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MEETING AGENDA FOR THE WETA BOARD OF DIRECTORS

BOARD OF DIRECTORS' MEETING

November 7, 2013 at 1:00 p.m.

San Francisco Bay Area

Water Emergency Transportation Authority

9 Pier, Suite 111

San Francisco

The full agenda packet is available for download at www.watertransit.org.

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> | <i>Information</i> |
| 2. <u>ROLL CALL/PLEDGE OF ALLEGIANCE</u> | <i>Information</i> |
| 3. <u>REPORT OF BOARD CHAIR</u> | <i>Information</i> |
| 4. <u>REPORTS OF DIRECTORS</u> | <i>Information</i> |
| 5. <u>REPORTS OF STAFF</u> | <i>Information</i> |
| a. Executive Director's Report | |
| b. Monthly Review of Financial Statements | |
| c. Legislative Update | |

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

- | | |
|--|---------------------------|
| 6. <u>CONSENT CALENDAR</u> | <i>Action</i> |
| a. Minutes October 3, 2013 | |
| 7. <u>BOARD OF DIRECTORS MEETING SCHEDULE FOR CALENDAR YEAR 2014</u> | <i>Action</i> |
| 8. <u>STATUS REPORT ON SOUTH SAN FRANCISCO FERRY SERVICE</u> | <i>Information</i> |
| 9. <u>OPEN TIME FOR PUBLIC COMMENTS FOR NON-AGENDA ITEMS</u> | |

ADJOURNMENT

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

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: November 7, 2013

RE: Executive Director's Report

PROJECT UPDATES

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

Regional Passenger Float Construction – This project will construct a new regional spare float that can be utilized as a back-up for the Vallejo terminal float as well as other terminal sites such as downtown San Francisco when the permanent terminal floats must undergo periodic dry-dock, inspection, and repair. This spare would support ongoing daily services and would be a valuable asset to have available for use in unplanned or emergency situations. Ghirardelli Associates Inc. was selected as the project Construction Manager. Project specifications for bid documents are being prepared.

Bay Breeze Vessel Refurbishment – The ferry vessel *Bay Breeze* has surpassed its economic mid-life. This project consists of converting the propulsion to a conventional propeller system, refurbishment of the passenger cabin, extensive hull work, major system renovation, and replacement of control systems and navigation electronics. In March 2013 the Board of Directors approved the contract award to Marine Group Boat Works. The *Bay Breeze* arrived at the Shipyard on March 18 and the project is well underway. Project completion is expected in February 2014.

Vessel Replacement – The Encinal and Harbor Bay Express II are included in the FY 2013/14 Capital Budget for replacement as they have reached the end of their useful lives (generally 25 years) and staff has secured funding commitments for replacement. A Request for Proposals (RFP) for Vessel Construction Management Services for the procurement of two replacement vessels was released on Wednesday October 9, 2013. Proposals are due November 12, 2013. Staff anticipates bringing to the Board a recommendation to award a contract for construction management services in December or January.

Clipper Fare Media Implementation – Clipper is currently available as fare payment media for the Alameda/Oakland/South San Francisco, Alameda/Oakland/San Francisco, and Alameda Harbor Bay/San Francisco routes. WETA is working with MTC to develop software programming and acquire equipment required to implement Clipper for the Vallejo ferry service. On June 4, MTC executed a change order with Cubic to authorize this work. Based upon MTC's projected schedule, Clipper should be available for the Vallejo service by summer 2014.

In anticipation of the October BART Strike, staff from WETA, MTC, the Port of San Francisco and Cubic expedited installation of Clipper readers at Gate B at the Downtown San Francisco Ferry Terminal. Clipper readers were operational for all four days of the October strike but were ultimately not utilized because

Golden Gate gates C and D were put into service for Oakland ferry riders. However, the construction and funding of the Clipper improvement at Gate B in two months was a significant accomplishment and was made possible by focused effort on the part of the public agencies involved.

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

North Bay Operations and Maintenance Facility – This project will construct a new ferry maintenance facility located at Building 165 on Mare Island in Vallejo in two phases. The landside phase includes site preparation and construction of landside improvements, including a 48,000 gallon fuel storage and delivery system, a new warehouse and renovation of Building 165. The waterside phase 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.

The Board of Directors awarded the contract for the Phase 1 and landside phase to West Bay Builders on August 29. The design build team has started coordination with City of Vallejo departments to initiate the building permit process. This includes meetings with the Building, Planning, Public Works, and the Sanitation and Flood Control District. The abatement work in Building 165 has also commenced. Completion of the abatement work will allow for the design build team to complete surveys of Building 165 necessary to complete the rehabilitation design. The building permits will be applied for in two separate packages, with the first package anticipated for submittal in early 2014. The first building permit package will cover demolition, site improvements and utilities, a new warehouse and the fuel storage facility. The second building permit package will be specific to the rehabilitation of Building 165.

Approval of a major permit from Bay Conservation and Development Commission (BCDC) is required of the project. The waterside phase of the project will be presented to BCDC on November 7, 2013. BCDC will act to approve the major permit in December 2013 or in early 2014. Staff is engaged with other regulatory agencies to obtain permits for the waterside phase.

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

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

The Board of Directors awarded a contract for construction management/project development to 4Leaf, Inc. on August 29. Discussions between the City of Alameda, Bay Conservation and Development Commission, Association of Bay Area Governments and the East Bay Regional Parks District have been taking place in an effort to plan waterfront improvements in the area of the maintenance facility that will be consistent and supportive of City of Alameda plans for Alameda Point. Staff is also working with the City of

Alameda to negotiate terms of a long-term lease agreement for the project, which will be subject to approval by the Board of Directors at a future date.

Richmond Ferry Service – This service will provide an alternative transportation link between the City of Richmond and downtown San Francisco. The environmental and conceptual design work includes plans for replacement of an existing facility (float and gangway) and a phased parking plan. Staff is working with the City of Richmond staff and representatives of Orton Development, Inc. to develop the plans. Environmental review for the project has been underway and is nearing completion. Public and resource agency scoping meetings were held in June 2012. The purpose of the meetings was to present information on the proposed project and to provide an opportunity for comment on the scope of the environmental analysis. The CEQA Initial Study/Mitigated Negative Declaration is anticipated to be published in 2013. Staff is working with City of Richmond staff to develop a Memorandum of Understanding that defines project service levels and identifies capital and operating funding through a project funding plan.

Berkeley Ferry Service – This service will provide an alternative transportation link between Berkeley and downtown San Francisco. The environmental and conceptual design work includes plans for shared use of an existing City owned parking lot at the terminal site between ferry and local restaurant (H^s 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. Similar to Richmond, a Memorandum of Understanding defining the project and identifying funding sources will also be developed for adoption by the City Council and WETA Board.

The Final EIS/EIR was submitted to FTA review in early October 2012. The remaining activities include resolution of Section 7 consultation and Essential Fish Habitat Assessment with NOAA and NMFS. NOAA and NMFS will issue a Biological Opinion (BO) on the project. The BO is required prior to completion of the Final EIS/EIR.

Treasure Island Service – This project, which will be implemented by the Treasure Island Development Authority (TIDA), the Mayor's Office of Economic and Workforce Development and the prospective developer, will institute new ferry service to be operated by WETA between Treasure Island and downtown San Francisco in connection with the planned Treasure Island Development Project. WETA staff has recently been reengaged on the project and is working cooperatively with City of San Francisco staff on a Transportation Implementation and Financial plans.

Downtown San Francisco Ferry Berthing Expansion – This project will expand berthing capacity at the Downtown San Francisco Ferry Terminal in order to support new and expanded ferry services to San Francisco as set forth in WETA's Implementation and Operations Plan. The proposed project would also include landside improvements needed to accommodate expected increases in ridership and to support emergency response capabilities if a catastrophic event occurs. Upon request from the FTA, this project has been included in the Federal Infrastructure Projects Permitting Dashboard, an initiative of the Federal Transit Administration to expedite federal permitting processes for nationally or regionally significant projects.

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

Hercules Environmental Review/Conceptual Design – The Hercules Intermodal Transportation Terminal will bring together multiple modes of travel at a strategic waterfront location adjacent to future development in Hercules. A ferry terminal is one component of the project, now considered in a later phase of implementation after the construction of parking and rail improvements. As planning and funding activities are underway for the Intermodal Transportation Center, the Contra Costa County Transportation

Authority has is also developing a White Paper to assess the feasibility and priority of the ferry terminals considered in Contra Costa County.

Antioch, Martinez and Redwood City Ferry Service Projects – These projects require conceptual design, project feasibility 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 working with the Contra Costa County Transportation Authority, as the county transportation planning and funding authority, on determining next steps for the Contra Costa ferry services under development.

Contra Costa County Ferry Subcommittee – Staff is working with the Contra Costa County Transportation Authority (CCTA) and representatives from the cities of Antioch, Martinez, Hercules and Richmond to study implementation of ferry expansion services in Contra Costa County. Preparation of a “white paper” is underway to outline opportunities and challenges associated with each potential terminal site and service. The “white paper” will also examine the operational and capital cost for potential terminals and services and explore funding plans for each. Results of this study will inform stakeholders on specific site and service details for discussion and development of a countywide approach to developing services and funding support. The subcommittee met in April 2013 to review the scope for the “white paper” effort. CCTA is leading this effort and a draft report is anticipated to be available in November 2013.

Alameda Ferry Terminal Station Access Plan – Both ferry terminals in Alameda have experienced a surge in ridership beginning with the first BART strike in July 2013. As a result, parking at both terminals typically spills onto adjacent streets and informal parking lots. WETA staff has met with City of Alameda staff to discuss a planning study to address the immediate issue and identify long term solutions. Staff is currently in discussions with the City of Alameda to finalize an approach to proceeding with this project.

UPDATE ON RELEVANT PROJECTS IMPLEMENTED BY OTHER AGENCIES

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

Vallejo Station – Vallejo Station is a compact, transit-oriented mixed-use project in the City of Vallejo that includes two major transit elements – a bus transfer facility that consolidates local, regional and commuter bus services and a 1,200 space parking garage for ferry patrons and the general public. The first phase of the Vallejo Station Parking Structure, which included a 750 space paid parking structure, was opened in October 2012. Construction of Phase 2 of this facility is dependent upon the City securing funding and the relocation of the U.S. Post Office.

OUTREACH, PUBLIC INFORMATION, AND MARKETING EFFORTS

On October 9, Nina Rannells and Kevin Connolly gave a presentation on WETA services to the Metropolitan Transportation Commission's Programming and Allocations Committee.

On October 17, Keith Stahnke attended the MTC Trans Response Plan (TRP) Steering Committee meeting.

On October 21, staff met with Gabriel Metcalf, Executive Director of SPUR, to discuss WETA's ferry services and projects.

On October 25, Nina Rannells attended the Golden Gate Bridge, Highway and Transportation District's Board meeting to convey thanks for providing ferry vessel and facility support for WETA service routes during the BART strike.

On October 27 – 29, staff attended the Passenger Vessel Association's Western Zone conference in San Francisco.

OPERATIONS REPORT

Staff worked closely with Blue and Gold Fleet, Golden Gate Ferry, Port of San Francisco, Port of Oakland, City of Alameda, MTC and other regional partners to provide additional services in order to help keep people moving across the bay during the second BART strike. Staff and crews were in a ready-state beginning Friday, October 11, which was the end of the 60-day cooling off period between BART management and workers. BART workers began their strike on Friday, October 18 and continued through late Monday, October 21. WETA offered augmented transbay ferry services beginning on Friday, October 18 and continuing through Tuesday, October 22, one day after the strike ended, to help ensure that all customers and transbay travelers could get to their destinations while BART re-started their system.

During the strike period, WETA services, which were augmented with two crewed Golden Gate Ferry vessels as well as large-capacity vessels from Blue and Gold's fleet, provided approximately 58,000 passenger trips as noted by day and route below. Weekday passenger trips provided were more than triple normal ridership.

	Friday 10/18	Saturday 10/19	Sunday 10/20	Monday 10/21	Tuesday 10/22	Total
Alameda/Oakland	10,884	6,482	3,868	12,214	3,809	37,257
Harbor Bay	2,003	-	-	2,413	1,397	5,813
Vallejo	3,241	1,704	1,174	3,600	3,070	12,789
SSF	663	-	-	882	521	2,066
Total	16,791	8,186	5,042	19,109	8,797	57,925

Throughout the BART strike Blue and Gold Fleet did an outstanding job coordinating vessels, crews, landside staff and all other support services required to successfully deliver ferry services to the Bay Area.

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

OTHER

AB 935 (Frazier) – This two-year 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.



SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

300 Lakeside Drive, P.O. Box 12688
Oakland, CA 94604-2688
(510) 464-6000

2013

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9TH DISTRICT

October 22, 2013

Ms. Nina Rannells
Executive Director
San Francisco Bay Water Emergency Transportation Authority
Pier 9, Suite 111, The Embarcadero
San Francisco, CA 94111

Dear Ms. Rannells, *Nina*

On behalf of BART, please accept my warmest thanks and deepest appreciation for the extraordinary efforts undertaken by your staff to keep the people of the Bay Area moving during the labor strikes that brought our service to a halt first in July and then again this month.

Your agency's capability and willingness to adjust its regular service to accommodate displaced BART riders exemplifies the spirit of partnership on which our region's transportation network heavily depends and is a testament to the commitment and professionalism of your entire team.

We, at BART, are tremendously relieved to have successfully reached tentative labor agreements with our two largest unions; the key milestone in completing the agreements. We look forward to working again as partners not only with our unions, but with you and your staff, to deliver safe, rapid and reliable transit service the people of the Bay Area expect and deserve – and to do so without interruption for many years to come.

Sincerely,

Grace
Grace Crunican
General Manager



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California Seen as Example for How to Curb Partisanship

By ADAM NAGOURNEY 2:46 PM ET

New election rules in California, once a symbol of government dysfunction, may be having their desired effect of leaching some of the partisanship out of politics.

110 Comments

U.S. Army Hones Antiterror Strategy for Africa, in Kansas

By ERIC SCHMITT 12:05 PM ET

The first-of-its-kind program will draw on the Army's storied First Infantry Division, based in Kansas, to conduct more than 100 missions in Africa over the next year.

99 Comments

Saudi Arabia Rejects a Seat on U.N. Security Council

By HWAIDA SAAD and ANNE BARNARD 4:11 PM ET

Gen. Jamea, a powerful figure in the country's inner circles of intelligence and military leaders, is the most senior security figure confirmed dead in more than a year.

Top Syrian Intelligence Officer Is Killed in Fighting

By HWAIDA SAAD and ANNE BARNARD 4:11 PM ET

Gen. Jamea, a powerful figure in the country's inner circles of intelligence and military leaders, is the most senior security figure confirmed dead in more than a year.

VIDEO »



Jim Wilson/The New York Times

Rail Worker Strike Strains Bay Area

By ERICA GOODE 2:54 PM ET

The strike by employees of the Bay Area's main commuter railroad on Friday forced people to find alternate transportation, like the ferry in San Francisco.

Thomas Foley, Former House Speaker, Dies at 84

By ADAM CLYMER 1:03 PM ET

Mr. Foley, a Democrat from Washington State, became speaker of the House in June 1989 and sought to still the chamber's rising tide of partisan combat.



Norway Investigates Suspect in Kenya Mall Siege

By HENRIK PRYSER LIBELL and NICHOLAS KULISH

Investigators are scrutinizing a Somali-born Norwegian citizen who took "long vacations" to his native country.

Google Stock Joins Exclusive Club: \$1,000 a Share

By QUENTIN HARDY 12:46 PM ET

Shares jumped 13 percent after Thursday's earnings report, the first in several quarters to beat expectations.

Comments

A Wedding in the Shadow of Cancer

By MICHAEL WINERIP

Nancy Borowick's parents both have cancer, and when she became engaged she asked their doctor when she should have the wedding. "As soon as you can," he said.

22 Comments | Photographs



MORE NEWS

N.J. Court Rules Same-Sex Marriages Can Begin
Ex-Pentagon Official Is Homeland Security Pick
Insurgents Attack Convoy in Kabul 12:32 PM ET
Two Parties Start Work to Avoid Repeat Crisis
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ON THE BLOGS

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Pictures of the Day

French students clashed with riot police officers in Paris as part of



The Opinion Pages

Editorial: Common Interests
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Taking Note: The Ill-Fated Budget Conference

Is Studying Abroad a Waste of Time?

Even for students who can afford a semester overseas, there may be better options.



MARKETS » At close 10/18/2013

S.&P. 500	Dow	Nasdaq
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Data-Mining Our Dreams

Analyzing the content of dreams can provide information about the dreamer's concerns, activities and relationships.

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THE PRIZE:

\$25,000 AND THE CHANCE

WEEKEND ARTS »

ART REVIEW This Show's as Big as His Career

A survey of Mike Kelley's work at MoMA PS1 in Queens is a 40,000-square-foot blowout.



Slide Show

Silver Screen, Gold Seats

To lure moviegoers, AMC Theaters have installed cushy red recliners to mimic the home-viewing experience.



REAL ESTATE AUTOS JOBS ALL CLASSIFIEDS

SLIDE SHOW Homes for \$600,000

This week's properties include a Colonial in New York State, a Craftsman in Oregon and a contemporary in North Carolina.



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MOVIES

This Week's Movies: Oct. 17, 2013

The New York Times film critics on "Carrie," "All Is Lost" and "12 Years a Slave."



This Week's Movies: Oct. 17, 2013



Cavatelli with Brown Butter Beets



Rio Soccer Reaches New Heights



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demonstrations in support of recently deported migrant teenagers.

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Op-Ed: Africa's Trauma Epidemic

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Movie Review | '12 Years a Slave': The Blood and Tears, Not the Magnolias



Munro Will Miss Nobel Ceremony for Health Reasons

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Politics »

Government Gets Back to Business, but Effects of the Shutdown Linger



Two Parties Start Work to Avoid Repeat Crisis

From the Right, Despair, Anger and Disillusion

Sports »

Pickup Soccer in Brazil Has an Allure All Its Own



Sunderland Tries to Steady Itself and Emerge From Premier League Cellar

Photos: Baseball Cathedrals, From on High

Movies »

Movie Review | '12 Years a Slave': The Blood and Tears, Not the Magnolias

Movie Review | 'All Is Lost': The Strong, Largely Silent Type

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in the Shadow of Cancer



Thomas Foley, Former House Speaker, Dies at 84



Father May Not Know Best



Same-Sex Marriages in New Jersey Can Begin, Court Rules

At Al Smith Dinner, Colbert Doesn't Spare Politicians

Rev. John Grange, Who Welcomed Bronx's Latinos, Dies at 73

William F. Niehous, Survivor of Abduction in Venezuela, Dies at 82

How It Felt to Be Caught in the Act

After the Dark, the 'Dream'



WATCH NOW: Artist trains pigeons to smuggle Cuban cigars

ALSO IN VIDEO »

Steve McQueen, the director of "12 Years a Slave," narrates a sequence from his film David Pogue weighs in on Windows 8.1

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Skull Fossil Suggests Simpler Human Lineage



Arizona Utility Tries Storing Solar Energy for Use in the Dark

Decades Later, Condemnation for a Skid Row Cancer Study

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Pursuits: Good Beer in Berlin? Finally, Yes

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Television Review: Nuggets of Frontier Greed and Justice



Television Review | 'The Birthday Boys': Take It, and Run With It

Advertising: Blood and Screams, Before the Show Starts

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Decades Later, Condemnation for a Skid Row Cancer Study



In Sickness and in Health: A Wedding in the Shadow of Cancer

I Was Misinformed: My Body Changed. So Did Intimacy.

Dining & Wine »

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BART Workers Strike, Threatening San Francisco Commute



Jim Wilson/The New York Times

Riders stood in line at the ferry terminal on Friday in Oakland for the morning ride to San Francisco.

By ERICA GOODE

Published: October 18, 2013

SAN FRANCISCO — Stranded commuters scrambled for cars, buses and ferries here on Friday morning after employees of the Bay Area Rapid Transit system walked off the job for the second time in three months.

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Jim Wilson/The New York Times

Bay Area Rapid Transit system workers on the picket line at the West Oakland station on Friday.

Enlarge This Image

In Oakland, lines of San Francisco-bound workers formed at usually empty bus stops in the predawn dark. News and traffic helicopters whirled overhead. Traffic was backed up for miles on highways leading to tollbooths on the Bay Bridge.

The transit system, known as BART, is the area's main commuter railroad, carrying 400,000 passengers each day between the East Bay and San Francisco.

"I don't like this strike at all; it is a major inconvenience for me," said Muey Saechao, 29, who relies on BART to travel from her home in West Oakland to San Francisco every day. "I don't know what they're fighting over, but it is hurting

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Ben Margot/Associated Press

The Bay Area Rapid Transit system carries 400,000 passengers each day.

people like me who need to get to work to make money to take care of my family.”

By late Friday morning, there was no sign that talks, which broke down Thursday afternoon, would resume.

Rick Rice, a spokesman for BART, said transit system managers had left messages for union leaders, but had heard nothing back.

“We want to get down to the table and figure out what is a course forward,” Mr. Rice said.

For the last week — since a 60-day cooling off period ordered by Gov. Jerry Brown ended on Oct. 10 — negotiators for BART and the transit workers’ two largest unions had been working long hours trying to resolve their differences. Strike deadlines were set, then postponed, then set again. Anxious commuters stayed up late to find out whether trains would be running the next day.

But late Thursday afternoon, union leaders and BART managers, their frustration evident, emerged bleary-eyed from 28 straight hours of negotiation to say they had failed to reach a deal.

“I’m surprised and sorry to be standing here tonight,” Pete Castelli, executive director of the Service Employees International Union 1021, said Thursday evening. “In all my years in the labor movement, I’ve never seen an employer drive negotiations that were this close to a deal into a strike.” The service employees union and the Amalgamated Transit Union Local 1555 together represent 2,400 train operators, station agents, mechanics, clerical workers and other employees of the transit system.

Mr. Castelli and other union representatives said the unions had compromised on pensions and health care and were close to an agreement on wages. But the talks broke down, they said, over how to handle disputes over work rules, including shift lengths and differential pay for employees in comparable roles. An offer by the unions to refer those issues to an arbitrator whose decision would be binding was turned down by management, the union leaders said.

BART negotiators, however, said that although they were open to arbitration, it would have to involve the entire contract package and not just the work rules. BART managers have said they want more flexibility in changing procedures — moving from paper pay stubs to electronic ones, for example — without having to get permission from the unions for each change.

On Thursday, Tom Radulovich, [the president of BART’s board of directors](#), said that their negotiating team was “very, very surprised today when the unions walked out and said they weren’t going to talk to us anymore.”

“There is no need for them to strike,” Mr. Radulovich said of the unions.

On Friday morning, charter buses lined up around the West Oakland BART station to shuttle stranded riders into the city. About a dozen rank-and-file BART employees, bundled against the chilly breeze blowing off the bay, walked the station’s perimeter holding signs reading “On Strike: Workers and Riders Deserve Better.” A worker from the longshoremen’s union in Oakland dropped off a pink box with two dozen hot doughnuts inside. Some drivers honked to show their support for the striking workers.

But many commuters expressed anger and confusion about the walkout.

“I thought this was all done, I thought things were going well, and then suddenly boom, we have another strike,” said Aaliyah Yusuf, 29, who usually rides BART to commute from Oakland to her job at Adobe, where she works as an administrative assistant.

“The bus driver just told me to prepare for a very long strike,” Ms. Yusuf said. “I don’t even know what I’m supposed to do. What does that mean?”



Obama’s Edge Over G.O.P. Is Still Unclear After Victory in Standoff



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Stunning Pictures of Princess Kate Middleton and the Royal Family.

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Late Thursday night, Mayor Edwin M. Lee of San Francisco, who canceled a planned trip to China because of the impending strike, issued a statement saying that a strike would harm the region's economy and cause hardship for riders.

"I join Governor Brown in urging BART union and management leaders to return to the bargaining table and continue to negotiate in good faith to avoid a BART strike," he said.

Oakland's mayor, Jean Quan, also released a statement, endorsing the unions' call for an arbitrator and urging BART to "reconsider and allow these negotiations to move into arbitration for the unresolved work rules issues."

Over the past week, a parade of elected officials, including Lt. Gov. Gavin Newsom, have visited the labor talks, pleading for compromise to avert a strike. The federal government's top mediator, George H. Cohen, the director of the Federal Mediation and Conciliation Service, flew in from Washington to help with the talks.

But on Thursday, Mr. Cohen, who in 2011 helped resolve the National Basketball Association labor dispute, said he and his staff were heading home. While significant progress had been made, he said, in the end, "The parties were unable to bridge the gap."

"Our effort to help them do that was not successful," Mr. Cohen said.

On Sunday, BART managers presented what they said was their "last, best and final" offer and asked the unions to take it to their membership for a vote. That offer included a 3 percent annual wage increase, a 1 percent annual increase in employee contributions to pensions and an increase of 9.5 percent over the life of the four-year contract in employee contributions to health benefits. On Thursday, BART's general manager, Grace Crunican, said that offer was still on the table.

On average, train operators and station agents earn more than \$70,000 in salary and overtime annually, according to BART. Under the previous contract, transit system employees contributed \$92 monthly for health benefits and paid nothing toward their pensions.

Maila Wollan contributed reporting.

This article has been revised to reflect the following correction:

Correction: October 18, 2013

An earlier version of this article misstated the union for which Pete Castelli serves as executive director. It is Service Employees International Union 1021, not 1025.

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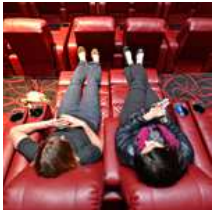


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Letters: Crisis Over, Everyone Back to Work

Attachment 1

Monthly Operations Statistics Report September 2013

			Alameda/ Oakland	Harbor Bay	South San Francisco	Vallejo*	Systemwide
Ridership	vs. last month	Total Passengers September 2013 **	79,260	20,856	6,158	76,967	183,241
		Total Passengers August 2013 **	90,254	22,506	7,391	84,273	204,424
		Percent change	-12.18%	-7.33%	-16.68%	-8.67%	-10.36%
	vs. same month last year	Total Passengers September 2013 **	79,260	20,856	6,158	76,967	183,241
		Total Passengers September 2012	58,108	15,813	2,690	62,340	138,951
		Percent change	36.40%	31.89%	128.92%	23.46%	31.87%
	vs. prior FY to date	Total Passengers Current FY To Date	289,693	67,984	21,231	252,422	631,330
		Total Passengers Last FY To Date	192,940	50,847	8,831	205,493	458,111
		Percent change	50.15%	33.70%	140.41%	22.84%	37.81%
		Avg Weekday Ridership September 2013	2,415	1,043	308	2,637	6,403
	Passengers Per Hour	174	174	47	121	136	
Ops Stats	Revenue Hours	455	120	132	638	1,345	
	Revenue Miles	5,382	2,706	1,822	17,418	27,328	
Fuel	Fuel Used (gallons)	36,204	11,556	15,227	128,459	191,446	
	Avg Cost per gallon	\$3.49	\$3.49	\$3.49	\$3.48	\$3.49	

* Vallejo ridership includes ferry + 3739 Route 200 bus passengers.

** SF Bay Ferry provided additional ferry service during the Bay Bridge Closure from August 29 through September 2, 2013.

MEMORANDUM

TO: Board Members

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

**SUBJECT: Monthly Review of FY 2013/14 Financial Statements for Three Months
Ending September 30, 2013**

Recommendation

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

Summary

This report provides the attached FY 2013/14 Financial Statements for three months ending September 30, 2013.

Operating Budget vs. Actual

	Prior Actual	Current Budget	Current Actual
Revenues - Year To Date:			
Fare Revenue	3,187,169	2,642,700	4,080,691
Local Bridge Toll Revenue	3,341,364	5,050,125	2,986,923
Other Revenue	730	501	675
Total Operating Revenues	6,529,263	7,693,326	7,068,289
Expenses - Year To Date:			
Planning & Administration	384,304	750,000	493,716
Ferry Services	6,144,959	6,943,326	6,574,573
Total Operatings Expenses	6,529,263	7,693,326	7,068,289
System-Wide Farebox Recovery %	52%	38%	62%

Capital Actual and % of Total Budget

	YTD Actual	% of FY 2013/14 Budget
Revenues:		
Federal Funds	382,839	2.41%
State Funds	520,993	3.02%
Bridge Toll Revenues	12,225	0.56%
Local Funds	80,842	8.20%
Total Capital Revenues	996,900	2.75%
Expenses:		
Total Capital Expenses	996,900	2.75%

Fiscal Impact

There is no fiscal impact associated with this informational item.

END

San Francisco Bay Area Water Emergency Transportation Authority
FY 2013/14 Statement of Revenues and Expenses
For Three Months Ending 09/30/2013

% of Year Elapsed 25.2%

	Current Month	Prior Year Actual	2013/14 Budget	2013/14 Actual	% of Budget
OPERATING EXPENSES					
<u>PLANNING & GENERAL ADMIN:</u>					
Wages and Fringe Benefits	98,187	1,233,170	1,411,000	273,415	19.4%
Services	104,362	1,229,092	1,515,000	183,688	12.1%
Materials and Supplies	3,040	55,678	111,000	5,558	5.0%
Utilities	1,175	13,147	18,000	2,189	12.2%
Insurance	-	(6,303)	35,000	16,370	46.8%
Miscellaneous	4,485	131,781	138,000	17,825	12.9%
Leases and Rentals	22,647	271,224	303,000	66,850	22.1%
Admin Overhead Expense Transfer	(24,281)	(317,561)	(531,000)	(72,180)	13.6%
Sub-Total Planning & Gen Admin	209,615	2,610,227	3,000,000	493,716	16.5%
<u>FERRY OPERATIONS:</u>					
<u>Harbor Bay FerryService</u>					
Purchased Transportation	113,016	1,256,002	1,287,600	337,581	26.2%
Fuel - Diesel & Urea	40,342	453,284	553,000	133,414	24.1%
Other Direct Operating Expenses	27,234	345,404	633,900	78,098	12.3%
Admin Overhead Expense Transfer	5,503	40,632	116,000	15,896	13.7%
Sub-Total Harbor Bay	186,096	2,095,322	2,590,500	564,990	21.8%
<u>Alameda/Oakland Ferry Service</u>					
Purchased Transportation	321,325	3,893,337	3,888,600	1,164,652	30.0%
Fuel - Diesel & Urea	126,384	1,231,916	1,522,000	412,046	27.1%
Other Direct Operating Expenses	55,064	485,883	1,084,800	211,992	19.5%
Admin Overhead Expense Transfer	9,095	85,936	244,000	26,880	11.0%
Sub-Total Alameda/Oakland	511,869	5,697,073	6,739,400	1,815,570	26.9%
<u>Vallejo FerryService</u>					
Purchased Transportation	582,017	7,299,002	7,322,000	1,769,803	24.2%
Fuel - Diesel & Urea	447,059	4,691,631	5,996,800	1,425,075	23.8%
Other Direct Operating Expenses	98,146	1,258,182	1,486,300	269,901	18.2%
Admin Overhead Expense Transfer	4,180	140,841	60,000	13,391	22.3%
Sub-Total Vallejo	1,131,401	13,389,657	14,865,100	3,478,170	23.4%
<u>South San Francisco FerryService</u>					
Purchased Transportation	154,560	1,736,283	2,132,700	448,015	21.0%
Fuel - Diesel & Urea	53,156	550,910	708,600	161,272	22.8%
Other Direct Operating Expenses	24,903	293,560	626,000	90,543	14.5%
Admin Overhead Expense Transfer	5,503	50,151	111,000	16,013	14.4%
Sub-Total South San Francisco	238,122	2,630,903	3,578,300	715,843	20.0%
Total Operating Expenses	2,277,103	26,423,183	30,773,300	7,068,289	23.0%
Total Capital Expenses	403,822	9,189,750	36,309,851	996,900	2.7%
Total Expenses	2,680,925	35,612,933	67,083,151	8,065,189	12.0%
OPERATING REVENUES					
Fare Revenue	1,267,896	10,501,990	10,570,800	4,080,691	38.6%
Local - Bridge Toll	1,008,862	15,918,882	20,200,500	2,986,923	14.8%
Local - Other Revenue	346	2,310	2,000	675	33.7%
Total Operating Revenues	2,277,103	26,423,183	30,773,300	7,068,289	23.0%
Total Capital Revenues	403,822	9,189,750	36,309,851	996,900	2.7%
Total Revenues	2,680,925	35,612,933	67,083,151	8,065,189	12.0%

San Francisco Bay Area Water Emergency Transportation Authority
FY 2013/14 Statement of Capital Programs and Expenditures
For Three Months Ending 09/30/2013

Project Description	Current Month	Project Budget	Prior Year Actual	2013/14 Budget	2013/14 Actual	Future Year	% of Total Project Budget
CAPITAL EXPENSES							
<u>FACILITIES:</u>							
Maintenance and Operations Facilities							
North Bay Ops & Maint. Facility	219,831	25,500,000	1,128,552	13,601,448	458,577	10,770,000	6%
Central Bay Ops & Maint. Facility	7,213	4,952,500	907,554	4,044,946	19,354	-	19%
Gangway, Pier & Float Rehabilitation							
Regional Spare Float Replacement	6,468	3,300,000	7,313	2,500,687	12,505	792,000	1%
Gangway & Pier Rehab - Alameda Terminals	47,455	1,590,000	5,725	1,584,275	71,788	-	5%
Terminal Improvement							
Terminal Facility Improve - Alameda Terminals	5,148	250,000	55,463	194,537	5,148	-	24%
Clipper Site Preparation - Vallejo		300,000	-	300,000	-	-	0%
<u>FERRY VESSELS:</u>							
Major Component Rehab/Replace							
Vessel Engine Overhaul - Scorpio & Taurus	-	660,000	-	660,000	-	-	0%
Vessel Engine Overhaul - Solano		2,000,000	-	2,000,000	-	-	0%
Major Component Rehab - Gemini & Pisces		300,000	-	300,000	-	-	0%
Communications Equipment		182,000	43,143	138,857	-	-	24%
Vessel Mid-Life Repower/Refurbishment							
Vessel Mid-Life Refurbishment - Bay Breeze	87,248	5,015,000	1,685,427	3,329,573	367,152	-	41%
Vessel Mid-Life Refurbishment - Peralta		5,260,000	-	5,260,000	-	-	0%
Vessel Expansion/Replacement							
Purchase Replacement Vessel - Express II		15,000,000	-	25,000	-	14,975,000	0%
Purchase Replacement Vessel - Encinal	656	18,500,000	-	25,000	656	18,475,000	0%
<u>CAPITAL EQUIPMENT / OTHER:</u>							
Purchase 18-Tone Crane Truck		75,000	-	75,000	-	-	0%
Integration of Real-Time Transit Information		54,000	-	54,000	-	-	0%
<u>SERVICE EXPANSION:</u>							
Future Expansion Service Studies							
Berkeley Terminal - Environ/Concept Design	2,112	2,335,000	2,164,490	170,510	11,159	(0)	93%
Antioch - Environ/Concept Design	377	812,500	134,800	102,300	377	575,400	17%
Martinez - Environ/Concept Design	271	812,500	164,200	71,300	694	577,000	20%
S.F. Berthing Expansion - Environ/Concept Design	18,476	3,300,000	2,338,977	961,023	26,447	-	72%
Terminal/Berthing Expansion Construction							
SSF Terminal Oyster Mitigation Study	430	275,000	77,675	50,325	430	147,000	28%
Richmond Ferry Terminal	8,136	1,862,500	476,430	861,070	22,614	525,000	27%
Total Capital Expenses	403,822	92,336,000	9,189,750	36,309,851	996,900	46,836,400	
CAPITAL REVENUES							
Federal Funds	128,241	35,688,200	3,165,828	15,855,304	382,839	16,690,062	10%
State Funds	243,359	47,379,800	3,631,199	17,274,241	520,993	26,451,338	9%
Local - Bridge Toll	9,286	7,902,100	2,120,305	2,194,855	12,225	3,695,000	27%
Local - Alameda Sales Tax Measure B	17,788	1,128,000	229,090	790,915	75,694	-	27%
Local - Property Tax and Assessments	5,148	237,900	43,328	194,537	5,148	-	100%
Total Capital Revenues	403,822	92,336,000	9,189,750	36,309,851	996,900	46,836,400	

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

(October 3, 2013)

The Board of Directors of the San Francisco Bay Area Water Emergency Transportation Authority met in regular session at the WETA offices at Pier 9, Suite 111, San Francisco, CA.

1. ROLL CALL AND CALL TO ORDER

Chair Charlene Haught Johnson called the meeting to order at 1:35 p.m. Directors present were Vice Chair Anthony Intintoli, Director Gerald Bellows and Director Jeffrey DelBono. Vice Chair Intintoli chaired the meeting and led the pledge of allegiance.

2. REPORT OF BOARD CHAIR

Chair Johnson remarked on the performance of San Francisco Bay Ferry during the America's Cup races, noting that she was impressed by the service provided throughout the duration of the event. By the Chair's request, Executive Director Nina Rannells reported on a meeting with Congressman Garamendi which included WETA staff, Chair Johnson, and Veronica Sanchez of Masters, Mates & Pilots which included a waterside tour of the site of the future Central Bay Operations and Maintenance Facility followed by a general maritime roundtable discussion arranged by Congressman Garamendi and held at the Metropolitan Transportation Commission offices. Ms. Rannells added that such meetings were recommended by Federal Legislative Representative Peter Friedmann to strengthen congressional support and noted that Congressman Garamendi sat on the House Transportation and Infrastructure committee, which is responsible for federal transportation funding programs. Chair Johnson encouraged future meetings of this type and suggested that the Congressman Garamendi would be a great ally.

3. REPORT OF DIRECTORS

Director DelBono reported on an informational lunch with Amy Worth, Mayor of Orinda and MTC Chair, Ms. Rannells, and Bobby Winston of Bay Crossings as well as a September 10 tour of Alameda Point and future development locations with City of Alameda staff, Assemblyman Jim Frazier, and former State Senate President pro tempore Don Perata. Vice Chair Intintoli reported on a North Bay tour and meeting with Congressman Mike Thompson and Ms. Rannells.

4. REPORTS OF STAFF

Ms. Rannells referred the Board to her written report. She welcomed visitor Hannah Henn, Assistant Vice President of the New York Economic Development Corporation, who was on an information-gathering tour of Bay Area ferry services.

Ms. Rannells noted that, as directed by the Board of Directors, she is continuing work to develop a Project Labor Agreement for the agency to utilize for up-coming large construction projects. She noted that Andreas Cluver from the Building and Construction Trades Council of Alameda County has taken the lead in coordinating the PLA discussion on behalf of Bay Area labor councils and further indicated that she hoped to be in a position to bring a PLA forward for Board consideration at the November or December board meeting. Vice Chair Intintoli said to let the Board know if it would be helpful to form a sub-committee to support the process.

Ms. Rannells then introduced Manager of Operations Keith Stahnke, who discussed preparation for a potential BART strike in October. Mr. Stahnke reviewed WETA's coordinated planning efforts with Blue & Gold Fleet as well as MTC and local and regional transit agencies. He noted that Golden Gate Ferry

had offered additional vessels to supplement the fleet, and that Clipper would be implemented at the Ferry Building's Gate B ahead of the possible strike date.

Director Bellows asked if the enhanced strike schedules and service would be sustainable over the course of a lengthy strike. Mr. Stahnke said that it would be a challenge and that shore-side support was near maximum capacity. Director Bellows and Chair Johnson reiterated their appreciation of staff and Blue & Gold Fleet's planning and performance during the July strike. Ms. Rannells noted that Blue & Gold's excursion season was winding down, and, as a result, vessel and crew availability shouldn't be as challenging as it was during the strike in July.

Vice Chair Intintoli asked when the M/V Vallejo was scheduled for replacement. Mr. Stahnke replied that its programmed 25 year service life would end in 2016. Manager of Finance and Grants Lynne Yu noted that MTC approved \$2 million for construction management for a replacement vessel, which will be included as a project in WETA's capital budget next year.

5. CONSENT CALENDAR

Vice Chair Intintoli made a motion to approve the consent calendar which included the minutes from the August 29, 2013 Board of Directors meeting, approval of an amendment to agreement 12-005 with MacKenzie Communications, and approval of an amendment to agreement 12-002 with Robert Anthony Strategic Marketing and Design. Director Bellows seconded the motion and the consent calendar carried unanimously.

Yeas: Haught Johnson, Intintoli, Bellows, DelBono. Nays: None.

6. AUTHORIZE RELEASE OF A REQUEST FOR PROPOSALS (RFP) FOR VESSEL CONSTRUCTION MANAGEMENT SERVICES

Mr. Stahnke presented this item requesting Board authorization to release a Request for Proposals for Vessel Construction Management Services for the procurement of two replacement vessels. He reviewed the need for replacement of the vessels *Encinal* and *Harbor Bay Express II* which had reached the end of their useful lives.

Vice Chair Intintoli asked if these vessels would have a capacity and speed similar to the Vallejo vessels and if WETA was seeking vessels suitable for all services. Mr. Stahnke replied that these would likely be vessels under 30 knots and that the vessels would run at a lower speed than those that typically serve Vallejo. The replacement vessels would have capacity and be able to back up the Vallejo service if needed.

Vice Chair Intintoli asked if local employment was up from prior years. Kevin Connolly, Manager of Planning and Development, said that it was and Ernest Sanchez, Manager of Public Information & Marketing, further noted that ridership was up nearly 13% over the prior year. Ms. Rannells said that 149 capacity vessels were simply not sufficient to meet demand, adding that staff would be presenting a larger discussion about efforts to address increased ridership demand on the Alameda services later in the meeting.

Vice Chair Intintoli said that the Route 200 bus service out of Vallejo was started many years ago when passenger demand exceed vessel carrying capacity in Vallejo.

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

Yeas: Haught Johnson, Intintoli, Bellows, DelBono. Nays: None.

7. DISCUSSION REGARDING RIDERSHIP INCREASES AND CAPACITY CHALLENGES AT ALAMEDA TERMINALS

Mr. Connolly delivered an informational presentation to the board regarding significant ridership increases in the Central Bay services and outlined staff response to capacity concerns which included modifications to vessel deployment as a short term solution.

Vice Chair Intintoli said that similar issues had occurred in Vallejo in 1989 and that temporary parking had been added at the time which never went away. He asked Mr. Connolly if the situation in Harbor Bay was similar. Mr. Connolly replied that the July BART strike and the Bay Bridge closure had been enlightening in that although parking was at capacity, people continued to find ways to get to the terminal.

Vice Chair Intintoli asked if a temporary lot had been used in Harbor Bay. Mr. Connolly said that there was an off-site lot that had been made available and that the City had also temporarily relaxed enforcement of on street parking. Vice Chair Intintoli asked if the Alameda Main Street parking situation was similar. Mr. Connolly said that there was additional parking along Main Street beyond the designated lot, that it was frequently used, and that to date, it had not been an issue with the City.

Vice Chair Intintoli asked how passengers had been notified of the schedule change in Vallejo resulting from the modification to vessel deployment. Mr. Stahnke said that notices had been handed out to passengers, posted at all terminals, displayed on NextBus signs and posted on the Route 200 buses. Mr. Sanchez added that notices had been sent to email lists and posted on the sanfranciscobayferry.com as well, but that no matter how well the information was distributed that there was always a possibility a passenger may overlook it. Vice Chair Intintoli said he understood and appreciated that the outreach was done.

Director DelBono said that bicycle use should be encouraged on the Alameda ferry service, noting that the ferry was unlike BART or AC Transit in its ability to serve large numbers of cyclists. Mr. Stahnke noted that Blue & Gold had deployed additional staff to help load and unload bicycles, especially on vessels when bicycle capacity was near maximum.

Director DelBono asked if bicycle capacity and easy loading would be considered in the design of the new boats. Mr. Stahnke acknowledged that it would be an important part of the design.

Director DelBono noted the considerable development planned in Alameda, specifically in the Seaplane Lagoon area and asked what planning activities were underway to provide additional ferry service to meet anticipated demand. Ms. Rannells replied that a key point in discussions with the City of Alameda during the negotiation of the service transfer had been an anticipated need for additional service in response to the development of Seaplane Lagoon. She said moving the Alameda Main Street terminal to Seaplane Lagoon would require bifurcation of the Alameda and Oakland services and that as revenue for the service was capped there would be a need for discussions regarding funding sources for building a new terminal and funding the increased operating cost associated with a bifurcated service.

Director DelBono said that he understood these challenges and that WETA was in a difficult position to not have more details regarding the development timeline but that it was important to consider the project as part of future planning for the ferry service.

Ms. Rannells noted to the Board, as Mr. Connolly's presentation pointed out, that changes to the service were more complex than simply adding boats. She said that this deployment change was one of the first examples of the opportunities available to WETA as a consolidated ferry service, noting specifically the Vallejo crew that had previously been serving only one run were now adding an additional run on the Alameda service. Ms. Rannells said that this was an example of how WETA could

find new ways of maximizing the utilization of vessels, facilities, and crews to better serve ferry customers.

Director DelBono asked if there were any plans underway to survey riders this year. Mr. Connolly said that there was a brief survey in place for the BART strike should it occur and that there would be additional surveying in the coming year.

Vice Chair Intintoli asked if interest in the South San Francisco service continued. Mr. Sanchez said that South San Francisco ridership had shown signs of steady growth and was also benefiting from Genentech's increased commuter benefit to its employees.

Mr. Stahnke commented further on Mr. Connolly's presentation that the temporary vessel reassignments had been adequately addressing capacity issues for the time being and that the reassignment would likely conclude with the return of *Bay Breeze* to service in spring 2014.

Public Comment

Veronica Sanchez of Masters, Mates and Pilots said that she was ecstatic about ridership growth. She suggested that future surveys include Mission Bay as a potential terminal to be served for riders with SOMA destinations in response to growth in that area and the new UCSF medical center.

Mr. Connolly agreed that that would be informative. Ms. Sanchez said she would also like to know what mode commuters to SOMA and Mission Bay currently use to get to work.

Director Bellows said that he appreciated the staff's creative problem solving and asked that they keep it up.

8. RECESS INTO CLOSED SESSION AND REPORT ON CLOSED SESSION

Chair Johnson called the meeting into closed session at 2:50 p.m.

Upon reopening of the meeting at 3:40 p.m., she reported on the Board's review of the Executive Director's performance. She offered a motion that the Executive Director's contract be amended to include a salary increase of 2% retroactive to March 1, 2013, with an additional 3% increase on March 1, 2014, conditioned upon a satisfactory performance evaluation to be completed no later than February 2014, and to include a three month severance payment for termination without cause. Director Bellows seconded the motion and the item passed unanimously.

Yeas: Haught Johnson, Intintoli, Bellows, DelBono. Nays: None.

9. ADJOURNMENT

All business having concluded, the meeting was adjourned at 3:42 p.m.

Respectfully Submitted,

Board Secretary

MEMORANDUM

TO: Board Members

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

SUBJECT: Board of Directors Meeting Schedule for Calendar Year 2014

Recommendation

Approve WETA Board of Directors meeting schedule for Calendar Year 2014.

Discussion

The WETA Board of Directors generally meets on the first Thursday of each month at 1:00 p.m. at WETA's offices located at 9 Pier, Suite 111, San Francisco, CA, with exceptions made to address holiday or business conflicts. Based upon a review of the 2014 calendar, staff proposes the following meeting dates for next year:

DATE:	TIME:	LOCATION/ADDRESS:
Thursday, January 9 (2 nd Thursday)	1:00 p.m.	WETA
Thursday, February 6	1:00 p.m.	WETA
Thursday, March 6	1:00 p.m.	WETA
Thursday, April 3	1:00 p.m.	WETA
Thursday, May 1	1:00 p.m.	WETA
Thursday, June 5	1:00 p.m.	WETA
Thursday, July 3	1:00 p.m.	WETA
Thursday, August 7	1:00 p.m.	WETA
Thursday, September 4	1:00 p.m.	WETA
Thursday, October 2	1:00 p.m.	WETA
Thursday, November 6	1:00 p.m.	WETA
Thursday, December 11 (2 nd Thursday)	1:00 p.m.	WETA

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

Fiscal Impact

There is no fiscal impact associated with setting the Board meeting calendar.

END

MEMORANDUM

TO: Board Members

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

SUBJECT: Status Report on South San Francisco Ferry Service

Recommendation

There is no recommendation associated with this informational item.

Background

Ferry service between Oakland, Alameda and South San Francisco began in June 2012 with commute-period service featuring three morning and two evening departures. The South San Francisco Ferry service was conceived as a destination-based service, intended to serve commuters traveling to Oyster Point employment centers from east bay home origins. As a result, parking was limited to 62 spaces at the terminal and free shuttles funded by the San Mateo County Congestion Relief Alliance make the “last mile” connection between the terminal and Oyster Point employment locations. Ridership was slow to build to expected levels in the initial operating period with average daily boardings ranging from 118 to 163 in the first six months.

While it is typical of new transit services to have a “ramp up” period, meetings with employers in the Oyster Point area and direct contact with riders already using the service indicated that the limited schedule was one impediment to attracting more riders. Also, there was a desire expressed by ferry supporters that the service be modified to function as an origin terminal, with trips to San Francisco or to events such as Giants games. On board surveys of ferry customers and an on-line survey of Oyster Point employees verified this perception and also provided insight regarding ideal morning and evening departure times.

Demonstration Service Program

In April 2013, the WETA Board approved a 12-month demonstration project, adding budget resources to the South San Francisco service for service enhancements and increased marketing. Service enhancements included an additional evening departure, revised evening departure times and initiation of midday service to San Francisco two days per week. Marketing and promotion activities include print, radio and distribution of other collateral materials, targeting the workday population and local community of South San Francisco. Special events and excursions on WETA vessels were offered as a way to expose potential riders to the service.

The enhanced schedule has been in operation for six months, from May through October. While there have been significant marketing efforts to promote the service, awareness of the service was certainly aided by the two BART strikes and the Bay Bridge closure. As a result, South San Francisco Service hit its one-day record ridership of slightly over 800 boardings on October 21st, the fourth day of the second BART strike.

Ridership on average weekdays has risen from 172 average weekday boardings in April to 345 boardings in October (not including October 31st). This represents roughly a 100 percent

increase in ridership, although some of this increase can be attributed to the BART strike in October. The average daily boardings figure for the six months of the enhancement project is 307 boardings. For the six months prior to the enhancement (November 2012 – April 2013), average daily boardings equaled 148, again a 100 percent increase. On a per trip basis, ridership is evenly spread among the morning departures while the two early evening departures are much more popular than the new trip added to the evening schedule at 6:20 PM.

For the midday trips, which have been offered for passenger service on Wednesdays and Fridays since May, average passenger boardings per trip equaled 54, filling vessels to 36 percent capacity of the typical 149-passenger vessel utilized. These midday trips are being made 5 days per week to reposition the vessel for its midday layover or other services, so adding passengers to this deadhead run has provided additional revenue to the service at little additional cost.

Fiscal Impact

There is no fiscal impact associated with this informational item.

END