



**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**

*May 23, 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.

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

**Water Emergency Transportation Authority**  
**May 23, 2013 Meeting of the Board of Directors**

---

6. CONSENT CALENDAR **Action**
- a. Minutes April 4, 2013
  - b. Authorize Filing Applications with the Metropolitan Transportation Commission for FY 2013/14 Regional Measure 1 and Regional Measure 2 Operating and Capital Funds
  - c. Approve Contract Amendment with Broad & Gusman, LLP for the Provision of State Legislative Representation in FY 2013/14
  - d. Approval of Disadvantaged Business Enterprise (DBE) and Small Business Enterprise (SBE) Goals for FFY 14 through FFY 16
7. APPROVE FISCAL YEAR 2013/14 OPERATING AND CAPITAL BUDGET **Action**
8. APPROVE A CONSTRUCTION MANAGEMENT CONTRACT FOR THE REGIONAL PASSENGER FERRY FLOAT PROJECT AND AUTHORIZE RELEASE OF A REQUEST FOR PROPOSALS FOR PROJECT CONSTRUCTION **Action**
9. APPROVE A CONSTRUCTION MANAGEMENT CONTRACT FOR THE FERRY TERMINAL REFURBISHMENT PROJECT AND AUTHORIZE RELEASE OF A REQUEST FOR PROPOSALS FOR THE PROJECT **Action**
10. AUTHORIZE THE RELEASE OF A REQUEST FOR PROPOSALS FOR THE LANDSIDE CONSTRUCTION CONTRACT FOR THE NORTH BAY OPERATIONS AND MAINTENANCE FACILITY **Action**
11. AUTHORIZE RELEASE OF A REQUEST FOR PROPOSALS FOR CONSTRUCTION MANAGEMENT SERVICES FOR THE CENTRAL BAY OPERATIONS AND MAINTENANCE FACILITY **Action**
12. RECESS INTO CLOSED SESSION
- a. CONFERENCE WITH REAL PROPERTY NEGOTIATORS  
Property: 1080 Nimitz Avenue, Building 117, Mare Island  
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  
**Action**  
**To Be Determined**
  - b. PUBLIC EMPLOYEE PERFORMANCE EVALUATION  
Title: Executive Director  
**Action**  
**To Be Determined**
13. REPORT OF ACTIVITY IN CLOSED SESSION  
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. **Action**  
**To Be Determined**
14. OPEN TIME FOR PUBLIC COMMENTS FOR NON-AGENDA ITEMS

ADJOURNMENT

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

**Water Emergency Transportation Authority**  
**May 23, 2013 Meeting of the Board of Directors**

---

**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: May 23, 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.

**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.

**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. At the March 2013 Board of Directors approved the contract award to Marine Group Boat Works. The Bay Breeze arrived at the Shipyard on March 18<sup>th</sup> and the project is underway.

**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 Summer 2014.

**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.

At the February 2013 Board of Directors approved the contract award for construction a management services to Weston Solutions. Release of the pre-construction phase RFP documents is anticipated in May and release of the package 1 landside improvements RFP is anticipated in early June.

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. 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 US Fish and Wildlife service recently issued its Biological Opinion for the project, concluding the consultation process initiated by FTA under Section 7 of the Endangered Species Act. FTA is working towards concluding its review of the project under NEPA in May, which would represent completion of the environmental review process for this project.

**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 June or July. Staff continues to conduct stakeholder outreach with the City and other agencies including Contra Costa Transportation Authority (CCTA) and the Bay Conservation and Development Commission. Staff is also initiating the Section 7 and Essential Fish Habitat consultation with NOAA and NMFS.

**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 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 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.

Staff expects to release a Draft EIS/EIR for public comment on May 31. The document will be available for review and comments for a 60-day period extending through June 30, 2013.

**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 coordinating with Martinez and Redwood City on similar efforts.

**Contra Costa County Ferry Subcommittee** – 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. 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.

#### **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 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 City has initiated procurement of a Parking Access and Revenue Control System (PARCS) which is expected to be in effect at this new garage facility in the coming months. Additional traffic and parking signs, which will accompany the PARCS, will be procured and installed within the next month. Construction of Phase B of the parking structure is dependent upon the City securing funding and the relocation of the U.S. Post Office, which is at a stand-still.

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

On April 12 and May 10, Lauren Gularte attended the Regional Business Outreach Committee's monthly meeting.

On April 17, Mike Gougherty and Kevin Connolly presented an informational item to the City of San Francisco Historic Preservation Commission's Architectural Resource Committee on the Downtown SF Ferry Terminal Expansion Project.

On April 18, Mike Gougherty participated in the Port of San Francisco and BCDC working group on public access along the northeastern San Francisco waterfront.

On April 23, Lauren Gularte represented WETA at the Business Outreach Committee's 2013 Meeting with Resource Agencies and Public Participation Meeting held at MTC to inform the public of WETA's Disadvantaged Business Enterprise Goal setting process and upcoming contracting opportunities and solicit public comment.

On April 24, Nina Rannells attended the Port of San Francisco's 150<sup>th</sup> Birthday Gala Celebration at the San Francisco Ferry Building.

On May 6, Nina Rannells attended the Bay Area Partnership Board Meeting at MTC.

On May 9, Keith Stahnke attended the MTC Trans Responses Plan Meeting

On May 15, WETA and Blue & Gold Fleet staff participated in the Golden Guardian response exercise.

On May 16, Nina Rannells and Kevin Connolly attended the Maritime Commerce Advisory Committee meeting for a discussion on the proposed Warrior's Arena project.

### **OPERATIONS REPORT**

The monthly operations statistics report covering March 2013 is provided as Attachment 1.

Recent special event services included:

- On May 12, Mother's Day, SFBF operated additional service on both the Vallejo/SF and Alameda/Oakland /SF routes.
- On May 9 SFBF participated in Bike to Work day with free rides for cyclists. SFBF carried 419 bikes on that day.
- On May 19, SFBF added special Bay To Breakers morning service from Vallejo, Alameda and Oakland to the San Francisco Ferry Building.

### **ADMINISTRATION**

Attachment 2 includes FY 2012/13 financial statements for nine months ending March 2013, including the Statement of Revenues and Expenses and the Statement of Capital Programs and Expenditures.

### **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 March 2013

		Alameda/ Oakland	Harbor Bay	South San Francisco	Vallejo	Systemwide
Ridership	Total Passengers March 2013	43,027	17,238	3,439	52,712	116,416
	Total Passengers March 2012	32,421	15,578	n/a	45,364	93,363
	Percent change	32.71%	10.66%	n/a	16.20%	24.69%
	Total Passengers Current FY To Date	425,657	148,874	27,130	508,964	1,110,625
	Total Passengers Last FY To Date	386,623	128,514	n/a	488,850	1,003,987
	Percent change	10.10%	15.84%	n/a	4.11%	10.62%
	Avg Weekday Ridership March 2013	1,543	821	164	2,037	4,565
Passengers Per Hour		117	137	27	106	104
Ops Stats	Revenue Hours	369	126	126	496	1,117
	Revenue Miles	3,913	2,471	1,663	13,262	21,310
Fuel	Fuel Used (gallons)	27,977	12,368	12,422	104,146	156,914
	Avg Cost per gallon	\$3.47	\$3.47	\$3.47	\$3.45	\$3.46



## Attachment 2

**San Francisco Bay Area Water Emergency Transportation Authority**  
**FY 2012/13 Statement of Revenues and Expenses**  
**For Nine Months Ending 03/31/2013**

% of Year Elapsed 74.9%

	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	102,242	1,269,738	1,434,800	934,885	65.2%
Services	62,868	2,388,779	1,979,100	502,894	25.4%
Materials and Supplies	194	47,917	258,100	6,610	2.6%
Utilities	1,713	14,956	16,000	6,663	41.6%
Insurance	-	28,578	33,000	(6,303)	-19.1%
Miscellaneous	15,600	306,710	128,000	73,261	57.2%
Leases and Rentals	22,317	268,610	266,000	196,812	74.0%
Admin Overhead Expense Transfer <sup>1</sup>	442,847	-	(984,000)	(246,570)	25.1%
<b>Sub-Total Planning &amp; Gen Admin</b>	<b>647,781</b>	<b>4,325,288</b>	<b>3,131,000</b>	<b>1,468,252</b>	<b>46.9%</b>
<b><u>FERRY OPERATIONS:</u></b>					
<b><u>Harbor Bay FerryService</u></b>					
Purchased Transportation	108,431	1,098,946	1,122,000	912,629	81.3%
Fuel - Diesel & Urea	42,890	404,896	531,300	341,028	64.2%
Other Direct Operating Expenses	38,778	341,174	411,400	298,326	72.5%
Admin Overhead Expense Transfer <sup>1</sup>	(57,770)	-	116,700	31,605	27.1%
<b>Sub-Total Harbor Bay</b>	<b>132,329</b>	<b>1,845,016</b>	<b>2,181,400</b>	<b>1,583,588</b>	<b>72.6%</b>
<b><u>Alameda/Oakland Ferry Service</u></b>					
Purchased Transportation	254,147	3,015,472	3,702,300	2,793,913	75.5%
Fuel - Diesel & Urea	97,017	1,131,900	1,454,300	933,968	64.2%
Other Direct Operating Expenses	63,811	732,809	737,600	368,842	50.0%
Admin Overhead Expense Transfer <sup>1</sup>	(121,281)	-	265,000	65,626	24.8%
<b>Sub-Total Alameda/Oakland</b>	<b>293,694</b>	<b>4,880,181</b>	<b>6,159,200</b>	<b>4,162,350</b>	<b>67.6%</b>
<b><u>Vallejo FerryService</u></b>					
		<i>(Operated by City of Vallejo)</i>			
Purchased Transportation	497,182	6,240,622	6,538,500	5,181,545	79.2%
Fuel - Diesel & Urea	359,152	3,965,227	6,009,500	3,506,308	58.3%
Other Direct Operating Expenses	96,587	2,041,094	1,042,280	867,634	83.2%
Admin Overhead Expense Transfer <sup>1</sup>	(194,360)	258,786	455,100	110,470	24.3%
<b>Sub-Total Vallejo</b>	<b>758,561</b>	<b>12,505,729</b>	<b>14,045,380</b>	<b>9,665,957</b>	<b>68.8%</b>
<b><u>South San Francisco FerryService</u></b>					
		<i>(Service launched on 6/4/12)</i>			
Purchased Transportation	116,997	122,092	2,083,400	1,344,206	64.5%
Fuel - Diesel & Urea	43,077	44,197	841,500	408,714	48.6%
Other Direct Operating Expenses	17,799	4,096	322,000	225,604	70.1%
Admin Overhead Expense Transfer <sup>1</sup>	(69,436)	-	147,200	38,868	26.4%
<b>Sub-Total South San Francisco</b>	<b>108,436</b>	<b>170,384</b>	<b>3,394,100</b>	<b>2,017,391</b>	<b>59.4%</b>
<b>Total Operating Expenses</b>	<b>1,940,801</b>	<b>23,726,598</b>	<b>28,911,080</b>	<b>18,897,539</b>	<b>65.4%</b>
<b>Total Capital Expenses</b>	<b>397,803</b>	<b>32,496,198</b>	<b>25,419,571</b>	<b>6,507,546</b>	<b>25.6%</b>
<b>Total Expenses</b>	<b>2,338,604</b>	<b>56,222,796</b>	<b>54,330,651</b>	<b>25,405,084</b>	<b>46.8%</b>
<b>OPERATING REVENUES</b>					
Fare Revenue	708,563	9,465,348	9,717,441	7,464,430	76.8%
Local - Bridge Toll	1,232,110	14,149,730	18,985,189	11,431,634	60.2%
Local - Property Tax and Assessments	-	78,192	206,450	-	0.0%
Local - Other Revenue	129	33,328	2,000	1,474	73.7%
<b>Total Operating Revenues</b>	<b>1,940,801</b>	<b>23,726,598</b>	<b>28,911,080</b>	<b>18,897,539</b>	<b>65.4%</b>
<b>Total Capital Revenues</b>	<b>397,803</b>	<b>32,496,198</b>	<b>25,419,571</b>	<b>6,507,546</b>	<b>25.6%</b>
<b>Total Revenues</b>	<b>2,338,604</b>	<b>56,222,796</b>	<b>54,330,651</b>	<b>25,405,084</b>	<b>46.8%</b>

1. Totals include prior month corrections resulted from changed in overhead allocation rate.

**Attachment 2**

**San Francisco Bay Area Water Emergency Transportation Authority  
FY 2012/13 Statement of Capital Programs and Expenditures  
For Nine Months Ending 03/31/2013**

<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	8,248	2,335,000	2,053,018	281,982	77,837	-	91%
Richmond Terminal - Environ/Concept Design	10,026	812,500	197,224	615,276	248,707	-	55%
Redwood City - Environ/Concept Design	-	812,500	108,535	75,965	8,737	628,000	14%
Antioch - Environ/Concept Design	176	812,500	98,047	250,000	35,161	464,453	16%
Martinez - Environ/Concept Design	2,032	812,500	137,979	74,521	23,895	600,000	20%
SF Berthing Expansion - Environ/Concept Design	27,778	3,300,000	1,919,679	1,380,321	327,626	-	68%
<b>Terminal/Berthing Expansion Construction:</b>							
Pier 9 Mooring Facility	-	3,150,000	3,138,848	11,152	4,524	-	99%
SSF Oyster Mitigation	-	275,000	49,470	50,000	24,864	175,530	27%
SSF Terminal Construction	7,628	26,000,000	23,943,585	2,056,415	191,293	-	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	149,808	25,500,000	-	4,862,500	473,638	20,637,500	2%
Central Bay Ops & Maint Facility - Environ/Concept Design	5,960	952,500	608,021	344,479	258,643	-	91%
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	6,297	410,000	26,879	383,121	335,400	-	88%
<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 Replacement	373	3,300,000	-	470,000	560	2,830,000	0%
Passenger Float Replacement - Clay Street Terminal	157,762	2,410,000	119,145	2,290,855	2,142,812	-	94%
Gangway & Pier Rehab - Clay Street	-	625,000	-	30,000	-	595,000	0%
<b>Terminal Rehabilitation:</b>							
Terminal Fac Improvement - Harbor Bay & Maint St.	9,594	250,000	-	250,000	12,398	-	5%
<b>FERRY VESSELS</b>							
<b>Major Component Rehab/Replacement:</b>							
Vessel Engine Overhaul - Encinal	-	803,564	2,708	800,856	800,815	-	100%
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	12,121	5,015,000	53,323	4,961,677	116,661	-	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>397,803</b>	<b>101,901,252</b>	<b>32,496,198</b>	<b>25,419,571</b>	<b>6,507,546</b>	<b>43,985,483</b>	
<b>CAPITAL REVENUES</b>							
Federal	40,105	27,261,904	13,010,685	10,787,218	2,379,822	3,464,000	56%
State	344,469	58,565,504	6,776,762	11,386,258	3,446,460	40,402,483	17%
Local - Bridge Toll	10,806	5,297,431	4,620,197	677,234	674,133	-	100%
Local - San Mateo Sales Tax Measure A	-	9,640,764	8,077,889	1,562,875	(16,199)	-	84%
Local - Alameda Sales Tax Measure B	2,423	1,135,650	10,665	1,005,985	23,330	119,000	3%
<b>Total Capital Revenues</b>	<b>397,803</b>	<b>101,901,252</b>	<b>32,496,198</b>	<b>25,419,571</b>	<b>6,507,546</b>	<b>43,985,483</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: May 15, 2013  
TO: WETA Board Members  
FROM: Peter Friedmann  
202-783-3333 OurManInDC@federalrelations.com  
SUBJECT: **Report to the Board: May**

May is the month that tells us what Congress will actually get done this year. If legislation doesn't start to gain traction in either the House or the Senate by May, it probably won't be enacted by December. Meanwhile the federal agencies move forward to implement programs that Congress passed in the previous year.

The entire gun control issue has melted away. Despite plenty of speeches, it does not appear to us here, inside the Beltway, that either Congress or the White House really had an appetite to pursue gun control legislation. Immigration will soon be front and center. We will hear much about the "Gang of 8", (4 Democratic Senators and 4 Republicans) who are working through contentious issues ranging from permits for seasonal farm labor, to visas for engineers and researchers to work in Silicon Valley and South San Francisco centers of high tech and medical research. This will take the headlines, but there will be plenty else going on impacting WETA.

### **The First Big Bill – Water Infrastructure**

So far in May, the Senate debated and passed a new Water Resources Development Act, sponsored by Senator Barbara Boxer. This impacts San Francisco Ferries in that it funds the Corp of Engineers' navigation responsibilities, including dredging of navigation channels. Once the House passes it later this year, Corps will be assured the necessary funds to maintain channels including the one needed by the Port of Oakland to support its maritime commerce. The Corps will also be funded for maintaining other navigation channels at harbors/ports around the Bay.

### **WETA's Current Priorities in DC**

What will impact WETA directly? The most immediate priority is to direct a piece of the Federal Transit Administration's \$30 million Ferry Discretionary Fund to WETA. FTA has requested and received public comments as to priorities for distributing these funds. WETA comments, supported by a number of other ferry systems, urged FTA to prioritize passenger service in congested urban areas (as opposed to the ferries carrying vehicles, often in rural areas, which are favored by another program administered by the Federal Highway Administration). We expect FTA to issue guidelines for grant applications in June.

It is clear that with only \$30 million to distribute, FTA can only provide funding for a portion of any particular project. For WETA the priorities are the Central Bay Ferry Maintenance Facility, as well as additional ferry boats. We are marshalling WETA partners in efforts to communicate the importance of these projects to federal policy makers, at US DOT and on Capitol Hill, and are very pleased with the effective visits of Masters Mates & Pilots leadership in Washington, DC earlier this month.

On another front, in conjunction with Washington State ferries, we seek to clarify policy for distribution of the \$67 million annually administered by the Federal Highway Administration (FHWA). These, unlike the FTA funds, are distributed pursuant to a statutory formula. Currently FHWA can distribute funds for ferry infrastructure that is owned by a public entity, or operated for or subject to regulation by a public entity. We believe that FHWA's interpretation can lead to funding going to ferries that are actually owned by private operators. Together with Washington and other public ferry systems we are seeking to assure that only publicly owned ferries and terminals (and maintenance facilities) are eligible.

The relationship with Washington State continues to benefit WETA as both Washington Senator Patty Murray and Congressman Rick Larsen (in whose District WETA ferry boats are built and rehabbed), continue to advocate for programs benefiting WETA.

### **The Coming Transit Funding Challenge**

There is "elephant in the room" when it comes to transportation funding. Namely, that we have run out of federal gasoline tax revenue sufficient to pay for all the federal programs, including the \$67 million Ferry Formula Program. With cars providing better gas mileage, with ethanol being exempt from the tax, with the 18.4 cent/gallon tax unchanged since 1991, and the continuing urbanization of the country, there is simply insufficient gas tax revenue. It will continue to decline. Last year, in order to pass the MAP-21 Transportation Act, Congress had to divert, through some clever accounting, 10 years of future Federal Pension Guarantee Fund revenues, to pay for transportation programs. Even that money will run out next year. Either Congress or the President must agree to increase the gas tax, or find some other funding source in the federal budget.

Which brings us back to Senator Boxer's Water Resources bill, just passed. In contrast to the declining revenues for highways and transit, waterborne navigation infrastructure (dredging) is well funded under the Harbor Maintenance Tax which generates ample revenues to pay for dredging needs well into the future. But that tax is "invisible" to the average citizen, as it is assessed against the value of cargo imported into the country. Compare this with a tax imposed on each gallon of gas we buy at the pump, most certainly visible and aggravating to the motorist. But at some point the President and Congress must recognize that a stagnant tax, unchanged for over 20 years, will have to be addressed if transit, highways, bridges are to be adequately funded.

In the meantime we are focused on the competition for funds that are available for ferries, and which will be distributed this year.

Respectfully Submitted,

Peter Friedmann  
WETA Federal Representative

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

*(April 4, 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 chaired and called the meeting to order at 1:05 p.m. Directors present were and 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. REPORTS OF STAFF**

Executive Director Rannells referred the Board to her written monthly report. Ms. Rannells then drew the Board's attention to a written State Legislative Report from WETA representative Barry Broad of Broad & Gusman, LLP which reviewed recent amendments to Assembly Bill 935.

**5. CONSENT CALENDAR**

Director Bellows made a motion to approve the consent calendar which included the minutes from the March 14, 2013 Board of Directors meeting and an overview of the FY 2012/13 financial audit scope and process. Director Donovan seconded the motion and the consent calendar carried unanimously.

**6. APPROVE SOUTH SAN FRANCISCO SERVICE ENHANCEMENTS**

Manager of Planning and Development Kevin Connolly presented this item requesting Board approval of modifications to the South San Francisco ferry service for a 12-month demonstration period which would add an additional evening trip returning to the East Bay as well as a midday trip from South San Francisco to San Francisco on Wednesdays and Fridays with a \$7.00 regular one-way fare.

Mr. Connolly reminded the Board that this item followed an informational overview on the South San Francisco presentation at the previous Board meeting and that these recommendations had been developed with a focus on increasing ridership. He added that the recommended improvements had been informed by surveys of the existing riders as well as the general travel market in the area and noted that a significant part of the 12 month demonstration would focus on marketing and outreach to employers and potential riders.

Director Donovan asked if additional changes could be made after the demonstration project was implemented. He also asked how the need for added service to San Francisco had been determined.

Mr. Connolly replied that there would be flexibility, noting that it would also be important not to rush to conclusions on the demonstration's success and that staff would keep tabs on progress. Manager of Public Information and marketing Ernest Sanchez responded regarding the added mid-day service to San Francisco, noting that these trips would take advantage of an existing deadhead run on Wednesdays and Fridays that had historically been the most popular days for school groups and seniors on the Alameda/Oakland service. He further indicated that the schedule would allow return trips to South San Francisco on Wednesdays by 2:45 p.m.

---

Public Comment

The Hon. Pedro Gonzales, Mayor of South San Francisco, member of the WETA Community Advisory Committee and co-chair of the Water Transit Advocates of San Mateo County, noted a Water Transit Advocates meeting to follow the next day with Mr. Sanchez to discuss the program and that while the Advocates supported the enhancements they would be providing additional comments on the schedule specifics. Mayor Gonzales suggested that Saturday service to San Francisco would be desirable.

Mr. Sanchez responded, noting that the added Wednesday and Friday San Francisco trips would turn deadhead hours into revenue hours but that a Saturday service would come at significant operational expense. Mr. Sanchez noted that this could be revisited in the future but that it is not a part of the staff proposal at this time.

Vice Chair Intintoli recalled challenges with the Vallejo ferry service 25 years earlier, noting that now was the time to invest the effort in making the service successful. He pointed out that South San Francisco ridership was already at over half of the ridership projections and that WETA had three years to meet MTC's farebox recovery requirements for the service. He suggested that existing South San Francisco ferry riders were WETA's allies in promotion of the service and that they should be utilized.

Director Bellows asked why the added service to San Francisco was only on Wednesday and Friday if there was a deadhead run every day. Ms. Rannells replied that the success of the added Wednesday/Friday service would be monitored and that expanding to other days was possible if ridership looked promising.

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

**7. INFORMATIONAL PRESENTATION ON SAN FRANCISCO WATERFRONT  
TRANSPORTATION ASSESSMENT STUDY**

Peter Albert the San Francisco Municipal Transportation Agency and the Mayor's Office of Workforce Development delivered an informational presentation to the Board on the current state of the Waterfront Transportation Assessment, which included overviews of projects such as the Golden State Warriors Arena at Piers 30/32, the Mission Rock development by the San Francisco Giants, and Pier 70. He noted that the goal of the Waterfront Transportation Assessment was to provide a strategic analysis of land use and transportation projects over the next 25 years.

Ms. Rannells asked if there was any talk of a parking fee at facilities surrounding the development which would support transit operations. Mr. Albert responded that it had not yet been determined but that it was being addressed as part of the conversation with private operators of the parking facilities. He added that a concern had been expressed regarding parking for Giants games and that any additional fees might keep people home.

Public Comment

Veronica Sanchez of Masters, Mates & Pilots said that MMP along with the IBU had been actively advocating for a ferry terminal at Piers 30/32 and that it was a tremendous opportunity should the Warriors project move forward.

**8. DOWNTOWN SAN FRANCISCO FERRY TERMINAL EXPANSION PROJECT UPDATE**

Senior Planner Michael Gougherty presented this informational item regarding the Downtown San Francisco Ferry Terminal Expansion project to expand and improve facilities at the existing ferry terminal in downtown San Francisco. He noted that the project would include construction of up to three new ferry gates, landside pedestrian circulation improvements, installation of amenities such as weather-protected areas for queuing, and covering of the current lagoon area south of the Ferry Building for future use as a staging area for evacuees in the event of a major emergency.

---

Public Comment

Ms. Sanchez asked if plans for the berthing facility for Treasure Island service had changed, stating that she had previously understood that it would need to be much larger to accommodate the high-capacity Treasure Island vessels.

Mr. Gougherty replied that WETA had made preliminary assumptions as to which services would operate out of which gates but that it would not fully commit to those assumptions until it became clear which services would come online at what time. Mr. Gougherty then added that the Treasure Island developers were no longer considering the previously planned 800 capacity, bow-loading boats and that the berthing for Treasure Island would likely be in line with the other WETA facilities.

Public Comment

Mr. Albert added that if funding gaps existed at the end of WETA's environmental process in April 2014, his office may be able to act as a conduit to access additional developer funding to study low-cost fixes in the area of \$1 to \$2 million.

Mr. Gougherty made a copy of the final concept design available to the Board, adding that it would also be posted online and available to the public at [www.watertransit.org](http://www.watertransit.org).

**9. AUTHORIZE THE RELEASE OF REQUEST FOR PROPOSALS FOR THE PHASE 0 CONSTRUCTION CONTRACT FOR THE NORTH BAY MAINTENANCE AND OPERATIONS FACILITY**

Planner/Analyst Chad Mason presented this item requesting Board authorization to release a Requests for Proposals for the Phase 0 construction contract for the North Bay Maintenance and Operations Facility. He noted that this was the first of three construction phases for the facility.

Director Bellows noted that Packages 1 and 2 were design/build and asked if WETA already had an idea of what the design would be.

Mr. Mason replied affirmatively, adding that that WETA was approaching the project in a different way than the City of Vallejo had, with above-ground fuel tanks and other measures intended to reduce the risk of encountering contamination issues.

Ms. Rannells added that the City had been working on the project for a number of years and that the design work for the project could readily be modified at this point if better ideas were proposed during the RFP process.

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

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

Vice Chair Intintoli called the meeting into closed session at 1:25 p.m. Upon reopening of the meeting at 2:05 p.m. he reported that no action had been taken.

**11. ADJOURNMENT**

All business having concluded, the meeting was adjourned at 2:05 p.m.

Respectfully Submitted,

Board Secretary

---

MEMORANDUM

---

**TO: Board Members**

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

**SUBJECT: Authorize Filing Applications with the Metropolitan Transportation Commission for FY 2013/14 Regional Measure 1 and Regional Measure 2 Operating and Capital Funds**

**Recommendation**

Staff recommends that the Board of Directors approve the following actions relative to securing operating and capital funds to support WETA's FY2013/14 Operating and Capital Budgets:

1. Authorize the Executive Director to file an application with the Metropolitan Transportation Commission (MTC) for a total of **\$4.7 million** FY 2013/14 Regional Measure 1 (RM1) operating and capital funds; and
2. Authorize the Executive Director to file applications with MTC for a total of **\$18.3 million** FY 2013/14 Regional Measure 2 (RM2) operating funds; and
3. Authorize the Executive Director to file an application with MTC for **\$4.1 million** RM2 capital funds; and
4. Authorized the Executive Director to take any other related actions as may be required to secure these funds.

**Background**

In November 1989, voters approved Regional Measure 1 (RM1), authorizing a toll increase on all state owned bridges in the Bay Area. Five percent (RM1-5%) of the revenue derived from this toll increase was made available for allocation by MTC for ferry transit operations and bicycle related planning and two percent (RM1-2%) of the revenue from the toll increase is to be programmed and allocated solely for the capital costs associated with the design, construction, and acquisition of rapid water transit systems.

In 2004, voters approved Regional Measure 2 (RM2), authorizing an additional toll increase on the state owned bridges in the Bay Area. This extra \$1.00 is to fund various transportation projects within the region including both capital projects and operating support for a number of transit services as identified in Section 30914(c) and (d) of the California Street and Highways Codes (S&HC).

Senate Bill 976 stipulates that all RM1 and RM2 funds for ferries are to be allocated WETA as of January 1, 2008, in order to support operation of our regional ferry system.



**Discussion**

This item authorizes staff to prepare and submit applications to MTC for available RM1 and RM2 operating and capital funds required to support agency planning, administration, ferry service operations and capital expenditures and included in the proposed FY 2013/14 Budget.

**FY 2013/14 RM1 Operating Funds**

WETA is eligible to receive annual allocation of RM1-5% operating funds to support the Alameda/Oakland, Alameda Harbor Bay and Vallejo ferry services. MTC estimates a total of \$2.9 million is available in FY 2013/14 for these services.

**FY 2013/14 RM2 Operating Funds**

WETA is eligible to receive annual allocations of RM2 operating funds to support 1) general agency administrative and planning activities and 2) transbay ferry services. As identified in the proposed FY 2013/14 Operating Budget, RM2 operating funds will be requested for:

- WETA Planning and General Administration      \$ 3.0 million
- Transbay Ferry Services                                      \$15.3 million

**FY 2013/14 RM1 and RM2 Capital Funds**

WETA is also eligible to receive allocations of RM1-2% and RM2 funds dedicated to ferry capital projects. As identified in the proposed FY 2013/14 Capital Budget, RM1 and RM2 capital funds will be required for the following projects:

- Purchase Vessel Replacement – Encinal              \$ 4,0 million
- Vessel Mid-Life Refurbishment- Peralta              \$ 1.1 million
- Vessel Engine Overhaul – Solano                      \$ 0.4 million
- Clipper Site Preparation                                  \$ 0.3 million
- Integration of Real-Time Transit Information      \$ 0.1 million

**Fiscal Impact**

This item supports securing Regional Measure 1 and Regional Measure 2 operating and capital funds to support WETA's FY 2013/14 Operating and Capital Budgets as proposed.

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

MEMORANDUM

---

**TO: Board Members**

**FROM: Nina Rannells, Executive Director**

**SUBJECT: Approve Contract Amendment with Broad & Gusman, LLP for the Provision of State Legislative Representation in FY 2013/14**

**Recommendation**

Approve Amendment No. 3 to the agreement with Broad & Gusman, LLP in the amount of \$66,000 for the provision of state legislative representation for FY 2013/14 and authorize the Executive Director to execute the amendment.

**Background**

Since November 2004, WTA/WETA has utilized the Law Offices of Broad & Gusman, LLP (Broad & Gusman) to provide state legislative support services. The agreement for services with Broad & Gusman was initially developed as the result of a competitive RFQ process completed in 2004, and was extended on an annual basis through June 2010. On June 17, 2010, as the result of a new competitive RFQ process, the Board approved a new agreement with Broad & Gusman to represent WETA through June 30, 2011, with an option to extend into future years.

**Discussion**

Staff recommends the continued use of Broad & Gusman in FY 2013/14 to represent WETA's legislative needs in Sacramento, in an amount up to \$66,000 consistent with past years. They are familiar with WETA's program and have been successful at helping us secure funding and a various forms of legislative support as the need has arisen over the years. Staff anticipates that the scope of work in FY 2013/14 would remain largely the same as in previous years, including such items as:

- Monitor state legislation and regulations affecting WETA, keeping the Board and staff regularly informed, and providing a quarterly report;
- Arrange facilitated meetings, as requested, with key policymakers, staff, and others in state government. Lead the preparation for these meetings and conduct meetings, as appropriate, with agency and/or departmental representatives in Sacramento and elsewhere;
- Work to restore, preserve, and expand state and regional transportation capital and operating funds and programs that could be used to support WETA projects and programs;
- Work to secure high priority funding for WETA to address its emergency mandate; and
- Develop legislation, as needed, to address agency funding or operational matters.

**Fiscal Impact**

This contract amendment would commit the Authority to an amount of up to \$66,000 in FY 2013/14, consistent with the proposed FY 2013/14 budget.

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

MEMORANDUM

---

**TO:** Board Members

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

**SUBJECT:** Approval of Disadvantaged Business Enterprise (DBE) and Small Business Enterprise (SBE) Goals for FFY 14 through FFY 16

**Recommendation**

Approve the following actions associated with WETA's FFY 2014-2016 Disadvantaged Business Enterprise (DBE) and Small Business Enterprise (SBE) goals:

1. Establish a 1.36% DBE goal applicable to anticipated upcoming contracts assisted by the Federal Transit Administration (FTA), and authorize the Executive Director to circulate and transmit the DBE goal to FTA; and
2. Establish a 1.36% Small Business Enterprise (SBE) goal applicable to anticipated upcoming contracts assisted by FTA.

**Background/Discussion**

This item serves to establish new DBE and SBE goals for the agency for the three-year period between FFY 2014 and FFY 2016, as required by the Department of Transportation in order to remain eligible for Federal Transit Administration funding.

**DBE Goal**

As a recipient of federal transportation funding, WETA is required to have a diversity program for the participation of DBE firms in WETA contracting opportunities. The Department of Transportation requires federal grant recipients to set overall DBE goals on a three-year basis. In 2010 WETA submitted its first triennial overall DBE goal for the period FFY 2011-2013. WETA is required to develop and submit a new goal for FFY 2014-2016 to the Federal Transit Administration no later than August 1, 2013.

Staff recommends establishing a 1.36% overall DBE goal for FFY 2014 through FFY 2016. This recommendation is based upon an evaluation of contracting opportunities for DBE firms related to WETA projects anticipated to receive FTA funding during the next three fiscal years. This includes sixteen FTA-assisted contracts totaling \$42.9 million for the following types of projects:

Vessel and Float Rehabilitation	\$ 5,154,510
Vessel Construction	30,433,500
Vessel Construction Management	3,381,500
Facility/Terminal Design and Construction	<u>3,946,197</u>
Total Federal Funds	\$42,915,708

The proposed DBE goal reflects staff's determination of the level of DBEs ready, willing and able to participate in these contracting activities in the up-coming three years. The full DBE goal report identifying the anticipated program of projects and DBE availability analysis is provided as **Attachment A** to this report.

### **SBE Goal**

In January of 2011, DOT published revisions to the DBE regulations to require recipients of DOT funding to take all reasonable steps to facilitate competition by small business concerns (not just DBEs). The revised regulations require active implementation of this specific Small Business Enterprise element as a means of increasing DBE participation on a race neutral basis.

In February of 2012, the WETA Board of Directors approved a SBE element of its DBE plan that is similar in concept to the DBE program. This program requires setting an overall SBE goal on the same schedule as the DBE goal based upon an evaluation of SBE contracting opportunities for projects and an assessment of WETA's history of attracting SBE participation. Given the infancy of WETA's SBE program and resulting limited agency history with SBE contractor participation, staff recommends setting the agency's triennial SBE goal for FFY 2014 through FFY 2016 at 1.36%, consistent with the DBE goal for this period.

### **Race/Gender Neutral Measures and Public Participation**

U.S. DOT Regulations require that the maximum feasible portion of the overall DBE goal be achieved using race-neutral means such as programs and initiatives that assist small businesses in general and that are not limited to minority or women-owned firms. WETA's efforts in this area are facilitated through active participation in educational and outreach events organized by the San Francisco Bay Area Regional Business Outreach Committee (BOC); a committee comprised of 13 Bay Area transit and transportation agencies, which is currently co-chaired by staff from WETA and the Transbay Joint Powers Authority. Over the past year the BOC has sponsored or participated in five workshops or events for interested firms including a consultation meeting with trade and business organizations on agency's DBE goal setting process and upcoming contracting opportunities and a public participation meeting to provide an overview of upcoming contracting opportunities which was attended by 125 representatives of DBE firms. The BOC also produces a quarterly newsletter with contracting opportunities, tips for successful bids and contact information for DBE Administrators at each agency. This newsletter is posted on WETA's website and distributed to a list of DBE and non-DBE firms.

### **Fiscal Impact**

There is no fiscal impact associated with this item.

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

**FEDERAL FISCAL YEARS 2014 THROUGH 2016**

**DISADVANTAGED BUSINESS ENTERPRISE (DBE) GOAL ANALYSIS  
REPORT**

***For Contracts Assisted by the Federal Transit Administration***

**May 15, 2013**

**SUMMARY**

The Water Emergency Transportation Authority (WETA) has developed a 1.36% Disadvantaged Business Enterprise (DBE) goal applicable to Federal Fiscal Years 2014, 2015, and 2016 contracting opportunities assisted by the Federal Transit Administration (FTA) in accordance with revisions to 49 CFR Part 26.

The goal is applicable to a total of \$42,915,708 of FTA dollars that are budgeted for 16 contracts anticipated to be awarded from October 1, 2013, through September 30, 2016. WETA will periodically evaluate the goal and the award of federally assisted contracts to determine whether the present goal continues to be realistic or whether mid-course adjustments will be necessary. The DBE goals developed for FTA-assisted contracts identify the relative availability of DBEs, based on evidence of ready, willing and able DBEs in relationship to all comparable businesses that are likely to be available to compete for WETA's FTA-assisted contracts. The three-year overall goal reflects WETA's determination of the level of DBE participation that would be expected absent the effects of discrimination.

The following report provides a step by step overview of WETA's determination of its FFY 14-16 DBE goal which was developed in accordance with 49 Code of Federal Regulations (CFR) Part 26, issued by the U.S. Department of Transportation (U.S. DOT).

**Contracts Assisted by FTA**

A total of \$42,915,708 of FTA dollars is budgeted for 16 contracts to be awarded during FFY 2014 through 2016. See Table 1 below. A two-step process is used to determine the overall goal for these contracts.

**Table 1: Federally Funded Contracts Anticipated to be Awarded During FFY14-16**

Description of Contract	FTA Dollars
Anticipated for award in FFY 13/14	
Engine Overhaul - M/V Solano	\$841,600
Midlife Overhaul - M/V Peralta	\$2,000,000
Vessel Construction - M/V Encinal Replacement	\$13,320,000
Vessel Construction Management - M/V Encinal Replacement	\$1,480,000
Vessel Construction - Richmond Ferry Service	\$2,250,000
Vessel Construction Management - Richmond Ferry Service	\$250,000
Anticipated for award in FFY 14/15 & FFY 15/16	
Engine Overhaul - M/V Scorpio	\$467,972
Vessel Construction - M/V Vallejo Replacement	\$12,240,000
Vessel Construction Management - M/V Vallejo Replacement	\$1,360,000
Vallejo Maintenance Dredging	\$998,784
San Francisco Downtown Berthing Phase A - Final Design	\$719,925
Central Bay Operations & Maintenance Facility - Construction	\$2,227,488
Engine Overhaul Projects - M/V Encinal, Gemini, Pisces & Taurus	\$1,559,338
Vessel Construction - Berkeley Ferry Service	\$2,623,500
Vessel Construction Management - Berkeley Ferry Service	\$291,500
Main Street Float Dry Dock & Repair	\$285,600
<b>Total FTA Dollars</b>	<b>\$42,915,708</b>

**Step One. Determining Base Figures**

Base figures were calculated for contracts budgeted for award to determine the relative availability of DBEs in specific areas of expertise using the North American Industrial Classification System (NAICS) codes for the counties in WETA’s market area. WETA’s market area is defined as those counties in which existing or proposed ferry terminals are located or expected to be located, including: Alameda, Contra Costa, San Francisco, San Mateo and Solano Counties. WETA identified 13 NAICS codes as pertinent areas of expertise for the contracts. The NAICS codes and descriptions are identified in Table 2 below.

**Number of DBEs:** To determine the number of DBEs in WETA’s market area staff searched the CUCP database for ready, willing and able DBEs certified in the NAICS codes identified for the prime contracts and subcontracts. The numbers of DBEs identified are displayed in Column C of Table 2 located below.

**Number of All Firms (DBEs and non-DBEs):** To determine the number of all firms (DBEs and non-DBEs) in WETA’s market area, staff searched the Census Bureau’s 2010 County Business Patterns database for all firms specializing in the NAICS codes identified for the

prime contracts and subcontracts. Numbers of all firms identified are displayed in Column D of Table 2.

**Relative Availability of DBE Firms:** Relative availability is derived by dividing the number of ready, willing and able DBEs in a particular NAICS code by the number of all firms in that NAICS code. Table 2 shows this equation carried out for the CUCP/County Business Pattern databases. The resulting relative availability figures are displayed in Column E of Table 2.

**Table 2: Availability of DBEs and All firms by NAICS Code**

A. NAICS Code	B. NAICS Description	C. CUCP DBEs	D. All Firms in Market Area	E. Relative DBE Availability
236210	Industrial Building Construction	19	38	50.0%
237990	Other Heavy and Civil Engineering Construction	9	37	24.3%
238210	Electrical Contractors and Other Wiring Installation Contractors	17	920	1.8%
238220	Plumbing, Heating, and Air-Conditioning Contractors	13	967	1.3%
333618	Other Engine Equipment Manufacturing	0	3	0.0%
334220	Radio & Television Broadcasting & Wireless Communications Equip Manufacturing	0	26	0.0%
336360	Motor Vehicle Seating and Interior Trim Manufacturing	0	5	0.0%
336611	Ship Building and Repairing	0	11	0.0%
483211	Inland Water Freight Transportation	0	3	0.0%
541310	Architectural Services	31	653	4.7%
541330	Engineering Services	71	1,225	5.8%
541370	Surveying and Mapping (except Geophysical) Services	10	61	16.4%
811310	Commercial and Industrial Machinery and Equipment (except Automotive and Electronic) Repair and Maintenance	0	188	0.0%

**FTA Funds to be Expended in Each Specific Area and Calculating Base Figure:** To determine the FTA dollars that will be expended for each specific area of expertise, the FTA-assisted contracts and subcontracts identified by project managers were categorized according to their NAICS industry classifications. See Exhibit 1, Column B, on page 11. Contract dollars of each industry classification were divided by the total contract dollars (\$42,915,708) resulting in percentage of total dollars per contract and classification, called the “weighted” percentage. The result is shown in Exhibit 1, Column D.

Next, the Base Figure for the Overall Goal was calculated by multiplying the weighted percentage of funds to be expended for each NAICS (Exhibit 1, Column D) by DBE relative availability for each NAICS (carried forward from Table 2 and shown in Exhibit 1, Column E). Base Figure per NAICS is shown in Exhibit 1, Column F. Finally, Base Figures for all NAICS were totaled, resulting in a 2.69% overall base figure.

**Calculating Base Figure per Individual Contract:** To determine the base figure for each contract, the percentage of work (prime and sub) identified by project managers was multiplied by the DBE relative availability (carried forward from Table 2), and totaled for each contract. See Exhibit 2 on page 14.

### Step Two. Adjusting Base Figures

WETA examined the nature of the contracts budgeted for award to determine whether any further refinements were warranted. Staff determined adjustments were warranted for two contracts:

1. Central Bay Operations and Maintenance Facility Construction
2. Vallejo Maintenance Dredging

The Central Bay Operations and Maintenance Facility Construction is a \$34.5 million project. Due to the size of this project, the bonding and financial requirements will likely limit the prospective prime contractors for the work to companies that exceed the DBE size standards. However, WETA also acknowledges that there could be opportunities for the prime to subcontract portions of the work that could fall under the same NAICS codes as the prime contracts.

For the Vallejo Maintenance Dredging contract, staff checked with each of the nine DBE firms in WETA's market area under NAICS code 237990 Other Heavy and Civil Engineering Construction to inquire if those firms could provide dredging services. Four of the nine firms stated they do not provide dredging services.

#### **Adjustments:**

Step 1 Base Figures: Central Bay Operations and Maintenance Facility Construction: 29.2%; Vallejo Maintenance Dredging: 23.8%

#### Step 2 Adjustment:

- Central Bay Operations and Maintenance Facility Construction: Remove prime work from calculation. Subcontracting opportunities are potentially available under NAICS codes 237990 and 236210, resulting in an adjusted base figure of 8.3%.
- Vallejo Maintenance Dredging: 4 of the 9 firms stated they could not provide dredging services, therefore the DBE availability figure for NAICS code 237990



under this contract was adjusted to 13.5% (5 DBE firms / 37 total firms), resulting in an adjusted base figure for the contract of 13.7%.

**Table 3: Adjusted Base Figures**

NAICS Code and Description for Prime and Subcontracting Opportunities		Percent of Individual Contract Dollars	Relative DBE Availability	Base Figure Per Contract
<b>Vallejo Maintenance Dredging</b>				
Prime: 237990	Other Heavy and Civil Engineering Construction	94.00%	13.5%	12.7%
Sub: 541370	Surveying and Mapping (except Geophysical) Services	6.00%	16.4%	1.0%
<b>Contract Total:</b>				<b>13.7%</b>
<b>Central Bay Operations &amp; Maintenance Facility - Construction</b>				
Prime: 237990	Other Heavy and Civil Engineering Construction	29.60%	0.0%	0.0%
Prime: 236210	Industrial Building Construction	27.50%	0.0%	0.0%
Sub: 237990	Other Heavy and Civil Engineering Construction	10.00%	24.3%	2.4%
Sub: 236210	Industrial Building Construction	10.00%	50.0%	5.0%
Sub: 541330	Engineering Services	12.20%	5.8%	0.7%
Sub: 238220	Plumbing, Heating, and Air-Conditioning Contractors	4.80%	1.3%	0.1%
Sub: 483211	Inland Water Freight Transportation	3.10%	0.0%	0.0%
Sub: 238210	Electrical Contractors and Other Wiring Installation Contractors	2.50%	1.8%	0.0%
Sub: 541370	Surveying and Mapping (except Geophysical) Services	0.30%	16.4%	0.0%
<b>Contract Total:</b>				<b>8.3%</b>

**Overall Goal**

DBE availability per contract was calculated into projected DBE participation dollars by taking the FTA dollars budgeted for each contract (from Table 1) and multiplying them by the adjusted availability per contract. The total of the projected DBE participation dollars was then divided by the total of the budgeted FTA dollars for all contracts, resulting in a 1.36% overall goal. See Table 4 below.

**Table 6: Overall DBE Goal FFY14-16**

Description of Contract	FTA Dollars	DBE Availability per Contract	FTA Dollars Projected for DBEs
Anticipated for award in FFY 13/14			
Engine Overhaul - M/V Solano	\$841,600	0.00%	\$0
Midlife Overhaul - M/V Peralta	\$2,000,000	0.00%	\$0
Vessel Construction - M/V Encinal Replacement	\$13,320,000	0.09%	\$11,988
Vessel Construction Management - M/V Encinal Replacement	\$1,480,000	5.80%	\$85,840
Vessel Construction - Richmond Ferry Service	\$2,250,000	0.09%	\$2,025
Vessel Construction Management - Richmond Ferry Service	\$250,000	5.80%	\$14,500
Anticipated for award in FFY 14/15 & FFY 15/16			
Engine Overhaul - M/V Scorpio	\$467,972	0.00%	\$0
Vessel Construction - M/V Vallejo Replacement	\$12,240,000	0.09%	\$11,016
Vessel Construction Management - M/V Vallejo Replacement	\$1,360,000	5.80%	\$78,880
Vallejo Maintenance Dredging	\$998,784	13.70%	\$136,833
San Francisco Downtown Berthing Phase A – Final Design	\$719,925	5.50%	\$39,596
Central Bay Operations & Maintenance Facility - Construction	\$2,227,488	8.30%	\$184,882
Engine Overhaul Projects - M/V Encinal, Gemini, Pisces & Taurus	\$1,559,338	0.00%	\$0
Vessel Construction - Berkeley Ferry Service	\$2,623,500	0.09%	\$2,361
Vessel Construction Management - Berkeley Ferry Service	\$291,500	5.80%	\$16,907
Main Street Float Dry Dock & Repair	\$285,600	0.00%	\$0

<b>Total FTA Dollars and DBE Dollars:</b>	<b>\$42,915,708</b>		<b>\$584,828</b>
-------------------------------------------	---------------------	--	------------------

<b>FTA Dollars Projected for DBE</b>	<b>FTA Budgeted</b>	<b>Annual Overall Goal</b>
<b>\$584,828</b>	<b>\$42,915,708</b>	<b>1.36%</b>

Race/Gender-Neutral Measures

**Summary of Race Neutral Methods of Achieving DBE Participation**

Regulations require that the maximum feasible portion of the overall DBE goal be achieved through race-neutral measures. Neutral efforts are programs and other

initiatives that assist small businesses in general and are not limited to minority or women-owned firms.

WETA continues to focus on expanding race/gender-neutral outreach through participation in the “Business Outreach Committee” (BOC), a consortium of thirteen Bay Area transit and transportation agencies formed in an effort to maximize outreach efforts. The BOC member agencies includes Alameda Contra Costa Transit District, Alameda County Congestion Management Agency, Alameda County Transportation Commission, Bay Area Rapid Transit, Central Contra Costa Transit Authority, City of Rio Vista, Golden Gate Bridge Highway and Transportation District, Metropolitan Transportation Commission, San Francisco Municipal Transportation Agency, San Mateo County Transit District/Peninsula Joint Powers Board, Santa Clara Valley Transportation Authority, Transbay Joint Powers Authority and WETA. The BOC has an aggressive annual outreach calendar. Events in the past year have included a technical training 6-week bonding education program; two “Meet the Buyer’s” events; a series of workshops for professional services and Architectural and Engineering firms including sessions on project funding, advantages of being certified, avoiding common pitfalls of proposals, and procurement methods used by Bay Area transit agencies; a consultation meeting with trade and business organizations on agency’s DBE goal setting process and upcoming contracting opportunities, and a public participation event to solicit public comments on agency’s DBE goals and upcoming contracts (see discussion below).

In addition to the educational and outreach activities through the BOC, WETA will continue race/gender-neutral activities in its contracting opportunities, including:

- Ensuring that bidding and contract requirements facilitate participation by DBEs and other small businesses by incorporating DBE language throughout WETA’s bid documents including:
  - The District’s DBE Program policy.
  - A nondiscrimination assurance from the contractor (and each subcontract the prime contractor signs with a subcontractor).
  - A statement that encourages prime contractors to use financial institutions owned and controlled by socially and economically disadvantaged individuals in the community.
  - The website address for the DBE directory identifying all firms eligible to participate as DBEs in the District’s program.
- Ensuring contracts are accessible to small businesses, and if not, making efforts to unbundle large contracts to make them more accessible.
- Encouraging prime contractors to subcontract portions of the work that they might otherwise perform themselves.
- Providing technical assistance and other support services to facilitate consideration of DBEs and other small businesses.

- Provide information at pre-bid conferences to prospective contractors/consultants as to applicable small business/DBE requirements including DBE database websites, resources and answering any questions.
- Providing an email service to firms interested in receiving notification when WETA posts new contracting opportunities on its website.

## Public Participation

### ***Consultation with Various Groups, Organizations and Officials***

Member agencies of the BOC conducted a public participation session on April 23, 2013, at the Metropolitan Transportation Commission office in Oakland, California. The program focused on anticipated agency contracting opportunities over the next three fiscal years. Two major infrastructure projects were also highlighted: Santa Clara Valley Transportation Authority's Silicon Valley Bart Extension Parking Structure Design Build project and San Francisco Bay Area Rapid Transit District's Hayward Maintenance Complex project (HMC). The session provided a forum for representatives from businesses and organizations to share their views about the availability of certified and potential DBEs ready, willing and able to compete for DOT-assisted contracts, to discuss their concerns, and to provide their perspectives on how DOT recipients might more effectively administer their programs to improve DBE participation. Approximately 125 representatives of DBE firms attended the meeting. The following comments were received during the public participation meeting:

- The DBE program should be extended to non-federally assisted projects.
- There are too many certifications and designations (e.g. DBE, SBE, LBE, among others) and it is difficult for a small business to obtain and maintain these various certifications. Agencies should make efforts to create a one-stop shop for all these certifications.
- Overall consensus that there is a lack of enforcement to ensure that a listed DBE is actually used on a project
- A member from the public would like agencies to publicize their DBE utilization data for the prior three years, to include both federalized and non-federalized projects
- Question regarding the process to evaluate proposals
- Question on WETA's stance on unsolicited proposals and whether any progress been made on the development of hovercraft
- Question as to whether there is one central database or place where firms can find out about and sign up for contracting opportunities
- Question as to how many agencies have as-needed design contracts

WETA also participated in an additional event designed to gather input on the DBE program from resource agencies, chambers of commerce, and trade associations. Participants included staff from San Francisco African American Chamber, California Hispanic Chambers and Women's Transportation Seminar, Asian American Contractors

Association, Asian American Architects and Engineers, Council of Asian American Business Association, and National Association of Minority Contractors Inc. In general, participants agreed that the program can be effective in widening opportunities for DBEs. Comments and concerns shared by most participants included:

- Agencies should identify and publicize trades or areas with no or low DBE participation
- Agencies should break larger contracts into smaller contracts so that smaller firms can bid as primes
- Owners of projects should consider supplying owner-furnished material for installation instead of having a small contractor bid on both material and installation
- To address areas of underutilization, agencies and trade groups should determine areas where there is overcapacity and encourage firms to transfer skill sets from an area of overcapacity to an area of low DBE utilization
- Agencies should set higher race-conscious goals with the intent that actual attainment may be less than the established goal but more in line with an expected goal
- Agencies should consider setting separate goals for engineering/professional services and construction activities because these trades are so different, with significant differences in DBE availability

***Adjustments Made Based on Comments from Various Groups, Organizations and Officials***

Since the comments received at the public participation sessions do not specifically address WETA's contracting opportunities projected for FFY 2014 through FFY 2016, no additional adjustments will be made to the DBE availability figures.

**Conclusion**

The overall DBE goal for FTA-assisted contracts for FFY 2014 through 2016 is 1.36% with DBE participation sought on a race/gender neutral basis. Should WETA receive any public comments during the 45-day public comment period, staff will analyze each comment and consider whether adjustments to the goal are necessary.

**Exhibit 1: Calculating Weighted FTA Dollars and Base Figure**

<b>A. NAICS Code</b>	<b>B. NAICS Description and Associated Contracts</b>	<b>C. FTA Dollars for contract</b>	<b>D. Weighted % of Total FTA Dollars</b>	<b>E. DBE Availability</b>	<b>F. Base Figure</b>
<b>236210</b>	<b>Industrial Building Construction</b>				
	Central Bay Operations & Maintenance Facility - Construction	\$835,308	1.9%	50.0%	0.97%
<b>237990</b>	<b>Other Heavy and Civil Engineering Construction</b>				
	Vallejo Maintenance Dredging	\$938,857	2.2%	24.3%	0.53%
	Central Bay Operations & Maintenance Facility - Construction	\$882,085	2.1%	24.3%	0.50%
<b>238210</b>	<b>Electrical Contractors and Other Wiring Installation Contractors</b>				
	Central Bay Operations & Maintenance Facility - Construction	\$55,687	0.1%	1.8%	0.002%
	Vessel Construction - M/V Encinal Replacement	\$442,224	1.0%	1.8%	0.019%
	Vessel Construction - Richmond Ferry Service	\$74,700	0.2%	1.8%	0.003%
	Vessel Construction - M/V Vallejo Replacement	\$406,368	0.9%	1.8%	0.017%
	Vessel Construction - Berkeley Ferry Service	\$87,100	0.2%	1.8%	0.004%
<b>238220</b>	<b>Plumbing, Heating, and Air-Conditioning Contractors</b>				
	Central Bay Operations & Maintenance Facility - Construction	\$106,919	0.2%	1.3%	0.003%
	Vessel Construction - M/V Encinal Replacement	\$344,988	0.8%	1.3%	0.010%
	Vessel Construction - Richmond Ferry Service	\$58,275	0.1%	1.3%	0.002%
	Vessel Construction - M/V Vallejo Replacement	\$317,016	0.7%	1.3%	0.010%
	Vessel Construction - Berkeley Ferry Service	\$67,949	0.2%	1.3%	0.002%
<b>333618</b>	<b>Other Engine Equipment Manufacturing</b>				
	Vessel Construction - M/V Encinal Replacement	\$2,530,800	5.9%	0.0%	0.00%
	Vessel Construction - Richmond Ferry Service	\$427,500	1.0%	0.0%	0.00%
	Vessel Construction - M/V Vallejo Replacement	\$2,325,600	5.4%	0.0%	0.00%

	Vessel Construction - Berkeley Ferry Service	\$498,465	1.2%	0.0%	0.00%
<b>334220</b>	<b>Radio &amp; Television Broadcasting &amp; Wireless Communications Equip Manufacturing</b>				
	Vessel Construction - M/V Encinal Replacement	\$415,584	1.0%	0.0%	0.00%
	Vessel Construction - Richmond Ferry Service	\$70,200	0.2%	0.0%	0.00%
	Vessel Construction - M/V Vallejo Replacement	\$381,888	0.9%	0.0%	0.00%
	Vessel Construction - Berkeley Ferry Service	\$81,853	0.2%	0.0%	0.00%
<b>336360</b>	<b>Motor Vehicle Seating and Interior Trim Manufacturing</b>				
	Vessel Construction - M/V Encinal Replacement	\$574,092	1.3%	0.0%	0.00%
	Vessel Construction - Richmond Ferry Service	\$96,975	0.2%	0.0%	0.00%
	Vessel Construction - M/V Vallejo Replacement	\$527,544	1.2%	0.0%	0.00%
	Vessel Construction - Berkeley Ferry Service	\$113,073	0.3%	0.0%	0.00%
<b>336611</b>	<b>Ship Building and Repairing</b>				
	Midlife Overhaul - M/V Peralta	\$1,333,400	3.1%	0.0%	0.00%
	Vessel Construction - M/V Encinal Replacement	\$9,012,312	21.0%	0.0%	0.00%
	Vessel Construction - Richmond Ferry Service	\$1,522,350	3.5%	0.0%	0.00%
	Vessel Construction - M/V Vallejo Replacement	\$8,281,584	19.3%	0.0%	0.00%
	Vessel Construction - Berkeley Ferry Service	\$1,775,060	4.1%	0.0%	0.00%
	Main Street Float Dry Dock & Repair	\$285,600	0.7%	0.0%	0.00%
<b>483211</b>	<b>Inland Water Freight Transportation</b>				
	Central Bay Operations & Maintenance Facility - Construction	\$69,052	0.2%	0.0%	0.00%
<b>541310</b>	<b>Architectural Services</b>				
	San Francisco Downtown Berthing Phase A - Final Design	\$179,981	0.4%	4.7%	0.02%

<b>541330</b>	<b>Engineering Services</b>				
	Vessel Construction Management - M/V Encinal Replacement	\$1,480,000	3.4%	5.8%	0.20%
	Vessel Construction Management - Richmond Ferry Service	\$250,000	0.6%	5.8%	0.03%
	Vessel Construction Management - M/V Vallejo Replacement	\$1,360,000	3.2%	5.8%	0.18%
	San Francisco Downtown Berthing Phase A - Final Design	\$539,944	1.3%	5.8%	0.07%
	Central Bay Operations & Maintenance Facility - Construction	\$271,754	0.6%	5.8%	0.04%
	Vessel Construction Management - Berkeley Ferry Service	\$291,500	0.7%	5.8%	0.04%
<b>541370</b>	<b>Surveying and Mapping (except Geophysical) Services</b>				
	Vallejo Maintenance Dredging	\$59,927	0.14%	16.4%	0.02%
	Central Bay Operations & Maintenance Facility - Construction	\$6,682	0.02%	16.4%	0.003%
<b>811310</b>	<b>Commercial and Industrial Machinery and Equipment (except Automotive and Electronic) Repair and Maintenance</b>				
	Engine Overhaul - M/V Solano	\$841,600	2.0%	0.0%	0.00%
	Midlife Overhaul - M/V Peralta	\$666,600	1.6%	0.0%	0.00%
	Engine Overhaul - M/V Scorpio	\$467,972	1.1%	0.0%	0.00%
	Engine Overhaul Projects - M/V Encinal, Gemini, Pisces and Taurus	\$1,559,338	3.6%	0.0%	0.00%
<b>Total FTA Funds for FY 14-16:</b>		<b>\$42,915,707</b>	<b>Overall Base Figure:</b>		<b>2.69%</b>



**Exhibit 2: Base Figure Breakdown per Individual Contract**

NAICS Code and Description for Prime and Subcontracting Opportunities	Percent of Individual Contract Dollars	Relative DBE Availability	Base Figure Per Contract
<b>Engine Overhaul - M/V Solano</b>			
Prime: 811310 Commercial and Industrial Machinery and Equipment Repair and Maintenance	100.00%	0.0%	0.0%
<b>Contract Total:</b>			<b>0.0%</b>
<b>Midlife Overhaul - M/V Peralta</b>			
Prime: 336611 Ship Building and Repairing	66.67%	0.0%	0.0%
Sub: 811310 Commercial and Industrial Machinery Equipment and Repair	33.33%	0.0%	0.0%
<b>Contract Total:</b>			<b>0.0%</b>
<b>Vessel Construction - M/V Encinal Replacement</b>			
Prime: 336611 Ship Building and Repairing	67.66%	0.0%	0.00%
Sub: 333618 Other Engine Equipment Manufacturing	19.00%	0.0%	0.00%
Sub: 336360 Motor Vehicle Seating and Interior Trim	4.31%	0.0%	0.00%
Sub: 238210 Electrical Contractors and Other Wiring Installation Contractors	3.32%	1.8%	0.06%
Sub: 334220 Radio and Television Broadcasting and Wireless Communications Equipment Manufacturing	3.12%	0.0%	0.00%
Sub: 238220 Plumbing, Heating, and Air-Conditioning Contractors	2.59%	1.3%	0.03%
<b>Contract Total:</b>			<b>0.09%</b>
<b>Vessel Construction Management - M/V Encinal Replacement</b>			
Prime: 541330 Engineering Services	100.00%	5.8%	5.8%
<b>Contract Total:</b>			<b>5.8%</b>
<b>Vessel Construction - Richmond Ferry Service</b>			
Prime: 336611 Ship Building and Repairing	67.66%	0.0%	0.00%
Sub: 333618 Other Engine Equipment Manufacturing	19.00%	0.0%	0.00%
Sub: 336360 Motor Vehicle Seating and Interior Trim	4.31%	0.0%	0.00%
Sub: 238210 Electrical Contractors and Other Wiring Installation Contractors	3.32%	1.8%	0.06%

Sub:	334220	Radio and Television Broadcasting and Wireless Communications Equipment Manufacturing	3.12%	0.0%	0.00%
Sub:	238220	Plumbing, Heating, and Air-Conditioning Contractors	2.59%	1.3%	0.03%
<b>Contract Total:</b>					<b>0.09%</b>
<b>Vessel Construction Management - Richmond Ferry Service</b>					
Prime:	541330	Engineering Services	100%	5.8%	5.8%
<b>Contract Total:</b>					<b>5.8%</b>
<b>Engine Overhaul - M/V Scorpio</b>					
Prime:	811310	Commercial and Industrial Machinery and Equipment Repair and Maintenance	100.00%	0.0%	0.0%
<b>Contract Total:</b>					<b>0.0%</b>
<b>Vessel Construction - M/V Vallejo Replacement</b>					
Prime:	336611	Ship Building and Repairing	67.66%	0.0%	0.00%
Sub:	333618	Other Engine Equipment Manufacturing	19.00%	0.0%	0.00%
Sub:	336360	Motor Vehicle Seating and Interior Trim	4.31%	0.0%	0.00%
Sub:	238210	Electrical Contractors and Other Wiring Installation Contractors	3.32%	1.8%	0.06%
Sub:	334220	Radio and Television Broadcasting and Wireless Communications Equipment Manufacturing	3.12%	0.0%	0.00%
Sub:	238220	Plumbing, Heating, and Air-Conditioning Contractors	2.59%	1.3%	0.03%
<b>Contract Total:</b>					<b>0.09%</b>
<b>Vessel Construction Management - M/V Vallejo Replacement</b>					
Prime:	541330	Engineering Services	100%	5.8%	5.8%
<b>Contract Total:</b>					<b>5.8%</b>
<b>Vallejo Maintenance Dredging</b>					
Prime:	237990	Other Heavy and Civil Engineering Construction	94.00%	24.3%	22.8%
Sub:	541370	Surveying and Mapping (except Geophysical) Services	6.00%	16.4%	1.0%
<b>Contract Total:</b>					<b>23.8%</b>
<b>San Francisco Downtown Berthing Phase A - Final Design</b>					
Prime:	541310	Architectural Services	25.00%	4.7%	1.2%
Sub:	541330	Engineering Services	75.00%	5.8%	4.4%
<b>Contract Total:</b>					<b>5.5%</b>

<b>Central Bay Operations &amp; Maintenance Facility - Construction</b>				
		Other Heavy and Civil Engineering		
Prime:	237990	Construction	39.60%	24.3%
Prime:	236210	Industrial Building Construction	37.50%	50.0%
Sub:	541330	Engineering Services	12.20%	5.8%
		Plumbing, Heating, and Air-Conditioning		
Sub:	238220	Contractors	4.80%	1.3%
Sub:	483211	Inland Water Freight Transportation	3.10%	0.0%
		Electrical Contractors and Other Wiring		
Sub:	238210	Installation Contractors	2.50%	1.8%
		Surveying and Mapping (except		
Sub:	541370	Geophysical) Services	0.30%	16.4%
<b>Contract Total:</b>				<b>29.2%</b>
<b>Engine Overhaul Projects - M/V Encinal, Gemini, Pisces and Taurus</b>				
		Commercial and Industrial Machinery and		
		Equipment (except Automotive and		
Prime:	811310	Electronic) Repair and Maintenance	100.00%	0.0%
<b>Contract Total:</b>				<b>0.0%</b>
<b>Vessel Construction - Berkeley Ferry Service</b>				
Prime:	336611	Ship Building and Repairing	67.66%	0.0%
Sub:	333618	Other Engine Equipment Manufacturing	19.00%	0.0%
Sub:	336360	Motor Vehicle Seating and Interior Trim	4.31%	0.0%
		Electrical Contractors and Other Wiring		
Sub:	238210	Installation Contractors	3.32%	1.8%
		Radio and Television Broadcasting and		
		Wireless Communications Equipment		
Sub:	334220	Manufacturing	3.12%	0.0%
		Plumbing, Heating, and Air-Conditioning		
Sub:	238220	Contractors	2.59%	1.3%
<b>Contract Total:</b>				<b>0.09%</b>
<b>Vessel Construction Management - Berkeley Ferry Service</b>				
Prime:	541330	Engineering Services	100.00%	5.8%
<b>Contract Total:</b>				<b>5.8%</b>
<b>Main Street Float Dry Dock &amp; Repair</b>				
Prime:	336611	Ship Building and Repairing	100.00%	0.0%
<b>Contract Total:</b>				<b>0.0%</b>

**MEMORANDUM**

---

**TO: Board Members**

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

**SUBJECT: Approve Fiscal Year 2013/14 Operating and Capital Budget**

**Recommendation**

Approve, by motion, the Fiscal Year (FY) 2013/14 Proposed Operating and Capital Budget.

**Background**

Chapter 5, Article 4, Section 66540.41 of the Authority's administrative code requires preparation and implementation of an annual budget to support the agency's operation. This item contains the proposed combined Operating and Capital Budget for FY 2013/14.

**Discussion**

The FY 2013/14 Proposed Operating and Capital Budget contains \$66.8 million in spending proposals including \$30.8 million in operating expenses and \$36.0 million in capital project expenses. These expenses are projected to be funded with \$22.3 million bridge tolls, \$17.1 million state funds, \$15.8 million federal funds, \$10.6 million fare revenue and \$1.0 million local funds.

The primary focus of the budgeted work program will be to support the management, operation and marketing of the four San Francisco Bay Ferry Routes: Alameda/Oakland to San Francisco, Alameda/Oakland to South San Francisco, Alameda Harbor Bay to San Francisco and Vallejo to San Francisco. In addition, the budget includes significant funds to support rehabilitation and replacement of a number of key facilities and vessels necessary to support daily and emergency response ferry services. Planning efforts in FY 2013/14 are anticipated to focus on completing a comprehensive service review, establishing a system-wide fare program and further investigating, defining and prioritizing future expansion services.

**Operating Budget**

The proposed FY 2012/13 Operating Budget, as provided in **Attachment 1**, totals \$30.8 million funded with \$10.6 million fare revenues and \$20.2 million bridge toll revenues. This budget includes \$27.8 million to support the operation of the San Francisco Bay Ferry (SFBF) services from July 2013 to June 2014. In FY 2013/14, SFBF, through its contract operator Blue and Gold Fleet, will operate 11 vessels on the following routes carrying a projected total of 1.6 million passengers:

- Alameda/Oakland Ferry Service (AOFS): 601,100 passengers
- Harbor Bay Ferry Service (AHBF): 220,500 passengers
- Vallejo Ferry Service (Vallejo): 702,000 passengers
- South San Francisco Ferry Service (SSF): 43,224 passengers

The budget also includes \$3.0 million to support agency general planning and administrative expenses for staff wages and benefits, professional support services and other general items

associated with operating the administrative office at Pier 9. This budget supports maintaining the current FY 2012/13 staffing levels of 12 full time positions as identified in the Organizational Chart provided as *Appendix 1*.

Detailed budget financials for each service route are included for further information in *Appendix 2* to this report.

**Capital Budget**

The proposed FY 2013/14 Capital Budget, as provided in more detail in ***Attachment 2***, totals \$36.04 million. It contains 23 new and continuing projects necessary to maintain existing services and facilities and to further develop the Authority's near-term expansion services. Approximately \$22.16 million of the proposed expenditures is for construction and rehabilitation of ferry terminal and maintenance facilities, \$11.77 million is for ferry vessel rehabilitation and replacement projects, \$.13 million is for capital equipment/other projects and \$1.98 million is to support expansion projects.

**Fiscal Impact**

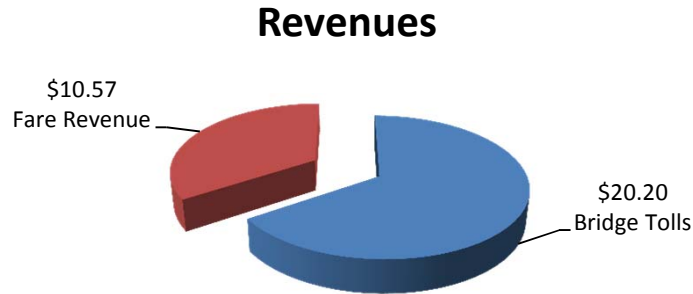
This item established a \$66.8 million operating and capital budget to support the planned operating and capital program in FY 2013/14.

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

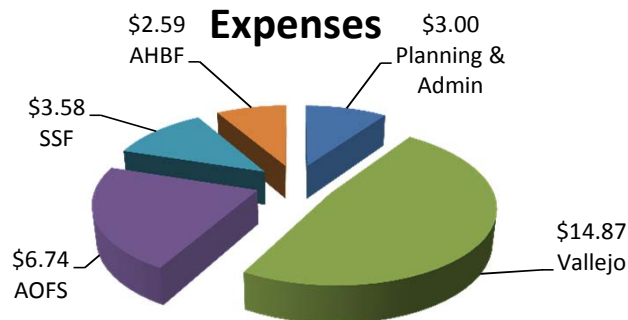
# Attachment 1 - revised

## San Francisco Bay Area Water Emergency Transportation Authority FY 2013/14 Proposed Operating Budget *(figures in millions)*

	Proposed FY 2013/14	Percentage (%) of Total
<b>Revenues</b>		
Bridge Tolls	\$20.20	66%
Fare Revenue	10.57	34%
<b>Total Revenues</b>	<b>\$30.77</b>	<b>100%</b>



	Proposed FY 2013/14	Percentage (%) of Total
<b>Expenses</b>		
Planning and Administrations	\$3.00	10%
Ferry Service:		
- Vallejo Ferry Service (Vallejo)	14.87	48%
- Alameda/Oakland Ferry Service (AOFS)	6.74	22%
- South San Francisco Ferry Service (SSF)	3.58	12%
- Alameda Harbor Bay Ferry Service (AHBF)	2.59	8%
<b>Total Expenses</b>	<b>\$30.77</b>	<b>100%</b>



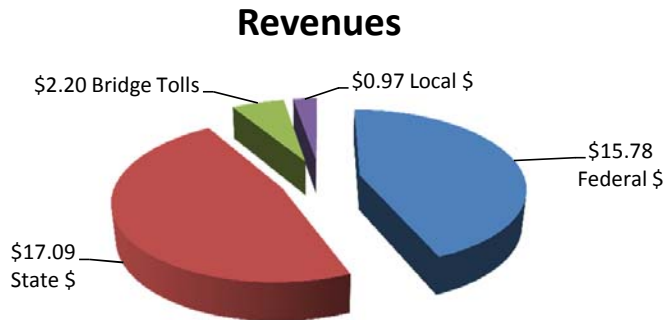
**San Francisco Bay Area Water Emergency  
Transportation Authority  
FY 2013/14 Proposed Operating Budget**

<b>FY 2013/14 Proposed Operating Budget</b>			
	<b>Planning &amp; Administrations</b>	<b>Ferry Services</b>	<b>Total</b>
<b>Revenues</b>			
Fare Revenue	-	10,570,800	10,570,800
Local - Bridge Toll Revenue	3,000,000	17,200,500	20,200,500
- <i>Regional Measure 1 - 5%</i>	-	1,900,500	1,900,500
- <i>Regional Measure 2</i>	3,000,000	15,300,000	18,300,000
Other Revenue	-	2,000	2,000
<b>Total Revenues</b>	<b>3,000,000</b>	<b>27,773,300</b>	<b>30,773,300</b>
<b>Expenses</b>			
Salaries & Wages	827,000	367,400	1,194,400
Fringe Benefits	584,000	202,000	786,000
Professional Services	1,515,000	1,965,300	3,480,300
Purchased Transportation	-	14,630,900	14,630,900
- <i>Vessel Expense - Crew</i>	-	7,360,600	7,360,600
- <i>Vessel Expense - Maintenance</i>	-	4,593,300	4,593,300
- <i>Non-Vessel Expenses</i>	-	531,800	531,800
- <i>Fixed Fees and Profit</i>	-	1,621,200	1,621,200
- <i>SolTrans - Route 200 / Backup Buses</i>	-	524,000	524,000
Fuel - Diesel & Urea	-	8,780,400	8,780,400
Repair & Operating Supplies	111,000	131,000	242,000
Utilities	18,000	124,000	142,000
Casualty & Liability	35,000	508,800	543,800
Dues, Subscriptions & Other Expenses	138,000	182,500	320,500
Leases, Rentals and Docking Fees	303,000	350,000	653,000
Admin Overhead Expense Transfer	(531,000)	531,000	-
Contribution to Capital Reserve	-	996,500	996,500
<b>Total Expenses</b>	<b>3,000,000</b>	<b>27,773,300</b>	<b>30,773,300</b>

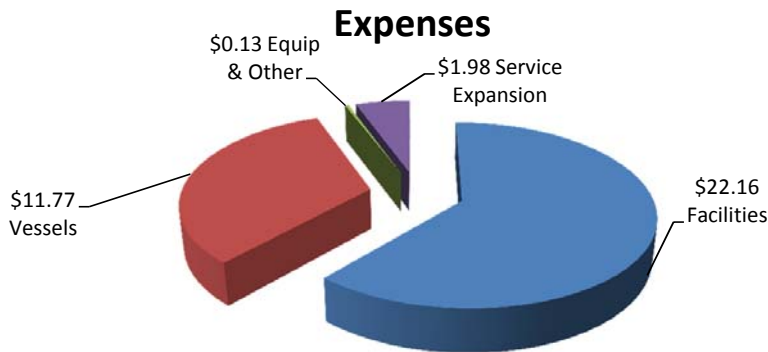
# Attachment 2

## San Francisco Bay Area Water Emergency Transportation Authority FY 2013/14 Proposed Capital Budget *(figures in millions)*

	Proposed FY 2013/14	Percentage (%) of Total
<b>Revenues</b>		
Federal Funds	\$15.78	44%
State Funds	17.09	47%
Bridget Toll Revenues	2.20	6%
Local Funds	0.97	3%
<b>Total Revenues</b>	<b>\$36.04</b>	<b>100%</b>



	Proposed FY 2013/14	Percentage (%) of Total
<b>Expenses</b>		
Facilities	\$22.16	61%
Ferry Vessels	11.77	33%
Capital Equipment & Other Projects	0.13	0%
Service Expansion	1.98	5%
<b>Total Expenses</b>	<b>\$36.04</b>	<b>100%</b>





**San Francisco Bay Area Water Emergency  
Transportation Authority  
FY 2013/14 Proposed Capital Budget**

	Total Project	Prior Year	FY 2013/14 Budget	Future Years
<b>CAPITAL FUND SOURCE</b>				
Federal Funds	36,888,200	3,215,000	15,777,500	17,895,700
State Funds	46,427,300	2,516,100	17,090,100	26,821,100
Bridge Toll Revenues	8,202,100	2,011,100	2,196,000	3,995,000
Local Funds	1,365,900	393,000	972,900	-
<b>Total Capital Funding</b>	<b>92,883,500</b>	<b>8,135,200</b>	<b>36,036,500</b>	<b>48,711,800</b>
<b>CAPITAL EXPENDITURES</b>				
<b><u>FACILITIES:</u></b>				
<b>Maintenance and Operations Facilities</b>				
North Bay Operations & Maintenance Facility	25,500,000	746,000	13,601,500	11,152,500
Central Bay Ops & Maint Facility - Final Design	4,000,000		4,000,000	-
<b>Gangway, Pier &amp; Float Rehabilitation</b>				
Regional Spare Float Replacement	3,300,000	1,000	2,500,000	799,000
Gangway and Pier Rehabilitation - Alameda Terminals **	1,590,000	10,000	1,580,000	
<b>Terminal Improvement</b>				
Terminal Facility Improvement - Harbor Bay & Main Street	250,000	72,100	177,900	-
Clipper Site Preparation - Vallejo *	300,000	-	300,000	-
<b><u>FERRY VESSELS:</u></b>				
<b>Major Component Rehab/Replacement</b>				
Vessel Engine Overhaul - Scorpio & Taurus *	660,000		660,000	-
Vessel Engine Overhaul - Solano *	2,000,000		2,000,000	-
Major Component Rehabilitation - Gemini & Pisces *	300,000		300,000	-
Communications Equipment	182,000	43,100	138,900	-
<b>Vessel Mid-Life Repower/Refurbishment</b>				
Vessel Mid-Life Refurbishment - Bay Breeze	5,015,000	1,655,000	3,360,000	-
Vessel Mid-Life Refurbishment - Peralta *	5,260,000		5,260,000	-
<b>Vessel Expansion/Replacement</b>				
Purchase Replacement Vessel - Express II	15,000,000	-	25,000	14,975,000
Purchase Replacement Vessel - Encinal *	20,000,000		25,000	19,975,000
<b><u>CAPITAL EQUIPMENT/OTHER:</u></b>				
Purchase 18-Ton Crane Truck *	75,000		75,000	-
Integration of Real-Time Transit Information *	54,000	-	54,000	-
<b><u>SERVICE EXPANSION:</u></b>				
<b>Future Expansion Service Studies</b>				
Berkeley Terminal - Environmental/Conceptual Design	2,335,000	2,165,800	169,200	-
Richmond Terminal - Environmental/Conceptual Design	812,500	566,500	246,000	-
Antioch - Environmental/Conceptual Design	812,500	167,100	70,000	575,400
Martinez - Environmental/Conceptual Design	812,500	185,500	50,000	577,000
S.F. Berthing Expansion - Environmental/Conceptual Design	3,300,000	2,431,000	869,000	-
<b>Terminal/Berthing Expansion Construction</b>				
SSF Permitting/Oyster Mitigation Study	275,000	92,100	50,000	132,900
Richmond Terminal - Final Design *	1,050,000	-	525,000	525,000
<b>Total Capital Expenditures</b>	<b>92,883,500</b>	<b>8,135,200</b>	<b>36,036,500</b>	<b>48,711,800</b>

\* Denotes new project or phase

\*\* Denotes revised project scope and budget

## **FY 2013/14 Capital Project Detail**

### **FACILITIES:**

#### **Maintenance and Operations Facilities**

##### North Bay Operations and Maintenance Facility

This project will construct a permanent maintenance and operations facility on Mare Island in Vallejo to handle routine servicing and maintenance work to serve WETA's North Bay vessels and to accommodate passenger service on Mare Island. Staff anticipates the award of the first two of three construction contracts in Summer 2013. Construction of the facility is expected to take two years and be completed in June 2015.

##### Central Bay Operations and Maintenance Facility

This project supports the landside planning, investigation and development of a central bay operations and maintenance facility at Alameda Point to support existing East Bay services as well as future expansion services. This facility would support light maintenance, mooring, basic fueling, dispatch and operations, and will house an emergency operations center and provide access to a 19-day supply of fuel. Staff expects to complete the final design of the project in FY 2013/14.

#### **Gangway, Pier & Float Rehabilitation**

##### Regional Spare Float Replacement

This project will replace a 70-year old float currently used 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. The new float will be utilized as a back-up for the Vallejo terminal float as well as at other terminal sites when needed. Staff expects to award a construction contract in November 2013 and to complete this project in September 2014.

##### Gangway and Pier Rehabilitation – Alameda Terminals

This project combines three previously separate projects into one that will serve to replace and rehabilitate the existing gangways and piers at the Main Street, Harbor Bay and Clay Street ferry terminals. The budget has been updated in order to reflect the most current project cost estimate.

#### **Terminal Improvements**

##### Terminal Facility Improvements – Harbor Bay and Main Street Terminals

This project provides funds to replace gangway awnings and improves gangway accessibility. It also supports the redesign and refurbishment of the restroom at the Harbor Bay ferry terminal to meet current ADA requirements.

##### Clipper Site Preparation – Vallejo Service

WETA is working with Cubic Transportation Systems and MTC to implement Clipper on the Vallejo ferry service. This project will provide funds to support site preparation work required to install Clipper fare collection equipment at the terminals at Gate B at the Downtown San Francisco ferry terminal and at the Vallejo ferry terminal.

## **FERRY VESSELS:**

### **Major Component Rehabilitation/Replacement**

#### Vessel Engine Overhaul – Scorpio & Taurus

This project will support the minor overhaul of engines on the Scorpio and Taurus. It will also support dry-dock of major shafts, bearings and propellers.

#### Vessel Engine Overhaul – Solano

The project will provide for the complete overhaul of the Solano's main engines and the replacement of all navigation and communication electronics.

#### Major Component Rehabilitation – Gemini & Pisces

This project will dry-dock and/or replace major shafts, bearings and propellers on the Gemini and Pisces.

#### Communications Equipment

This project provides funds to purchase and install interoperable communications equipment on WETA's fleet of passenger vessels. This project is expected to be completed in FY 2013/14.

### **Vessel Mid-Life Repower/Refurbishment**

#### Vessel Mid-Life Refurbishment – Bay Breeze

This \$5 million project will include a major overhaul of all systems including replacement of piping and pumps and cleaning and coating of all voids and tanks of the 18-year old Bay Breeze. Replacement of carpets, recoating of decks, renewals of seating, modernization of navigation equipment and electronic upgrades are also included. The replacement of water jet propulsion with standard shafts and propellers is also planned in order to improve fuel economy and lower maintenance costs.

#### Vessel Mid-Life Refurbishment – Peralta

This \$5.26 million project will include extensive dry-dock and overhaul of the 11-year old Peralta. Staff expects contract award in November 2013 and project completion in May 2014.

### **Vessel Expansion/Replacement**

#### Purchase Replacement Vessel – Express II

In November 2011, the Board authorized staff to take actions necessary to retire and replace the Harbor Bay Express II. This project will design and construct a replacement vessel to be used in the San Francisco Bay Ferry services. The FY 2013/14 budget will support continued work on the replacement vessel.

#### Purchase Replacement Vessel – Encinal

Passenger ferry vessels generally have an expected useful life of 25 to 30 years. This project will construct a replacement vessel for the 28-year old Encinal. Staff anticipates issuing an RFP for project development and construction management services for this project in Fall 2013.

## **CAPITAL EQUIPMENT/OTHER:**

### Purchase 18-Ton Crane Truck

This project will purchase an 18-ton crane truck to facilitate ferry maintenance at the Mare Island Maintenance Facility.

### Integration of Real-Time Transit Information

This project will fund the integration of WETA's real time transit information data into MTC's regional 511 real-time information system.

## **SERVICE EXPANSION:**

### **Future Expansion Service Studies**

#### Berkeley Terminal – Environmental / Conceptual Design

This project includes development of the environmental studies and conceptual design for the Berkeley ferry terminal and service. Conceptual design for the landside facilities, including parking, has been substantially developed. Staff anticipates releasing of the final Environmental Impact Study/Report (EIS/EIR) in Fall 2013.

#### Richmond, Antioch and Martinez – Environmental / Conceptual Design

This project supports development of environmental studies and related conceptual design work for the development of new ferry terminals and services from the cities of Richmond, Antioch and Martinez, consistent with the Water Transit Authority's IOP developed in 2003. This work involves examining the physical, environmental, social, transportation, air and energy impacts of locating ferry terminals at specific locations. The FY 2013/14 budget will support ongoing contracts for this work.

#### S.F Berthing – Environmental / Conceptual Design

This project supports the environmental and conceptual design work associated with expanding the berthing capacity at the downtown San Francisco ferry terminal to serve expansion routes and to provide additional emergency response capacity. This project is being developed and implemented as a joint effort between WETA and the Port of San Francisco, as the property owner. This work is expected to be completed in Spring 2014.

### **Terminal/Berthing Expansion Construction**

#### South San Francisco Permitting/Oyster Mitigation Study

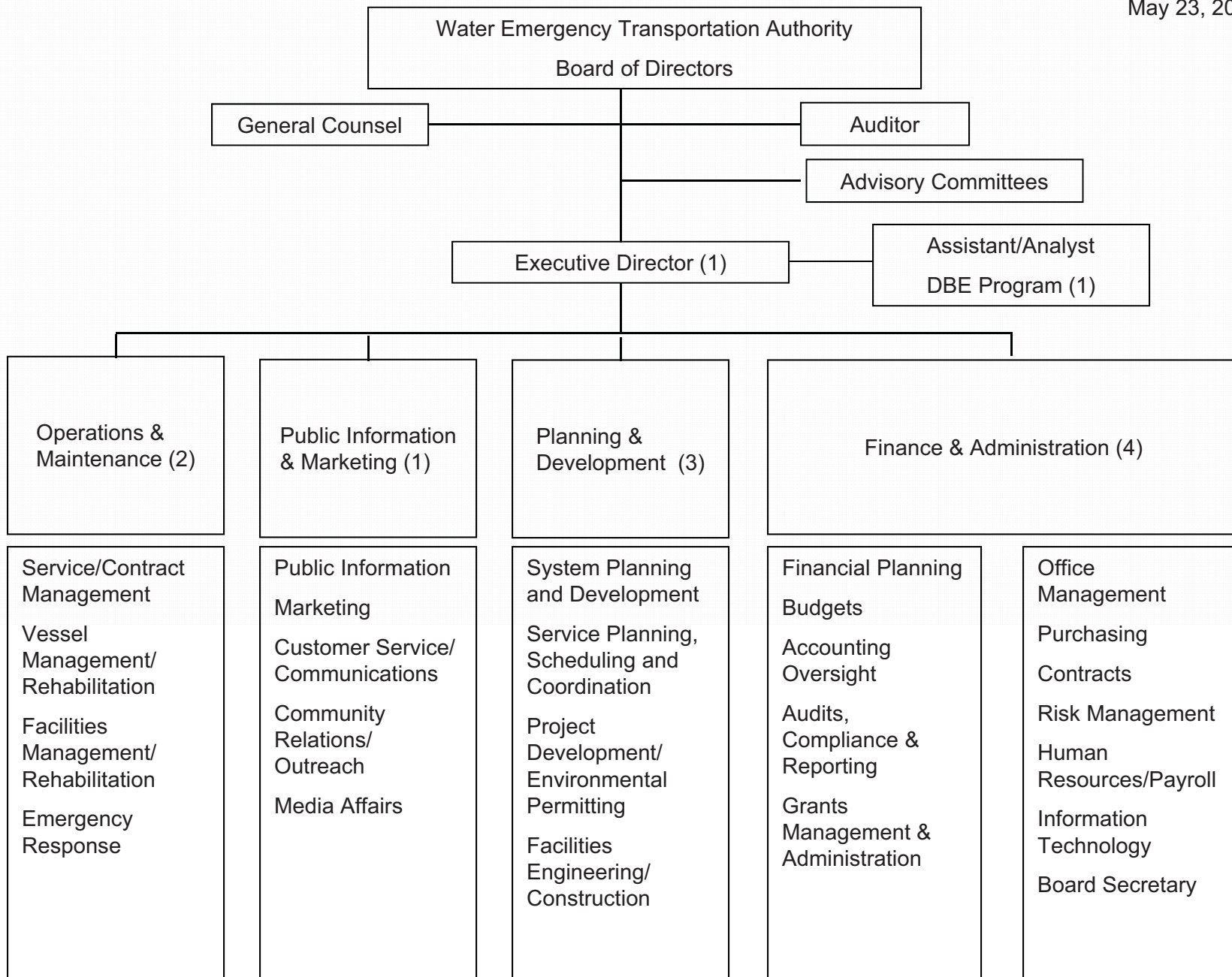
This project includes funds to support oyster monitoring studies in Oyster Point as required by the SSF EIR mitigation plan and as approved by the Board in May 2007. Testing work is expected to be completed in June 2013 and final reports prepared in early FY 2013/14.

#### Richmond Terminal – Final Design

The final environmental document and FTA certification for this project is expected in June 2013. Staff will then move forward to seek bids for final design service, which are anticipated to cost approximately \$1.05 million, with FY 2013/14 expenditures estimated to be \$525,000.

# Appendix 1

May 23, 2013



# Appendix 2 - revised

## San Francisco Bay Area Water Emergency Transportation Authority

### FY 2013/14 Proposed Ferry Service Operating Budget - Summary

	Alameda/ Oakland	Alameda Harbor Bay	Vallejo	South San Francisco	FY 2013/14 Proposed Budget Total
<b>Revenues</b>					
Fare Revenue	2,795,000	1,058,000	6,423,000	294,800	10,570,800
Local - Bridge Toll Revenue	3,944,400	1,532,500	8,440,100	3,283,500	17,200,500
- Regional Measure 1 - 5%	1,289,000	-	611,500	-	1,900,500
- Regional Measure 2	2,655,400	1,532,500	7,828,600	3,283,500	15,300,000
Other Revenue	-	-	2,000	-	2,000
<b>Total Revenues</b>	<b>6,739,400</b>	<b>2,590,500</b>	<b>14,865,100</b>	<b>3,578,300</b>	<b>27,773,300</b>
<b>Expenses</b>					
Salaries & Wages	169,000	79,400	42,000	77,000	367,400
Fringe Benefits	93,000	45,000	22,000	42,000	202,000
Professional Services	497,300	304,000	921,000	243,000	1,965,300
Purchased Transportation	3,888,600	1,287,600	7,322,000	2,132,700	14,630,900
- Vessel Expense - Crew	2,145,000	709,000	3,260,000	1,246,600	7,360,600
- Vessel Expense - Maintenance	955,300	392,300	2,631,000	614,700	4,593,300
- Non-Vessel Expenses	237,900	20,000	251,900	22,000	531,800
- Fixed Fees and Profit	550,400	166,300	655,100	249,400	1,621,200
- SolTrans - Route 200 / Backup Buses	-	-	524,000	-	524,000
Fuel - Diesel & Urea	1,522,000	553,000	5,996,800	708,600	8,780,400
Repair & Operating Supplies	33,000	15,000	54,000	29,000	131,000
Utilities	18,000	15,000	68,000	23,000	124,000
Casualty & Liability	143,500	116,000	87,300	162,000	508,800
Dues, Subscriptions & Other Expenses	53,000	26,500	53,000	50,000	182,500
Leases, Rentals and Docking Fees	78,000	33,000	239,000	-	350,000
Admin Overhead Expense Transfer	244,000	116,000	60,000	111,000	531,000
Contribution to Capital Reserve	200,000	-	796,500	-	996,500
<b>Total Expenses</b>	<b>6,739,400</b>	<b>2,590,500</b>	<b>14,865,100</b>	<b>3,578,300</b>	<b>27,773,300</b>
<b># of Passengers</b>					
<b># of Passengers</b>	<b>601,100</b>	<b>220,500</b>	<b>702,000</b>	<b>43,224</b>	<b>1,566,824</b>
Average Fare	4.65	4.80	9.15	6.82	6.75
Farebox Recovery	41.5%	40.8%	43.2%	8.2%	38.1%

**San Francisco Bay Area Water Emergency  
Transportation Authority  
FY 2013/14 Proposed Operating Budget  
Alameda Oakland Ferry Service (AOFS)**

	FY 2011/12 Actual	FY 2012/13 Budget	FY 2012/13 Estimated Actual	FY 2013/14 Proposed Budget
<b>Revenues</b>				
Fare Revenue	2,468,300	2,336,301	2,666,500	2,795,000
Local - Bridge Toll Revenue	2,411,700	3,822,899	3,085,700	3,944,400
- Regional Measure 1 - 5%	1,169,598	1,550,395	1,467,053	1,289,000
- Regional Measure 2	1,242,145	2,272,504	1,618,647	2,655,400
<b>Total Revenues</b>	<b>4,880,200</b>	<b>6,159,200</b>	<b>5,752,200</b>	<b>6,739,400</b>
<b>Expenses</b>				
Salaries & Wages	113,600	63,900	51,700	169,000
Fringe Benefits	90,700	27,200	42,900	93,000
Professional Services	428,100	457,200	330,400	497,300
Purchased Transportation	3,015,500	3,702,300	3,755,100	3,888,600
- Vessel Expense - Crew	1,193,207	1,628,804	2,089,500	2,145,000
- Vessel Expense - Maint., Ins & Other	1,238,553	1,431,525	919,400	955,300
- Non-Vessel Expenses	135,787	120,129	224,400	237,900
- Fixed Fees and Profit	447,925	521,809	521,800	550,400
Fuel - Diesel & Urea	1,131,900	1,454,300	1,294,400	1,522,000
Repair & Operating Supplies	200	2,000	20,800	33,000
Utilities	2,600	2,000	13,900	18,000
Casualty & Liability	24,700	121,600	77,900	143,500
Dues, Subscriptions & Other Expenses	16,900	3,200	14,100	53,000
Leases, Rentals and Docking Fees	56,000	60,500	63,100	78,000
Admin Overhead Expense Transfer	-	265,000	87,900	244,000
Contribution to Capital Reserve				200,000
<b>Total Expenses</b>	<b>4,880,200</b>	<b>6,159,200</b>	<b>5,752,200</b>	<b>6,739,400</b>
<b>Percent Change (from Prior Year Budget)</b>				<b>9.42%</b>
<b># of Passengers</b>	<b>545,393</b>	<b>471,980</b>	<b>572,434</b>	<b>601,100</b>
Average Fare	4.53	4.95	4.66	4.65
Farebox Recovery	50.6%	37.9%	46.4%	41.5%

**Assumptions:**

- ▶ Assumes ridership increase of 5% and an average fare of \$4.65.
- ▶ Assumes \$4.25 per gallon for fuel.
- ▶ Casualty & Liability includes \$50,000 for deductible payment.

**San Francisco Bay Area Water Emergency  
Transportation Authority  
FY 2013/14 Proposed Operating Budget  
Alameda Harbor Bay Ferry Service (AHBF)**

	FY 2011/12	FY 2012/13	FY 2012/13 Estimated	FY 2013/14 Proposed
	Actual	Budget	Actual	Budget
<b>Revenues</b>				
Fare Revenue	870,953	882,800	957,000	1,058,000
Local - Bridge Toll Revenue	895,871	1,092,150	1,162,700	1,532,500
- Regional Measure 1 - 5%	436,000		-	-
- Regional Measure 2	459,871	1,092,150	1,162,700	1,532,500
Local - Property Tax and Assessments	78,192	206,450	-	-
<b>Total Revenues</b>	<b>1,845,016</b>	<b>2,181,400</b>	<b>2,119,700</b>	<b>2,590,500</b>
<b>Expenses</b>				
Salaries & Wages	48,681	28,500	23,500	79,400
Fringe Benefits	38,719	11,600	20,900	45,000
Professional Services	184,078	266,000	215,300	304,000
Purchased Transportation	1,098,946	1,122,000	1,221,000	1,287,600
- Vessel Expense - Crew	611,040	690,847	672,400	709,000
- Vessel Expense - Maint. & Other	250,423	250,000	370,100	392,300
- Non-Vessel Expenses	49,223	23,488	20,900	20,000
- Fixed Fees and Profit	188,260	157,619	157,600	166,300
Fuel - Diesel & Urea	404,896	531,300	468,500	553,000
Repair & Operating Supplies	-	8,000	1,800	15,000
Utilities	-	1,300	8,500	15,000
Casualty & Liability	39,335	64,500	91,200	116,000
Dues, Subscriptions & Other Expenses	1,504	2,500	1,300	26,500
Leases, Rentals and Docking Fees	28,858	29,000	26,500	33,000
Admin Overhead Expense Transfer	-	116,700	41,200	116,000
Contribution to Capital Reserve	-	-	-	-
<b>Total Expenses</b>	<b>1,845,016</b>	<b>2,181,400</b>	<b>2,119,700</b>	<b>2,590,500</b>
<b>Percent Change (from Prior Year Budget)</b>				<b>18.75%</b>
<b># of Passengers</b>	<b>177,159</b>	<b>176,560</b>	<b>200,474</b>	<b>220,500</b>
Average Fare	4.92	5.00	4.77	4.80
Farebox Recovery	47.2%	40.5%	45.1%	40.8%

**Assumptions:**

- ▶ Assumes ridership increase of 10% and average fare of \$4.80.
- ▶ Assumes \$4.25 per gallon for fuel.
- ▶ Casualty & Liability includes \$25,000 for deductible payment.



**San Francisco Bay Area Water Emergency  
Transportation Authority  
FY 2013/14 Proposed Operating Budget  
Vallejo Ferry Service (Vallejo)**

	FY 2011/12	FY 2012/13	FY 2012/13	FY 2013/14
	Actual	Budget	Estimated Actual	Proposed Budget
<b>Revenues</b>				
Fare Revenue	6,113,700	5,766,700	6,259,400	6,423,000
Federal - Section 5307	-	-	-	-
Local - Bridge Toll Revenue	6,801,300	8,276,700	7,080,926	8,440,100
- Regional Measure 1 - 5%	1,255,000	1,303,800	1,387,136	611,500
- Regional Measure 2	5,546,300	6,972,900	5,693,790	7,828,600
Other Revenue	34,100	2,000	1,874	2,000
<b>Total Revenues</b>	<b>12,949,100</b>	<b>14,045,400</b>	<b>13,342,200</b>	<b>14,865,100</b>
<b>Expenses</b>				
Salaries & Wages	67,300	109,000	83,000	42,000
Fringe Benefits	52,000	47,400	70,300	22,000
Professional Services	901,900	680,600	674,300	921,000
Purchased Transportation	7,234,000	6,538,500	6,919,400	7,322,000
- Vessel Expense - Crew	3,146,500	3,154,800	3,156,400	3,260,000
- Vessel Expense - Maintenance	2,622,200	2,168,600	2,467,300	2,631,000
- Non-Vessel Expenses	311,700	55,300	237,400	251,900
- Fixed Fees and Profit	669,700	636,100	636,100	655,100
- SolTrans - Route 200 / Backup Buses	483,900	523,700	422,200	524,000
Fuel - Diesel & Urea	3,973,900	6,009,500	5,130,400	5,996,800
Repair & Operating Supplies	351,300	15,000	22,400	54,000
Utilities	80,000	59,800	62,200	68,000
Casualty & Liability	-	55,500	64,200	87,300
Dues, Subscriptions & Other Expenses	5,200	2,000	16,700	53,000
Leases, Rentals and Docking Fees	67,400	73,000	227,000	239,000
Admin Overhead Expense Transfer	216,100	455,100	142,600	60,000
Contribution to Capital Reserve	-	-	-	796,500
<b>Total Expenses</b>	<b>12,949,100</b>	<b>13,998,000</b>	<b>13,342,200</b>	<b>14,865,100</b>
<b>Percent Change (from Prior Year Budget)</b>				<b>6.19%</b>
<b># of Passengers</b>	<b>668,770</b>	<b>576,670</b>	<b>681,536</b>	<b>702,000</b>
Average Fare	9.14	10.00	9.18	9.15
Farebox Recovery	47.2%	41.2%	46.9%	43.2%

**Assumptions:**

- ▶ Assumes ridership increase of 3% and average fare of \$9.15.
- ▶ Allocation of Staff Salaries and Benefits is minimized as Administrative Staff management is augmented by Fast Ferry Management consultant services under Professional Services.
- ▶ Assumes \$4.25 per gallon for fuel.
- ▶ Casualty & Liability includes \$25,000 for deductible payment.

**San Francisco Bay Area Water Emergency  
Transportation Authority  
FY 2013/14 Proposed Operating Budget  
South San Francisco Ferry Service (SSF)**

	FY 2011/12 <i>(June 4 to 30, 12)</i> Actual	FY 2012/13 Budget	FY 2012/13 Estimated Actual	FY 2013/14 Proposed Budget
<b>Revenues</b>				
Fare Revenue	12,400	731,600	245,600	294,800
Federal - Section 5307		-	-	-
Local - Bridge Toll Revenue	158,000	2,662,500	2,482,200	3,283,500
- Regional Measure 1 - 5%				
- Regional Measure 2	<i>158,000</i>	<i>2,662,500</i>	<i>2,482,200</i>	<i>3,283,500</i>
<b>Total Revenues</b>	<b>170,400</b>	<b>3,394,100</b>	<b>2,727,800</b>	<b>3,578,300</b>
<b>Expenses</b>				
Salaries & Wages	-	35,500	29,100	77,000
Fringe Benefits	-	15,100	26,400	42,000
Professional Services	3,000	228,300	129,200	243,000
Purchased Transportation	120,100	2,083,400	1,794,700	2,132,700
- Vessel Expense - Crew	<i>74,900</i>	<i>1,076,500</i>	<i>1,034,600</i>	<i>1,246,600</i>
- Vessel Expense - Maintenance	<i>17,900</i>	<i>763,500</i>	<i>509,000</i>	<i>614,700</i>
- Non-Vessel Expenses	<i>3,200</i>	<i>7,000</i>	<i>14,700</i>	<i>22,000</i>
- Fixed Fees and Profit	<i>24,100</i>	<i>236,400</i>	<i>236,400</i>	<i>249,400</i>
- SolTrans - Route 200 / Backup Buses		-	-	-
Fuel - Diesel & Urea	46,200	841,500	556,100	708,600
Repair & Operating Supplies		-	2,700	29,000
Utilities	1,100	11,000	17,300	23,000
Casualty & Liability	-	32,100	117,700	162,000
Dues, Subscriptions & Other Expenses	-	-	3,000	50,000
Leases, Rentals and Docking Fees	-	-	-	-
Admin Overhead Expense Transfer	-	147,200	51,600	111,000
Contribution to Capital Reserve	-	-	-	-
<b>Total Expenses</b>	<b>170,400</b>	<b>3,394,100</b>	<b>2,727,800</b>	<b>3,578,300</b>
<b>Percent Change (from Prior Year Budget)</b>				<b>5.43%</b>
<b># of Passengers</b>	<b>5,141</b>	<b>104,520</b>	<b>36,013</b>	<b>43,224</b>
Average Fare	\$ 2.41	\$ 7.00	\$ 6.82	\$ 6.82
Farebox Recovery	7.3%	21.6%	9.0%	8.2%

**Assumptions:**

- ▶ Assumes ridership increase of 20% and average fare of \$6.82.
- ▶ Assumes \$4.25 per gallon for fuel.
- ▶ Professional Services expenses includes \$60,000 for local shuttle and backup bus services.
- ▶ Purchased Transportation includes service enhancement demonstration implemented in April 2013. Vessel
- ▶ Fuel consumption is expected to increase by 10,400 gallons at an estimated cost of \$44,200.
- ▶ Casualty & Liability includes \$25,000 for deductible payment.

**San Francisco Bay Area Water Emergency  
Transportation Authority  
FY 2013/14 Proposed Operating Budget  
Planning & Administrations**

	FY 2011/12	FY 2012/13	FY 2012/13 Estimated	FY 2013/14 Proposed
	Actual	Budget	Actual	Budget
<b>Revenues</b>				
Local - Bridge Toll Revenue	4,325,288	4,115,000	2,660,700	3,000,000
<b>Total Revenues</b>	<b>4,325,288</b>	<b>4,115,000</b>	<b>2,660,700</b>	<b>3,000,000</b>
<b>Expenses</b>				
Salaries & Wages	713,381	824,800	696,000	827,000
Fringe Benefits	556,357	610,000	572,000	584,000
Professional Services	2,392,279	1,979,100	1,245,000	1,515,000
- Management Svcs	428,076	909,000	426,000	564,000
- Advertising Fees	346,000	171,000	171,000	24,000
- Professional & Technical Svcs	260,786	799,300	590,000	817,000
- Other Services	53,984	99,800	58,000	110,000
- Transition	683,433	-	-	-
- Spare Vessel Ops	620,000	-	-	-
Purchased Transportation	-	-	-	-
Fuel - Diesel & Urea	-	-	-	-
Repair & Operating Supplies	47,917	258,100	77,000	111,000
Utilities	14,956	16,000	11,000	18,000
Casualty & Liability	28,578	33,000	14,000	35,000
Dues, Subscriptions & Other Expenses	303,210	128,000	103,000	138,000
Leases, Rentals and Docking Fees	268,610	266,000	266,000	303,000
<b>Subtotal Expenses</b>	<b>4,325,288</b>	<b>4,115,000</b>	<b>2,984,000</b>	<b>3,531,000</b>
<b>Overhead Expense Transfers</b>				
Alameda/Oakland Service	-	(265,000)	(87,900)	(244,000)
Alameda Harbor Bay Service	-	(116,700)	(41,200)	(116,000)
South San Francisco Service	-	(147,200)	(51,600)	(111,000)
Vallejo Service	-	(455,100)	(142,600)	(60,000)
<b>Subtotal Expense Transfers</b>	<b>-</b>	<b>(984,000)</b>	<b>(323,300)</b>	<b>(531,000)</b>
<b>Total Expenses</b>	<b>4,325,288</b>	<b>3,131,000</b>	<b>2,660,700</b>	<b>3,000,000</b>
<b>Percent Change from Prior Year Budget</b>				<b>-4.18%</b>

**Assumptions:**

- ▶ *Overhead expenses are charged to service operations at 93% of total direct salaries and benefits.*

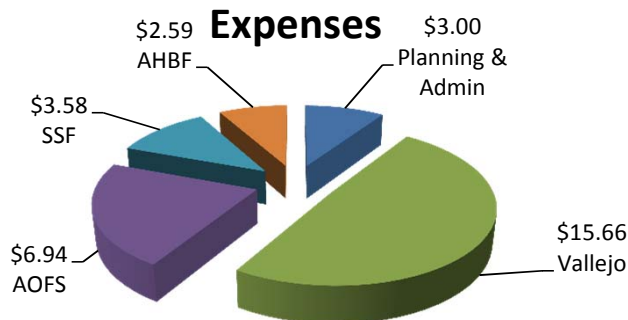
# Attachment 1

## San Francisco Bay Area Water Emergency Transportation Authority FY 2013/14 Proposed Operating Budget *(figures in millions)*

	Proposed FY 2013/14	Percentage (%) of Total
<b>Revenues</b>		
Bridge Tolls	\$21.20	67%
Fare Revenue	10.57	33%
<b>Total Revenues</b>	<b>\$31.77</b>	<b>100%</b>



	Proposed FY 2013/14	Percentage (%) of Total
<b>Expenses</b>		
Planning and Administrations	\$3.00	9%
Ferry Service:		
- Vallejo Ferry Service (Vallejo)	15.66	49%
- Alameda/Oakland Ferry Service (AOFS)	6.94	22%
- South San Francisco Ferry Service (SSF)	3.58	11%
- Alameda Harbor Bay Ferry Service (AHBF)	2.59	8%
<b>Total Expenses</b>	<b>\$31.77</b>	<b>100%</b>



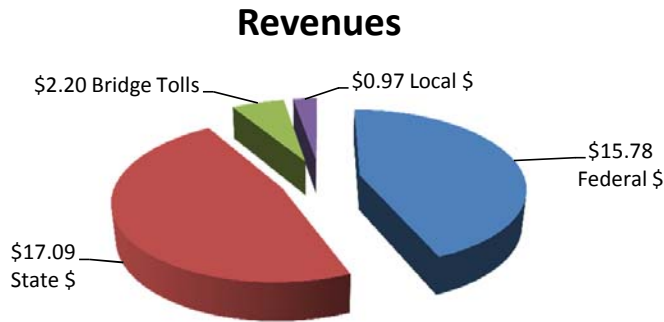
**San Francisco Bay Area Water Emergency  
Transportation Authority  
FY 2013/14 Proposed Operating Budget**

<b>FY 2013/14 Proposed Operating Budget</b>			
	<b>Planning &amp; Administrations</b>	<b>Ferry Services</b>	<b>Total</b>
<b>Revenues</b>			
Fare Revenue	-	10,570,800	10,570,800
Local - Bridge Toll Revenue	3,000,000	18,197,000	21,197,000
- <i>Regional Measure 1 - 5%</i>	-	2,897,000	2,897,000
- <i>Regional Measure 2</i>	3,000,000	15,300,000	18,300,000
Other Revenue	-	2,000	2,000
<b>Total Revenues</b>	<b>3,000,000</b>	<b>28,769,800</b>	<b>31,769,800</b>
<b>Expenses</b>			
Salaries & Wages	827,000	367,400	1,194,400
Fringe Benefits	584,000	202,000	786,000
Professional Services	1,515,000	1,965,300	3,480,300
Purchased Transportation	-	14,630,900	14,630,900
- <i>Vessel Expense - Crew</i>	-	7,360,600	7,360,600
- <i>Vessel Expense - Maintenance</i>	-	4,593,300	4,593,300
- <i>Non-Vessel Expenses</i>	-	531,800	531,800
- <i>Fixed Fees and Profit</i>	-	1,621,200	1,621,200
- <i>SolTrans - Route 200 / Backup Buses</i>	-	524,000	524,000
Fuel - Diesel & Urea	-	8,780,400	8,780,400
Repair & Operating Supplies	111,000	131,000	242,000
Utilities	18,000	124,000	142,000
Casualty & Liability	35,000	508,800	543,800
Dues, Subscriptions & Other Expenses	138,000	182,500	320,500
Leases, Rentals and Docking Fees	303,000	350,000	653,000
Admin Overhead Expense Transfer	(531,000)	531,000	-
Contribution to Capital Reserve		996,500	996,500
<b>Total Expenses</b>	<b>3,000,000</b>	<b>28,769,800</b>	<b>31,769,800</b>

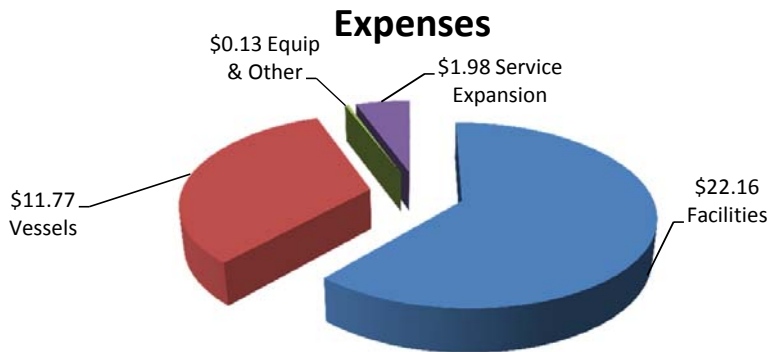
# Attachment 2

## San Francisco Bay Area Water Emergency Transportation Authority FY 2013/14 Proposed Capital Budget *(figures in millions)*

	Proposed FY 2013/14	Percentage (%) of Total
<b>Revenues</b>		
Federal Funds	\$15.78	44%
State Funds	17.09	47%
Bridget Toll Revenues	2.20	6%
Local Funds	0.97	3%
<b>Total Revenues</b>	<b>\$36.04</b>	<b>100%</b>



	Proposed FY 2013/14	Percentage (%) of Total
<b>Expenses</b>		
Facilities	\$22.16	61%
Ferry Vessels	11.77	33%
Capital Equipment & Other Projects	0.13	0%
Service Expansion	1.98	5%
<b>Total Expenses</b>	<b>\$36.04</b>	<b>100%</b>



**San Francisco Bay Area Water Emergency  
Transportation Authority  
FY 2013/14 Proposed Capital Budget**

	Total Project	Prior Year	FY 2013/14 Budget	Future Years
<b>CAPITAL FUND SOURCE</b>				
Federal Funds	36,888,200	3,215,000	15,777,500	17,895,700
State Funds	46,427,300	2,516,100	17,090,100	26,821,100
Bridge Toll Revenues	8,202,100	2,011,100	2,196,000	3,995,000
Local Funds	1,365,900	393,000	972,900	-
<b>Total Capital Funding</b>	<b>92,883,500</b>	<b>8,135,200</b>	<b>36,036,500</b>	<b>48,711,800</b>
<b>CAPITAL EXPENDITURES</b>				
<b><u>FACILITIES:</u></b>				
<b>Maintenance and Operations Facilities</b>				
North Bay Operations & Maintenance Facility	25,500,000	746,000	13,601,500	11,152,500
Central Bay Ops & Maint Facility - Final Design	4,000,000		4,000,000	-
<b>Gangway, Pier &amp; Float Rehabilitation</b>				
Regional Spare Float Replacement	3,300,000	1,000	2,500,000	799,000
Gangway and Pier Rehabilitation - Alameda Terminals **	1,590,000	10,000	1,580,000	
<b>Terminal Improvement</b>				
Terminal Facility Improvement - Harbor Bay & Main Street	250,000	72,100	177,900	-
Clipper Site Preparation - Vallejo *	300,000	-	300,000	-
<b><u>FERRY VESSELS:</u></b>				
<b>Major Component Rehab/Replacement</b>				
Vessel Engine Overhaul - Scorpio & Taurus *	660,000		660,000	-
Vessel Engine Overhaul - Solano *	2,000,000		2,000,000	-
Major Component Rehabilitation - Gemini & Pisces *	300,000		300,000	-
Communications Equipment	182,000	43,100	138,900	-
<b>Vessel Mid-Life Repower/Refurbishment</b>				
Vessel Mid-Life Refurbishment - Bay Breeze	5,015,000	1,655,000	3,360,000	-
Vessel Mid-Life Refurbishment - Peralta *	5,260,000		5,260,000	-
<b>Vessel Expansion/Replacement</b>				
Purchase Replacement Vessel - Express II	15,000,000	-	25,000	14,975,000
Purchase Replacement Vessel - Encinal *	20,000,000		25,000	19,975,000
<b><u>CAPITAL EQUIPMENT/OTHER:</u></b>				
Purchase 18-Ton Crane Truck *	75,000		75,000	-
Integration of Real-Time Transit Information *	54,000	-	54,000	-
<b><u>SERVICE EXPANSION:</u></b>				
<b>Future Expansion Service Studies</b>				
Berkeley Terminal - Environmental/Conceptual Design	2,335,000	2,165,800	169,200	-
Richmond Terminal - Environmental/Conceptual Design	812,500	566,500	246,000	-
Antioch - Environmental/Conceptual Design	812,500	167,100	70,000	575,400
Martinez - Environmental/Conceptual Design	812,500	185,500	50,000	577,000
S.F. Berthing Expansion - Environmental/Conceptual Design	3,300,000	2,431,000	869,000	-
<b>Terminal/Berthing Expansion Construction</b>				
SSF Permitting/Oyster Mitigation Study	275,000	92,100	50,000	132,900
Richmond Terminal - Final Design *	1,050,000	-	525,000	525,000
<b>Total Capital Expenditures</b>	<b>92,883,500</b>	<b>8,135,200</b>	<b>36,036,500</b>	<b>48,711,800</b>

\* Denotes new project or phase

\*\* Denotes revised project scope and budget

## **FY 2013/14 Capital Project Detail**

### **FACILITIES:**

#### **Maintenance and Operations Facilities**

##### North Bay Operations and Maintenance Facility

This project will construct a permanent maintenance and operations facility on Mare Island in Vallejo to handle routine servicing and maintenance work to serve WETA's North Bay vessels and to accommodate passenger service on Mare Island. Staff anticipates the award of the first two of three construction contracts in Summer 2013. Construction of the facility is expected to take two years and be completed in June 2015.

##### Central Bay Operations and Maintenance Facility

This project supports the landside planning, investigation and development of a central bay operations and maintenance facility at Alameda Point to support existing East Bay services as well as future expansion services. This facility would support light maintenance, mooring, basic fueling, dispatch and operations, and will house an emergency operations center and provide access to a 19-day supply of fuel. Staff expects to complete the final design of the project in FY 2013/14.

#### **Gangway, Pier & Float Rehabilitation**

##### Regional Spare Float Replacement

This project will replace a 70-year old float currently used 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. The new float will be utilized as a back-up for the Vallejo terminal float as well as at other terminal sites when needed. Staff expects to award a construction contract in November 2013 and to complete this project in September 2014.

##### Gangway and Pier Rehabilitation – Alameda Terminals

This project combines three previously separate projects into one that will serve to replace and rehabilitate the existing gangways and piers at the Main Street, Harbor Bay and Clay Street ferry terminals. The budget has been updated in order to reflect the most current project cost estimate.

#### **Terminal Improvements**

##### Terminal Facility Improvements – Harbor Bay and Main Street Terminals

This project provides funds to replace gangway awnings and improves gangway accessibility. It also supports the redesign and refurbishment of the restroom at the Harbor Bay ferry terminal to meet current ADA requirements.

##### Clipper Site Preparation – Vallejo Service

WETA is working with Cubic Transportation Systems and MTC to implement Clipper on the Vallejo ferry service. This project will provide funds to support site preparation work required to install Clipper fare collection equipment at the terminals at Gate B at the Downtown San Francisco ferry terminal and at the Vallejo ferry terminal.



## **FERRY VESSELS:**

### **Major Component Rehabilitation/Replacement**

#### Vessel Engine Overhaul – Scorpio & Taurus

This project will support the minor overhaul of engines on the Scorpio and Taurus. It will also support dry-dock of major shafts, bearings and propellers.

#### Vessel Engine Overhaul – Solano

The project will provide for the complete overhaul of the Solano's main engines and the replacement of all navigation and communication electronics.

#### Major Component Rehabilitation – Gemini & Pisces

This project will dry-dock and/or replace major shafts, bearings and propellers on the Gemini and Pisces.

#### Communications Equipment

This project provides funds to purchase and install interoperable communications equipment on WETA's fleet of passenger vessels. This project is expected to be completed in FY 2013/14.

### **Vessel Mid-Life Repower/Refurbishment**

#### Vessel Mid-Life Refurbishment – Bay Breeze

This \$5 million project will include a major overhaul of all systems including replacement of piping and pumps and cleaning and coating of all voids and tanks of the 18-year old Bay Breeze. Replacement of carpets, recoating of decks, renewals of seating, modernization of navigation equipment and electronic upgrades are also included. The replacement of water jet propulsion with standard shafts and propellers is also planned in order to improve fuel economy and lower maintenance costs.

#### Vessel Mid-Life Refurbishment – Peralta

This \$5.26 million project will include extensive dry-dock and overhaul of the 11-year old Peralta. Staff expects contract award in November 2013 and project completion in May 2014.

### **Vessel Expansion/Replacement**

#### Purchase Replacement Vessel – Express II

In November 2011, the Board authorized staff to take actions necessary to retire and replace the Harbor Bay Express II. This project will design and construct a replacement vessel to be used in the San Francisco Bay Ferry services. The FY 2013/14 budget will support continued work on the replacement vessel.

#### Purchase Replacement Vessel – Encinal

Passenger ferry vessels generally have an expected useful life of 25 to 30 years. This project will construct a replacement vessel for the 28-year old Encinal. Staff anticipates issuing an RFP for project development and construction management services for this project in Fall 2013.

## **CAPITAL EQUIPMENT/OTHER:**

### Purchase 18-Ton Crane Truck

This project will purchase an 18-ton crane truck to facilitate ferry maintenance at the Mare Island Maintenance Facility.

### Integration of Real-Time Transit Information

This project will fund the integration of WETA's real time transit information data into MTC's regional 511 real-time information system.

## **SERVICE EXPANSION:**

### **Future Expansion Service Studies**

#### Berkeley Terminal – Environmental / Conceptual Design

This project includes development of the environmental studies and conceptual design for the Berkeley ferry terminal and service. Conceptual design for the landside facilities, including parking, has been substantially developed. Staff anticipates releasing of the final Environmental Impact Study/Report (EIS/EIR) in Fall 2013.

#### Richmond, Antioch and Martinez – Environmental / Conceptual Design

This project supports development of environmental studies and related conceptual design work for the development of new ferry terminals and services from the cities of Richmond, Antioch and Martinez, consistent with the Water Transit Authority's IOP developed in 2003. This work involves examining the physical, environmental, social, transportation, air and energy impacts of locating ferry terminals at specific locations. The FY 2013/14 budget will support ongoing contracts for this work.

#### S.F Berthing – Environmental / Conceptual Design

This project supports the environmental and conceptual design work associated with expanding the berthing capacity at the downtown San Francisco ferry terminal to serve expansion routes and to provide additional emergency response capacity. This project is being developed and implemented as a joint effort between WETA and the Port of San Francisco, as the property owner. This work is expected to be completed in Spring 2014.

### **Terminal/Berthing Expansion Construction**

#### South San Francisco Permitting/Oyster Mitigation Study

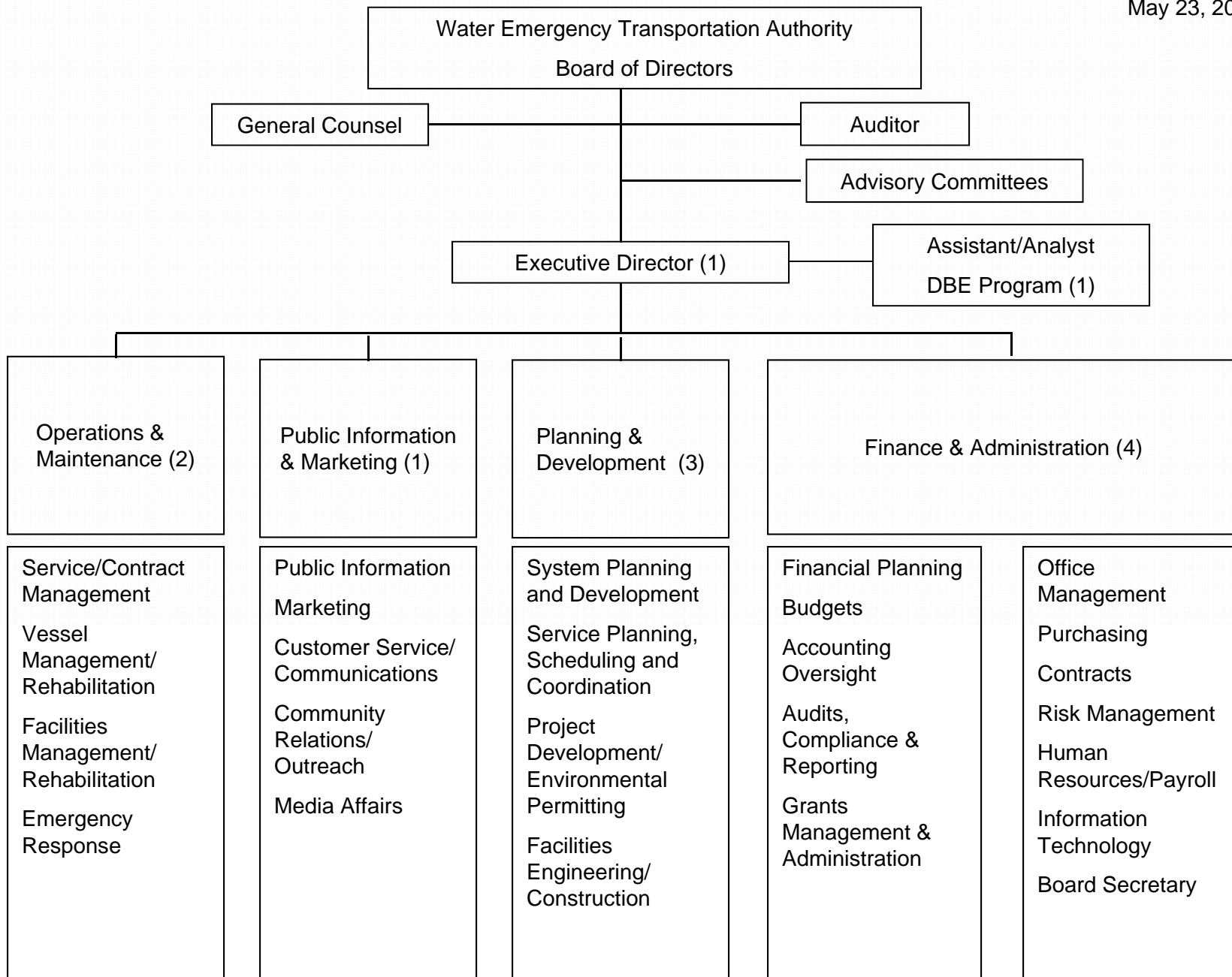
This project includes funds to support oyster monitoring studies in Oyster Point as required by the SSF EIR mitigation plan and as approved by the Board in May 2007. Testing work is expected to be completed in June 2013 and final reports prepared in early FY 2013/14.

#### Richmond Terminal – Final Design

The final environmental document and FTA certification for this project is expected in June 2013. Staff will then move forward to seek bids for final design service, which are anticipated to cost approximately \$1.05 million, with FY 2013/14 expenditures estimated to be \$525,000.

# Appendix 1

May 23, 2013



# Appendix 2

## San Francisco Bay Area Water Emergency Transportation Authority

### FY 2013/14 Proposed Ferry Service Operating Budget - Summary

	Alameda/ Oakland	Alameda Harbor Bay	Vallejo	South San Francisco	FY 2013/14 Proposed Budget Total
<b>Revenues</b>					
Fare Revenue	2,795,000	1,058,000	6,423,000	294,800	10,570,800
Local - Bridge Toll Revenue	4,144,400	1,532,500	9,236,600	3,283,500	18,197,000
- <i>Regional Measure 1 - 5%</i>	1,489,000	-	1,408,000	-	2,897,000
- <i>Regional Measure 2</i>	2,655,400	1,532,500	7,828,600	3,283,500	15,300,000
Other Revenue	-	-	2,000	-	2,000
<b>Total Revenues</b>	<b>6,939,400</b>	<b>2,590,500</b>	<b>15,661,600</b>	<b>3,578,300</b>	<b>28,769,800</b>
<b>Expenses</b>					
Salaries & Wages	169,000	79,400	42,000	77,000	367,400
Fringe Benefits	93,000	45,000	22,000	42,000	202,000
Professional Services	497,300	304,000	921,000	243,000	1,965,300
Purchased Transportation	3,888,600	1,287,600	7,322,000	2,132,700	14,630,900
- <i>Vessel Expense - Crew</i>	2,145,000	709,000	3,260,000	1,246,600	7,360,600
- <i>Vessel Expense - Maintenance</i>	955,300	392,300	2,631,000	614,700	4,593,300
- <i>Non-Vessel Expenses</i>	237,900	20,000	251,900	22,000	531,800
- <i>Fixed Fees and Profit</i>	550,400	166,300	655,100	249,400	1,621,200
- <i>SolTrans - Route 200 / Backup Buses</i>		-	524,000	-	524,000
Fuel - Diesel & Urea	1,522,000	553,000	5,996,800	708,600	8,780,400
Repair & Operating Supplies	33,000	15,000	54,000	29,000	131,000
Utilities	18,000	15,000	68,000	23,000	124,000
Casualty & Liability	143,500	116,000	87,300	162,000	508,800
Dues, Subscriptions & Other Expenses	53,000	26,500	53,000	50,000	182,500
Leases, Rentals and Docking Fees	78,000	33,000	239,000	-	350,000
Admin Overhead Expense Transfer	244,000	116,000	60,000	111,000	531,000
Contribution to Capital Reserve	200,000		796,500	-	996,500
<b>Total Expenses</b>	<b>6,939,400</b>	<b>2,590,500</b>	<b>15,661,600</b>	<b>3,578,300</b>	<b>28,769,800</b>
<b># of Passengers</b>					
	<b>601,100</b>	<b>220,500</b>	<b>702,000</b>	<b>43,224</b>	<b>1,566,824</b>
<i>Average Fare</i>	4.65	4.80	9.15	6.82	6.75
<i>Farebox Recovery</i>	40.3%	40.8%	41.0%	8.2%	36.7%

**San Francisco Bay Area Water Emergency  
Transportation Authority  
FY 2013/14 Proposed Operating Budget  
Alameda Oakland Ferry Service (AOFS)**

	FY 2011/12	FY 2012/13	FY 2012/13	FY 2013/14
	Actual	Budget	Estimated Actual	Proposed Budget
<b>Revenues</b>				
Fare Revenue	2,468,300	2,336,301	2,666,500	2,795,000
Local - Bridge Toll Revenue	2,411,700	3,822,899	3,085,700	4,144,400
- Regional Measure 1 - 5%	1,169,598	1,550,395	1,467,053	1,489,000
- Regional Measure 2	1,242,145	2,272,504	1,618,647	2,655,400
<b>Total Revenues</b>	<b>4,880,200</b>	<b>6,159,200</b>	<b>5,752,200</b>	<b>6,939,400</b>
<b>Expenses</b>				
Salaries & Wages	113,600	63,900	51,700	169,000
Fringe Benefits	90,700	27,200	42,900	93,000
Professional Services	428,100	457,200	330,400	497,300
Purchased Transportation	3,015,500	3,702,300	3,755,100	3,888,600
- Vessel Expense - Crew	1,193,207	1,628,804	2,089,500	2,145,000
- Vessel Expense - Maint., Ins & Other	1,238,553	1,431,525	919,400	955,300
- Non-Vessel Expenses	135,787	120,129	224,400	237,900
- Fixed Fees and Profit	447,925	521,809	521,800	550,400
Fuel - Diesel & Urea	1,131,900	1,454,300	1,294,400	1,522,000
Repair & Operating Supplies	200	2,000	20,800	33,000
Utilities	2,600	2,000	13,900	18,000
Casualty & Liability	24,700	121,600	77,900	143,500
Dues, Subscriptions & Other Expenses	16,900	3,200	14,100	53,000
Leases, Rentals and Docking Fees	56,000	60,500	63,100	78,000
Admin Overhead Expense Transfer	-	265,000	87,900	244,000
Contribution to Capital Reserve	-	-	-	200,000
<b>Total Expenses</b>	<b>4,880,200</b>	<b>6,159,200</b>	<b>5,752,200</b>	<b>6,939,400</b>
<b>Percent Change (from Prior Year Budget)</b>				<b>12.67%</b>
<b># of Passengers</b>	<b>545,393</b>	<b>471,980</b>	<b>572,434</b>	<b>601,100</b>
Average Fare	4.53	4.95	4.66	4.65
Farebox Recovery	50.6%	37.9%	46.4%	40.3%

**Assumptions:**

- ▶ Assumes ridership increase of 5% and an average fare of \$4.65.
- ▶ Assumes \$4.25 per gallon for fuel.
- ▶ Casualty & Liability includes \$50,000 for deductible payment.

**San Francisco Bay Area Water Emergency  
Transportation Authority  
FY 2013/14 Proposed Operating Budget  
Alameda Harbor Bay Ferry Service (AHBF)**

	FY 2011/12	FY 2012/13	FY 2012/13 Estimated	FY 2013/14 Proposed
	Actual	Budget	Actual	Budget
<b>Revenues</b>				
Fare Revenue	870,953	882,800	957,000	1,058,000
Local - Bridge Toll Revenue	895,871	1,092,150	1,162,700	1,532,500
- Regional Measure 1 - 5%	436,000		-	-
- Regional Measure 2	459,871	1,092,150	1,162,700	1,532,500
Local - Property Tax and Assessments	78,192	206,450	-	-
<b>Total Revenues</b>	<b>1,845,016</b>	<b>2,181,400</b>	<b>2,119,700</b>	<b>2,590,500</b>
<b>Expenses</b>				
Salaries & Wages	48,681	28,500	23,500	79,400
Fringe Benefits	38,719	11,600	20,900	45,000
Professional Services	184,078	266,000	215,300	304,000
Purchased Transportation	1,098,946	1,122,000	1,221,000	1,287,600
- Vessel Expense - Crew	611,040	690,847	672,400	709,000
- Vessel Expense - Maint. & Other	250,423	250,000	370,100	392,300
- Non-Vessel Expenses	49,223	23,488	20,900	20,000
- Fixed Fees and Profit	188,260	157,619	157,600	166,300
Fuel - Diesel & Urea	404,896	531,300	468,500	553,000
Repair & Operating Supplies	-	8,000	1,800	15,000
Utilities	-	1,300	8,500	15,000
Casualty & Liability	39,335	64,500	91,200	116,000
Dues, Subscriptions & Other Expenses	1,504	2,500	1,300	26,500
Leases, Rentals and Docking Fees	28,858	29,000	26,500	33,000
Admin Overhead Expense Transfer	-	116,700	41,200	116,000
Contribution to Capital Reserve	-	-	-	-
<b>Total Expenses</b>	<b>1,845,016</b>	<b>2,181,400</b>	<b>2,119,700</b>	<b>2,590,500</b>
<b>Percent Change (from Prior Year Budget)</b>				<b>18.75%</b>
<b># of Passengers</b>	<b>177,159</b>	<b>176,560</b>	<b>200,474</b>	<b>220,500</b>
Average Fare	4.92	5.00	4.77	4.80
Farebox Recovery	47.2%	40.5%	45.1%	40.8%

**Assumptions:**

- ▶ Assumes ridership increase of 10% and average fare of \$4.80.
- ▶ Assumes \$4.25 per gallon for fuel.
- ▶ Casualty & Liability includes \$25,000 for deductible payment.

**San Francisco Bay Area Water Emergency  
Transportation Authority  
FY 2013/14 Proposed Operating Budget  
Vallejo Ferry Service (Vallejo)**

	FY 2011/12	FY 2012/13	FY 2012/13	FY 2013/14
	Actual	Budget	Estimated Actual	Proposed Budget
<b>Revenues</b>				
Fare Revenue	6,113,700	5,766,700	6,259,400	6,423,000
Federal - Section 5307	-	-	-	-
Local - Bridge Toll Revenue	6,801,300	8,276,700	7,151,226	9,236,600
- Regional Measure 1 - 5%	1,255,000	1,303,800	1,387,136	1,408,000
- Regional Measure 2	5,546,300	6,972,900	5,764,090	7,828,600
Other Revenue	34,100	2,000	1,874	2,000
<b>Total Revenues</b>	<b>12,949,100</b>	<b>14,045,400</b>	<b>13,412,500</b>	<b>15,661,600</b>
<b>Expenses</b>				
Salaries & Wages	67,300	109,000	83,000	42,000
Fringe Benefits	52,000	47,400	70,300	22,000
Professional Services	901,900	680,600	674,300	921,000
Purchased Transportation	7,234,000	6,538,500	6,919,400	7,322,000
- Vessel Expense - Crew	3,146,500	3,154,800	3,156,400	3,260,000
- Vessel Expense - Maintenance	2,622,200	2,168,600	2,467,300	2,631,000
- Non-Vessel Expenses	311,700	55,300	237,400	251,900
- Fixed Fees and Profit	669,700	636,100	636,100	655,100
- SolTrans - Route 200 / Backup Buses	483,900	523,700	422,200	524,000
Fuel - Diesel & Urea	3,973,900	6,009,500	5,130,400	5,996,800
Repair & Operating Supplies	351,300	15,000	22,400	54,000
Utilities	80,000	59,800	62,200	68,000
Casualty & Liability	-	55,500	64,200	87,300
Dues, Subscriptions & Other Expenses	5,200	2,000	16,700	53,000
Leases, Rentals and Docking Fees	67,400	73,000	227,000	239,000
Admin Overhead Expense Transfer	216,100	455,100	142,600	60,000
Contribution to Capital Reserve	-	-	-	796,500
<b>Total Expenses</b>	<b>12,949,100</b>	<b>14,045,400</b>	<b>13,412,500</b>	<b>15,661,600</b>
<b>Percent Change (from Prior Year Budget)</b>				<b>11.51%</b>
<b># of Passengers</b>	<b>668,770</b>	<b>576,670</b>	<b>681,536</b>	<b>702,000</b>
Average Fare	9.14	10.00	9.18	9.15
Farebox Recovery	47.2%	41.1%	46.7%	41.0%

**Assumptions:**

- ▶ Assumes ridership increase of 3% and average fare of \$9.15.
- ▶ Allocation of Staff Salaries and Benefits is minimized as Administrative Staff management is augmented by
- ▶ Assumes \$4.25 per gallon for fuel.
- ▶ Casualty & Liability includes \$25,000 for deductible payment.

**San Francisco Bay Area Water Emergency  
Transportation Authority  
FY 2013/14 Proposed Operating Budget  
South San Francisco Ferry Service (SSF)**

	FY 2011/12 <i>(June 4 to 30, 12)</i> Actual	FY 2012/13 Budget	FY 2012/13 Estimated Actual	FY 2013/14 Proposed Budget
<b>Revenues</b>				
Fare Revenue	12,400	731,600	245,600	294,800
Federal - Section 5307		-	-	-
Local - Bridge Toll Revenue	158,000	2,662,500	2,482,200	3,283,500
- Regional Measure 1 - 5%				
- Regional Measure 2	<i>158,000</i>	<i>2,662,500</i>	<i>2,482,200</i>	<i>3,283,500</i>
<b>Total Revenues</b>	<b>170,400</b>	<b>3,394,100</b>	<b>2,727,800</b>	<b>3,578,300</b>
<b>Expenses</b>				
Salaries & Wages	-	35,500	29,100	77,000
Fringe Benefits	-	15,100	26,400	42,000
Professional Services	3,000	228,300	129,200	243,000
Purchased Transportation	120,100	2,083,400	1,794,700	2,132,700
- Vessel Expense - Crew	<i>74,900</i>	<i>1,076,500</i>	<i>1,034,600</i>	<i>1,246,600</i>
- Vessel Expense - Maintenance	<i>17,900</i>	<i>763,500</i>	<i>509,000</i>	<i>614,700</i>
- Non-Vessel Expenses	<i>3,200</i>	<i>7,000</i>	<i>14,700</i>	<i>22,000</i>
- Fixed Fees and Profit	<i>24,100</i>	<i>236,400</i>	<i>236,400</i>	<i>249,400</i>
- SolTrans - Route 200 / Backup Buses		-	-	-
Fuel - Diesel & Urea	46,200	841,500	556,100	708,600
Repair & Operating Supplies		-	2,700	29,000
Utilities	1,100	11,000	17,300	23,000
Casualty & Liability	-	32,100	117,700	162,000
Dues, Subscriptions & Other Expenses	-	-	3,000	50,000
Leases, Rentals and Docking Fees	-	-	-	-
Admin Overhead Expense Transfer	-	147,200	51,600	111,000
Contribution to Capital Reserve	-	-	-	-
<b>Total Expenses</b>	<b>170,400</b>	<b>3,394,100</b>	<b>2,727,800</b>	<b>3,578,300</b>
<b>Percent Change (from Prior Year Budget)</b>				<b>5.43%</b>
<b># of Passengers</b>	<b>5,141</b>	<b>104,520</b>	<b>36,013</b>	<b>43,224</b>
Average Fare	\$ 2.41	\$ 7.00	\$ 6.82	\$ 6.82
Farebox Recovery	7.3%	21.6%	9.0%	8.2%

**Assumptions:**

- ▶ Assumes ridership increase of 20% and average fare of \$6.82.
- ▶ Assumes \$4.25 per gallon for fuel.
- ▶ Professional Services expenses includes \$60,000 for local shuttle and backup bus services.
- ▶ Purchased Transportation includes service enhancement demonstration implemented in April 2013. Vessel
- ▶ Fuel consumption is expected to increase by 10,400 gallons at an estimated cost of \$44,200.
- ▶ Casualty & Liability includes \$25,000 for deductible payment.



**San Francisco Bay Area Water Emergency  
Transportation Authority  
FY 2013/14 Proposed Operating Budget  
Planning & Administrations**

	FY 2011/12	FY 2012/13	FY 2012/13 Estimated	FY 2013/14 Proposed
	Actual	Budget	Actual	Budget
<b>Revenues</b>				
Local - Bridge Toll Revenue	4,325,288	4,115,000	2,660,700	3,000,000
<b>Total Revenues</b>	<b>4,325,288</b>	<b>4,115,000</b>	<b>2,660,700</b>	<b>3,000,000</b>
<b>Expenses</b>				
Salaries & Wages	713,381	824,800	696,000	827,000
Fringe Benefits	556,357	610,000	572,000	584,000
Professional Services	2,392,279	1,979,100	1,245,000	1,515,000
- Management Svcs	428,076	909,000	426,000	564,000
- Advertising Fees	346,000	171,000	171,000	24,000
- Professional & Technical Svcs	260,786	799,300	590,000	817,000
- Other Services	53,984	99,800	58,000	110,000
- Transition	683,433	-	-	-
- Spare Vessel Ops	620,000	-	-	-
Purchased Transportation	-	-	-	-
Fuel - Diesel & Urea	-	-	-	-
Repair & Operating Supplies	47,917	258,100	77,000	111,000
Utilities	14,956	16,000	11,000	18,000
Casualty & Liability	28,578	33,000	14,000	35,000
Dues, Subscriptions & Other Expenses	303,210	128,000	103,000	138,000
Leases, Rentals and Docking Fees	268,610	266,000	266,000	303,000
<b>Subtotal Expenses</b>	<b>4,325,288</b>	<b>4,115,000</b>	<b>2,984,000</b>	<b>3,531,000</b>
<b>Overhead Expense Transfers</b>				
Alameda/Oakland Service	-	(265,000)	(87,900)	(244,000)
Alameda Harbor Bay Service	-	(116,700)	(41,200)	(116,000)
South San Francisco Service	-	(147,200)	(51,600)	(111,000)
Vallejo Service	-	(455,100)	(142,600)	(60,000)
<b>Subtotal Expense Transfers</b>	<b>-</b>	<b>(984,000)</b>	<b>(323,300)</b>	<b>(531,000)</b>
<b>Total Expenses</b>	<b>4,325,288</b>	<b>3,131,000</b>	<b>2,660,700</b>	<b>3,000,000</b>
<b>Percent Change from Prior Year Budget</b>				<b>-4.18%</b>

**Assumptions:**

- ▶ *Overhead expenses are charged to service operations at 93% of total direct salaries and benefits.*

MEMORANDUM

---

**TO: Board Members**

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

**SUBJECT: Approve a Construction Management Contract for the Regional Passenger Ferry Float Project and Authorize Release of a Request for Proposals for Project Construction**

**Recommendation**

- Approve contract award for construction management services for the Regional Passenger Ferry Float to Ghirardelli Associates Inc. in an amount not to exceed \$330,000, and authorize the Executive Director to negotiate and execute a final contract and take any other such related actions to support this work.
- Authorize the release of a Request for Proposals (RFP) for Construction of the Regional Passenger Ferry Float project.

**Background/Discussion**

The Regional Passenger Ferry Float project consists of constructing a spare passenger float that can be utilized as a back-up for the Vallejo, San Francisco and other terminal floats during periodic maintenance dredging and when passenger floats must undergo periodic dry-dock, maintenance or repair. In addition it will be a valuable asset to have available for use in planned or emergency situations when additional bayside access may be necessary. This project is included in the FY 2012/13 Capital Budget at a total cost of \$3.3 million.

On February 7, 2013, the Board authorized staff to issue a Request for Qualifications (RFQ) for construction management services for the Ferry Float project. On March 7, 2013, staff issued an RFQ for construction management services for the Regional Passenger Ferry Float 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 four Statement of Qualifications (SOQ) were received in response to the RFQ.

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.

An evaluation panel that included WETA staff, Marty Robbins of Fast Ferry management, Inc. and Kent McGrath of Blue & Gold Fleet reviewed and scored the SOQs based upon these criteria on April 17, 2013. The results of the review are summarized in Table 1 below.

**Table 1  
Combined Scoring**

	Firms			
	CLE	Ghirardelli	Weston	4 Leaf
<b>Approach/ Understanding</b>	43.3	47	46.3	44
<b>Previous Experience</b>	13	18.6	14.3	16
<b>Team Qualifications</b>	15	18	14.6	15
<b>Total score</b>	<b>71.3</b>	<b>83.6</b>	<b>75.2</b>	<b>75</b>

Based upon the submittal evaluation and scoring, the review panel recommends awarding a contract to Ghirardelli Associates Inc. for this work. The selection panel gave Ghirardelli Associates Inc. the highest rating based on their proposed technical approach and input from references. Ghirardelli Associates Inc. has extensive similar project experience.

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, oversight 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 and compliance oversight of this Federal Transit Administration funded project. The recommended contract award is for an amount not to exceed \$330,000 with work to be managed and completed based upon task orders issued by WETA staff within this overall contract limit.

**DBE/SBE Participation:**

WETA's overall annual Disadvantaged Business Enterprise (DBE) goal and Small Business Enterprise (SBE) goal for Fiscal Year 2012/2013 is 2% for FTA-assisted contracts. Ghirardelli Associates Inc. is both a DBE and SBE firm and will be performing 95.35% of the prime contract. All federal funds paid to Ghirardelli Associates Inc. will count towards WETA's DBE and SBE goals.

**Fiscal Impact**

This project is included in the FY 2012/13 Capital Budget at a total cost of \$3,300,000 and is funded with Federal Transit Administration (FTA) funds and State Proposition 1B funds.

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

MEMORANDUM

---

**TO: Board Members**

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

**SUBJECT: Approve a Construction Management Contract for the Ferry Terminal Refurbishment Project and Authorize Release of a Request for Proposals for the Project**

**Recommendation**

- Approve contract award for construction management services for the Ferry Terminal Refurbishment Projects to Ben C. Gerwick Inc. in an amount not to exceed \$159,000 and authorize the Executive Director to negotiate and execute a final contract and take any other such related actions to support this work.
- Authorize the release of a Request for Proposals (RFP) for the Ferry Terminal Refurbishment Project.

**Background/Discussion**

This project includes a variety of float, pier, gangway and access improvements to be made at the Main Street and Harbor Bay terminals in Alameda and at the Clay Street terminal in Oakland as included in the proposed FY 2013/14 budget as follows:

Main Street	\$ 425,000	Float and pier access improvements
Harbor Bay	540,000	Float access improvements
Clay Street	<u>625,000</u>	Gangway and piling replacement
Total	\$1,590,000	

On February 7, 2013, the Board authorized staff to issue a Request for Qualifications (RFQ) for construction management services for Ferry Terminal Refurbishment Projects. On March 7, 2013, staff issued the RFQ for construction management services for this 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 seven Statement of Qualifications (SOQ) were received in response to the RFQ.

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.

An evaluation panel that included WETA staff and Kent McGrath of Blue & Gold Fleet reviewed and scored the SOQs based upon these criteria on May 14, 2013. The results of the review are summarized in Table 1 below.

**Table 1  
Combined Scoring**

	Firms						
	CLE	Ghirardelli	Weston	4 Leaf	KPFF	Ben C. Gerwick	Vanir
<b>Approach/ Understanding</b>	39.5	43	40.5	39	38	46	30.5
<b>Previous Experience</b>	12	15.5	10.5	12	11	14.5	9
<b>Team Qualifications</b>	12.5	14	11	12.5	10.5	15.5	9
<b>Total score</b>	<b>64</b>	<b>72.5</b>	<b>62</b>	<b>63.5</b>	<b>59.5</b>	<b>76</b>	<b>48.5</b>

Based upon the submittal evaluation and scoring, the review panel recommends awarding a contract to Ben C. Gerwick Inc. for this work. The selection panel gave Ben C. Gerwick Inc. the highest rating based on their proposed technical approach and input from references. Ben C. Gerwick Inc. has proposed a strong staffing plan for the project with similar project experience.

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, oversight 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 and compliance oversight of this Federal Transit Administration funded project. The recommended contract award is for an amount not to exceed \$159,000 with work to be managed and completed based upon task orders issued by WETA staff within this overall contract limit.

**DBE/SBE Participation:**

The WETA's overall annual Disadvantaged Business Enterprise (DBE) goal and Small Business Enterprise (SBE) goal for Fiscal Year 2012/2013 is 2% for FTA-assisted contracts. Ben C. Gerwick Inc. has committed to achieve 7.2% DBE participation and 12.6% SBE participation on this contract.

**Fiscal Impact**

This project is included in the proposed FY 2013/14 Capital Budget at a total cost of \$1,590,000 and is funded with Federal Transit Administration funds, local Bridge Tolls and Measure B Sales Tax revenues.

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

MEMORANDUM

---

**TO: Board Members**

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

**SUBJECT: Authorize the Release of Request for Proposals for the Landside Construction Contract for the North Bay Operations and Maintenance Facility**

**Recommendation**

Authorize the release of Requests for Proposals for Package 1, Landside Construction Contract for the North Bay Maintenance and Operations Facility.

**Background**

The North Bay Operations and Maintenance Facility project is divided into three construction 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 (capable of accommodating maintenance and passenger service activities) and one maintenance-only 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.

The Board of Directors authorized award of a contract for construction management services to Weston Solutions Inc. at the February 7, 2013 meeting and authorized release of an RFP for the Phase 0 work at the April 4, 2013 meeting. WETA staff will administer the construction contract procurement process with the assistance of Weston Solutions Inc. and GHD, the project engineering firm.

**Discussion**

This item seeks Board authorization to release the Request for Proposals for the Package 1 Landside Construction component of this project.

This project phase includes the construction of the landside facilities including the following main components:

- Construction of diesel fueling system and other liquid storage systems.
- Installation of site fencing and gates.
- Installation of security systems.
- Installation of required utility improvements (water, sewer, electrical).
- Installation of a back-up emergency generator.
- Construction of a new 4,500 (approx.) square foot pre-engineered steel storage warehouse at the site of the former Building 855.
- Modernization of Building 165A, including seismic upgrades, containment systems and other improvements. The renovated building will be used to house lube oil tanks and provide a shop area.
- Modernization and seismic retrofit of Building 165 for adaptive reuse as a shop and office facility. Project components include such items as:
  - The shop will accommodate parts storage and work areas.
  - Office space will be located on the second floor and will accommodate WETA and contract operator staff and crews. It will include offices, meeting rooms, a kitchen area, locker rooms and restrooms.
  - Seismic retrofit for essential facility with new mechanical systems (heating, ventilation and air cooling) for the office areas and upgraded electrical systems.

Selection of contractor will be based on qualifications, financial capacity, and ability to meet project schedule, cost, and related factors. If approved, staff would plan to issue the RFP in June and return to the Board in August for contract award.

**Fiscal Impact**

There is no fiscal impact associated with this item. This project is included in the FY 2012/13 Capital Budget with a total budget of \$25.5 million funded with Federal Transit Administration, STIP and State Proposition 1B funds.

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

**MEMORANDUM**

---

**TO: Board Members**

**FROM: Nina Rannells, Executive Director**  
**Kevin Connolly, Manager of Planning and Development**  
**Mike Gougherty, Senior Planner**

**SUBJECT: Authorize Release of a Request for Proposals for Construction Management Services for the Central Bay Operations and Maintenance Facility**

**Recommendation**

Authorize release of a Request for Proposals (RFP) for construction management services for the Central Bay Operations and Maintenance Facility project.

**Background**

The Central Bay Operations & Maintenance Facility project is being developed by WETA to provide a new dedicated facility that would serve as the base for WETA's central San Francisco Bay ferry fleet, Operations Control Center (OCC), and Emergency Operations Center (EOC) at Alameda Point in the City of Alameda, CA. The facility would support running maintenance services such as fueling, engine oil changes, spare parts storage, concession supply, and light repair work for WETA's central San Francisco Bay ferry fleet, as well as berthing slips for up to 11 vessels. As WETA's OCC, the facility would be the centralized location for WETA operations, including day-to-day management and oversight of services, crews, and facilities. In the event of a regional disaster, the facility would function as an Emergency Operations Center serving passengers and sustaining water transit service for emergency response and recovery.

The Central Bay Operations and Maintenance Facility project is currently in the environmental review phase. In June 2011, the WETA Board adopted a Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program for the project, fulfilling requirements of the California Environmental Quality Act (CEQA). The Federal Transit Administration (FTA) is anticipated to complete its review of the project under the National Environmental Protection Act (NEPA) this month. Upon clearance of the project under NEPA, the environmental review phase of the project will be complete.

Staff is working to develop and bring forward several action items required to move this project forward in the next several months once the NEPA clearance is received. These include:

- Developing a final lease agreement with the City of Alameda for the project site;
- Developing a contract amendment with KPFF, the project design and engineering firm, for the next phase of project design and permitting work; and
- Securing a construction management firm to help manage project development and construction



**Discussion**

This item requests Board authorization to release a Request for Proposals (RFP) to provide construction management services in support of the Central Bay Operations and Maintenance Facility project. The firm selected for this work would serve as “owner’s representative” providing oversight and support during the pre-construction project development, project construction and project closeout phases. This work would include early project development tasks such as coordination with the owner’s design consultant and support in the development of construction bid documents, work to support award of a Design-Build contract and, ultimately, monitoring the construction contractor’s performance against contract requirements, processing and assuring accuracy of monthly invoices, overseeing safety and contractor compliance with environmental safeguards, inspection and testing services during construction, and project closeout.

Issuance of this RFP does not commit WETA to an expenditure of funds for this work at this point. Staff expects to be in a position to return to the Board with a recommendation for contract award in July or August 2013.

**Fiscal Impact**

There is no fiscal impact associated with this item.

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