the *Encinal* and *Harbor Bay Express II* vessels funded with a variety of Federal Transit Administration, State Proposition 1B, Regional Measure 2, and Alameda Measure B Sales Tax funds.

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

## Attachment 1

### WETA Vessel Fleet October 2013

Vessel	Year Built	Passenger Capacity	Service Speed (knots)
Peralta	2001	326	26
Encinal	1985	395	23
Bay Breeze	1994	250	26
Gemini	2008	149	26
Pisces	2009	149	26
Scorpio	2009	199	26
Taurus	2010	199	26
Vallejo	1991	267	34
Intintoli	1996	349	34
Mare Island	1996	330	34
Solano	2004	320	34
Express II*	1995	149	28

\* The Express II was retired in 2012, awaiting replacement.

**MEMORANDUM**

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**TO: Board Members**

**FROM: Nina Rannells, Executive Director**  
**Kevin Connolly, Manager, Planning & Development**

**SUBJECT: Discussion Regarding Ridership Increases and Capacity Challenges at Alameda Terminals**

Ferry ridership at the Harbor Bay and Main Street terminals in Alameda has risen significantly since July 2013, resulting in limited space and crowding on the most popular peak trips. In response to these capacity concerns, staff has made modifications in vessel deployment that will serve as a short term solution. This memo presents data on the ridership surge and discusses short term changes made to satisfy increasing demand at the Alameda terminals.

**Background**

Following the early July BART Strike, all WETA services saw an increase in ridership. The closure of the Bay Bridge over an extended Labor Day weekend reinforced this trend, creating exposure for commuters regularly taking BART, Transbay bus, car pool or driving. Other factors contributed to the ridership surge. We experienced excellent weather in late August and early September, which always attracts more people to the ferry. The America's Cup events increased in frequency and brought people to the San Francisco waterfront. Bicycle commuting has increasingly become more popular and the ferry is seen as a superior way to transport bikes. Finally, new parking opportunities opened up near both Alameda terminals, overcoming what had previously been an obstacle to attracting new riders to ferry service.

While all terminals experienced ridership increases over last year, the most significant growth has occurred at the Alameda terminals. In July 2012, boardings on the Alameda/Oakland service averaged 3,184 for an average weekday. One year later, July 2013 boardings averaged 5,725, a 44 percent increase. Harbor Bay average daily boardings grew 33 percent – from 781 to 1,172 -- in the year between July 2012 and July 2013. Excepting the Bay Bridge closure days, Harbor Bay also saw 965 average boardings for the month of August. Alameda/Oakland August ridership increased 33 percent over August 2012 levels, largely due to higher volumes at Main Street.

The increases in ridership have occurred on a select group of departures, causing crowding and even stranding passengers due to boarding limits on vessels. Harbor Bay, which is generally served by 199-passenger Gemini class vessels, eclipsed 90 percent occupancy on 33 percent of AM departures and 24 percent of PM departures for the period beginning July 8 and ending September 12. This period also saw 13 AM and 4 PM departures that hit the vessel maximum of 199 passengers. For Main Street, six departures eclipsed 90 percent for the same time period. Main Street is generally served by the 326-passenger *Peralta* or the 395-passenger *Encinal*.

### **Discussion**

#### **Vessel Redeployment to Address Ridership**

In response to crowding at Harbor Bay, staff redeployed the *Peralta* (326 passenger) from Alameda/Oakland service to Harbor Bay service in place of a Gemini class vessel (199 passenger) and utilized the *Encinal* (395 passenger) full time on Alameda/Oakland service in recent weeks. This measure was intended as a short-term solution to address passenger demand until a more permanent strategy could be developed. Due to the *Encinal's* design, which is awkward for loading and unloading of bicycles, this change resulted in loading delays at the Oakland Clay Street and Alameda Main Street terminals, causing this service to run behind schedule, especially during the morning peak commute. There are typically 50-60 bicycles on the peak Alameda/Oakland trips but it can reach as high as 80-90 bikes depending on weather.

A second measure was recently introduced to address the crowding on the 8:10 peak-period Alameda/Oakland departure. Beginning September 30, a second vessel was added to this service, allowing one vessel to serve Oakland's Clay Street terminal directly and one to serve Alameda's Main Street directly. This change was made possible by replacing a morning return trip from San Francisco to Vallejo, which typically carries approximately 10 passengers, with a bus trip (utilizing an available Route 200 bus) and diverting this vessel to the Oakland's Clay Street terminal to serve the impacted 8:10 peak-direction trip. This, in turn, allowed the *Encinal* to serve Main Street directly at 8:20 AM. By offering direct service to San Francisco separately from Oakland and Main Street during this peak period, there is the double benefit of adding more capacity to meet the demand and providing ridership with faster, direct service.

#### **Future Service Planning Efforts**

The sharp increases in ridership at Harbor Bay and Main Street are the most acute examples of an overall positive trend in ferry ridership that we have experienced systemwide over the past year. While ferry ridership historically dips during the winter months, the expectation is that overall demand will continue to grow, placing continued pressure on the existing fleet and terminals. The short-term system modifications described above were developed to address immediate overcrowding issues encountered this Summer/Fall by redeploying existing vessels and crews to serve peak-period peak-direction service demand. This represents an initial step in "interlining" vessels between routes; a concept that is largely utilized in bus operations and that may prove to be an effective way to maximize utilization of WETA's vessels and paid crews during the peak service period. As staff starts planning the Spring/Summer 2014 service schedule we will consider interlining and other service modifications that may be made to most effectively serve the ridership demands for each service route with the overriding goal to position all services to address both current ridership and future growth.

#### **Fiscal Impact**

Ridership and fare revenue have increased as a result of the ridership surge at the Alameda terminals. For July, 2013 the fare box recovery rate for Harbor Bay was 59 percent, as compared to 48 percent for Fiscal Year 2013. For Alameda/Oakland, the July fare box recovery rate was 77 percent, as compared with 49 percent for Fiscal Year 2013. The modifications in vessel deployment have been made utilizing existing vessels and crews funded within existing service budgets.

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