

Members of the Board

Jody Breckenridge, Chair
Jeffrey DelBono
Anthony J. Intintoli, Jr.
Nicholas Josefowitz
James Wunderman, Vice Chair

**SAN FRANCISCO BAY AREA
WATER EMERGENCY TRANSPORTATION AUTHORITY
BOARD OF DIRECTORS MEETING**
Thursday, September 6, 2018 at 1:30 p.m.
Port of San Francisco
Pier 1
San Francisco, CA

The full agenda packet is available for download at sanfranciscobayferry.com/weta

AGENDA

1. CALL TO ORDER – BOARD CHAIR
2. PLEDGE OF ALLEGIANCE/ROLL CALL
3. PUBLIC HEARING TO CONSIDER COMMENTS ON THE PROPOSED RICHMOND FERRY SERVICE FARE SCHEDULE ***Timed Item
1:30 p.m.***
4. REPORT OF BOARD CHAIR ***Information***
5. REPORTS OF DIRECTORS ***Information***
Directors are limited to providing information, asking clarifying questions about matters not on the agenda, responding to public comment, referring matters to committee or staff for information, or requesting a report to be made at another meeting.
6. REPORTS OF STAFF ***Information***
 - a. Executive Director’s Report on Agency Projects, Activities and Services
 - b. Monthly Review of Financial Statements
 - c. Legislative Update
7. CONSENT CALENDAR ***Action***
 - a. Board Meeting Minutes – August 2, 2018
 - b. Authorize Release of a Request for Proposals for MV Solano Rebuild Project
8. ADOPT PROPOSED FARE STRUCTURE FOR NEW RICHMOND FERRY SERVICE ***Action***
9. AWARD A CONTRACT TO R.E. STAITE ENGINEERING FOR VALLEJO TERMINAL DREDGING ***Action***

**Water Emergency Transportation Authority
September 6, 2018 Meeting of the Board of Directors**

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| 10. <u>APPROVE CITY OF ALAMEDA'S REQUEST FOR \$2 MILLION TO SUPPORT THE SEAPLANE LAGOON FERRY TERMINAL CONSTRUCTION AND AUTHORIZE THE EXECUTIVE DIRECTOR TO ENTER INTO RELATED AGREEMENTS</u> | Action |
| 11. <u>ADOPT POLICY FOR PRIVATE CHARTER FERRY LANDINGS AT WETA FERRY TERMINAL FACILITIES</u> | Action |
| 12. <u>APPROVE TIDELINE MARINE GROUP'S REQUEST TO CONDUCT PRIVATE CHARTER LANDINGS AT THE HARBOR BAY FERRY TERMINAL</u> | Action |
| 13. <u>ADOPT A PASSENGER CODE OF CONDUCT FOR SAN FRANCISCO BAY FERRY SERVICES</u> | Action |
| 14. <u>OVERVIEW OF WETA SYSTEM PERFORMANCE MEASURES</u> | Information |
| 15. <u>PUBLIC COMMENTS FOR NON-AGENDA ITEMS</u> | |

ADJOURNMENT

All items appearing on the agenda are subject to action by the Board of Directors. Staff recommendations are subject to action and change by the Board of Directors.

PUBLIC COMMENTS WETA welcomes comments from the public. Each person wishing to address the Board of Directors is requested to complete a Speaker Card. Please forward completed Speaker Card and any reports/handouts to the Board Secretary. Speakers will be allotted no more than three (3) minutes to speak and will be heard in the order of sign-up. Said time frames may be extended only upon approval of the Board of Directors.

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.

Agenda Items: Speakers on individual agenda items will be called in order of sign-up after the discussion of each agenda item.

WETA meetings are wheelchair accessible. Upon request, WETA will provide written agenda materials in appropriate alternative formats to individuals with disabilities. In addition, WETA will arrange for disability-related modifications or accommodations including auxiliary aids or services to enable individuals with disabilities to participate in public meetings. Please send a written request including your name, mailing address, telephone number and brief description of the requested materials in preferred alternative format and/or auxiliary aid or service at least five (5) days before the meeting. Requests should be made by mail to: Board Secretary, WETA, 9 Pier, Suite 111, San Francisco, CA 94111; by e-mail to: contactus@watertransit.org; or by telephone: (415) 291-3377.

MEMORANDUM

TO: Board Members

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

SUBJECT: Public Hearing to Consider Comments on the Proposed Richmond Ferry Service Fare Schedule

Background/Discussion

The purpose of this agenda item is to conduct a formal public hearing to consider comments on the proposed fare structure for the new Richmond ferry service as specified below:

Proposed FY 2018/19 Richmond Ferry Service Fares

<u>Fare Type</u>	<u>Amount</u>
Adult	\$9.00
Adult (Clipper Only)	\$6.75
Youth (5-18)	\$4.50
Senior (65+), Disabled	\$4.50
School Groups	\$2.90
Children (under 5)	FREE

The proposed fares would be subject to a 3% increase on July 1, 2019, consistent with all other regularly-scheduled WETA services and WETA's Fiscal Year 2015-2020 Fare Program adopted by the WETA Board of Directors in 2015.

Speakers will be asked to clearly state their name and city of residence for the record and to keep their comments to 3 minutes or less. Once all public comments are received the hearing will be closed. The WETA Board will then consider, later in today's agenda, taking formal action on the proposed fare structure subject to any comments received at today's hearing or to comments that have been received during the 30 day public comment period that began on August 2, 2018.

END

MEMORANDUM

TO: WETA Board Members

FROM: Nina Rannells, Executive Director

DATE: September 6, 2018

RE: Executive Director's Report

CAPITAL PROJECT IMPLEMENTATION UPDATE

4 New Vessels – Central Bay

This project will construct four new 400-passenger high-speed 27-knot propeller vessels; two to replace the MV *Encinal* and *Harbor Bay Express II* and two to support the growing demand for WETA services.

The Board of Directors approved a contract with Aurora Marine Design (AMD) for vessel construction management services in December 2013, and with Kvichak Marine Industries - now Vigor Kvichak (Vigor) - in April 2015 for the construction of two new replacement vessels. Vessel construction began in September 2015. The first of these vessels, the MV *Hydrus*, was completed in March and put into revenue service in April 2017. The second of these vessels, the MV *Cetus*, was placed into revenue service in August 2017.

On October 6, 2016 the Board of Directors approved a contract award to Vigor for construction of two additional vessels. The first of these vessels, the MV *Argo* safely completed its trip from Seattle to San Francisco on May 18. The MV *Argo*, was placed into revenue service in June 2018. Work continues on the fourth vessel, the MV *Carina*. The hull sections with major machinery and systems installed were launched July 19 and taken to the Vigor Harbor Island facility in Seattle where the cabin module will be joined to the hull sections. The MV *Carina* is scheduled for completion in late December 2018.

3 New Vessels – North Bay

This project will construct three new 445-passenger high-speed 34-knot jet propulsion vessels to support WETA's Vallejo and North Bay services. In December 2015, the Board of Directors approved a contract with Fast Ferry Management for vessel construction management services. On September 1, 2016 the Board of Directors approved a contract award to Dakota Creek Industries for vessel construction. Vessel construction is in full swing.

The design and engineering work for the three new vessels is complete; all structural drawings have been approved. Main engine exhaust emissions testing was completed and Environmental Protection Agency (EPA) Tier 4 compliance for emissions was demonstrated at the factory. An agreement between WETA, MTU, Pacific Power Group and Dakota Creek for field testing of these first-ever MTU Tier 4 compliant engines has been finalized. Main propulsion equipment for the first vessel MV *Pyxis* is installed, and installation of other mechanical and electrical systems is well underway. Final outfitting and painting of the MV *Pyxis* will be completed in September, and the vessel will be moved out of the fabrication building and launched following completion of hull painting. Systems testing and sea trials will begin in

October. Delivery of the vessel to Vallejo is projected to occur in December 2018, and it should be available for service in early 2019. Hull and superstructure construction on the second vessel MV *Vela* is at 90% complete. Waterjets have been installed on the MV *Vela* and the shipyard is starting the work to install mechanical and electrical systems. Hull framing for the third vessel, MV *Lyra*, is complete and her keel will be laid as soon as the MV *Pyxis* is moved out of the fabrication building in September.

MV *Peralta* Mid-Life Project – Phase Two

This project provides for a general refurbishment of the vessel. On December 7, 2017 the Board of Directors approved a contract award to Marine Group Boat Works. The Phase Two refurbishment includes: renovation of the passenger cabins, bathrooms and galley, exterior paint and coatings, navigation electronics, control systems upgrades, steering system replacement, stern hull section module. The stern hull sections have been replaced with new modules and are complete. The cabin interior passenger spaces have been cleared and repainted and the overhead ceiling has been replaced. The main deck bar was removed; new flooring and counters are installed. Control and navigation systems are replaced. Deck coverings and seating are installed. Successful dock and sea trials were completed on August 29. The overall project is wrapping up and is expected to be completed in September.

New Commuter Class Vessel

In December 2017, the Board of Directors approved a release of a Request For Proposals (RFP) to procure a 250 passenger vessel, with potential options, that will establish a new class of WETA vessel with the versatility to support WETA's diverse system of services. On March 1, 2018, the Board of Directors approved a contract award to Glostien for Construction Management Services to support vessel construction. This mid-size high speed vessel will meet WETA's needs for serving both long and short routes and facilities constrained by vessel size and water depth. On July 20, 2018 five proposals were received from shipyards as a part of the Phase I qualifications component of this procurement. The proposals received, in alphabetical order, came from; (1) All American Marine Inc. in Bellingham, WA, (2) Dakota Creek Industries Inc. in Anacortes, WA, (3) Mavrik Marine in La Conner, WA, (4) Nichols Brothers Boat Builders in Freeland, WA, and (5) Vigor Kvichak LLC in Seattle, WA. All five proposals were determined to be responsive and met requirements for qualifications, experience, basic vessel design, references and financial capacity. Step Two requires proposers to submit detailed information regarding their proposed vessel, technical approach, management plan, delivery schedule and price proposal. Step Two submittals are due on September 9, 2018. Staff anticipates being in a position to recommend award of a contract for this work at a Board meeting later this year.

Central Bay Operations and Maintenance Facility

This project will construct a new ferry operations and maintenance facility at Alameda Point to serve as the base for WETA's existing and future Central Bay ferry fleet and operations. The project is being constructed by Overaa/Power, a Joint Venture, and construction management is being provided by 4Leaf, Inc. The building exterior skin was recently installed, and the waterside installation of floats and piles was completed in 2017. The project is close to completion, and Blue & Gold will begin a phased move-in during the months of September and October. A facility ribbon-cutting will be planned for later this year..

Downtown San Francisco Ferry Terminal Expansion Project

This project will expand berthing capacity at the Downtown San Francisco Ferry Terminal in order to support new and existing ferry services to San Francisco. The project also includes landside improvements needed to accommodate expected increases in ridership, and to support emergency response capabilities. Project construction is being provided by Power

Engineering under a Guaranteed Maximum Price contract, and construction management is being provided by CH2M Hill Engineers.

Site work began in February 2017, including the installation of construction fencing, site demolition, and placement of seismic, noise, vibration, and settlement monitoring devices. Dredging and pile driving work planned for 2017 was successfully completed within the six month regulatory window for in-water construction. The contractor has resumed pile driving work within the 2018 regulatory work window that began in June. In the past month, the contractor has progressed with construction of the portals, floats and gangways for future Gates F and G, which are scheduled to open for service by the end of 2018. The full project is scheduled to be completed in late 2019.

Richmond Ferry Terminal and Service

This project will construct a ferry terminal in Richmond to support new public transit ferry service between Richmond and San Francisco. Construction will consist of replacement of an existing facility (float and gangway) and a phased parking plan. Manson Construction is the main contractor and construction management is being provided by Ghirardelli Associates. New service will be operated with the support of Contra Costa County Measure J funds authorized by the Contra Costa County Transportation Authority in March 2015.

Project dredging and pile removal was completed in October and waterside pile installation was completed in November 2017. Construction of the landside improvements commenced in February 2018 and will be completed by the end of the year. Staff has consulted with the City of Richmond and mutually agreed on a service start date of January 10, 2019. Work is underway to plan for marketing and service opening events for the new terminal and service.

SERVICE DEVELOPMENT UPDATE

Mission Bay Ferry Landing

The Port of San Francisco released an engineering feasibility and site selection study for a future Mission Bay ferry landing in March 2016. WETA staff participated in the study and provided input regarding ferry operations and potential service models. In December 2016, the Port of San Francisco awarded a contract to COWI/OLMM to complete preliminary design, permitting and entitlement activities, and began the process in partnership with WETA. To support the effort, the City and Port of San Francisco placed \$7 million in its capital budget. A project Memorandum of Understanding (MOU) between the Port and WETA was adopted by the WETA Board in January 2017. Staff has been working together with Port staff and their consultants on initial design and environmental testing activities. The environmental document is complete and is scheduled for adoption in the early fall. The Port is working to identify funds to move the project forward to construction, and has submitted a request for WETA to program \$25 million in Regional Measure 3 to support project construction.

Alameda Seaplane Lagoon Ferry Terminal

In April 2016, the Alameda City Council and WETA Board of Directors adopted a MOU defining a future service concept for western Alameda and identifying the terms and conditions under which a new Seaplane Lagoon Ferry Service would be implemented. The MOU defines roles and responsibilities for each party pertaining to the proposed construction of a new ferry terminal along Seaplane Lagoon on the former Naval Air Station at Alameda Point, future operation of the service, and the pursuit of funds necessary to support the new service. The City has contracted with Marcy Wong Donn Logan Architects to complete the final design of the ferry terminal. WETA staff is participating in the design effort. Staff continues to work with the City to

fulfill WETA's commitments under the MOU with the common goal of achieving the start of service by 2020.

The transfer of property from the City to the development team - Alameda Point Partners - included a \$10 million contribution toward the Seaplane Lagoon Ferry Terminal. The City previously secured \$8.2 million from the Alameda County Transportation Commission for the terminal and has recently committed \$2 million from City general funds. To close a \$2 million funding gap, the City has requested WETA to provide \$2 million in fiscal year 2019/2020. An item on today's board agenda recommends committing the funding to the City to enable the project to stay on schedule. The City is preparing to initiate float procurement in fall 2018 as the first phase of construction.

Redwood City Ferry Terminal

A Draft Redwood City Ferry Terminal site feasibility report was completed in 2012 in an effort to identify site opportunities, constraints and design requirements, and better understand project feasibility and costs associated with the development of a terminal and service to Redwood City. During the summer of 2016, staff from the Port of Redwood City (Port), WETA and Redwood City met to redefine the project, shifting the development toward a public facility available to multiple ferry operators in advance of formal WETA service given the lack of project funds for such service at this time. This alternative development model would allow the Port and City to move forward with construction of a terminal, allowing time for WETA and the City to advocate for operational and vessel funding for eventual WETA service.

Board Chair Breckenridge and Vice Chair Wunderman and WETA staff participated in a site visit to the Port on May 25, 2018 that also included Port Commissioners, the Mayor of Redwood City, and Councilmembers from Redwood City and Burlingame. In addition, staff from multiple agencies and private sector stakeholders such as Google and Prop SF were in attendance. The two-hour site event consisted of a visit to an adjacent property to view a potential ferry terminal location and an hour of presentations and discussion among the group.

Redwood City has taken the lead role for implementation of the Ferry Terminal Project. The City was awarded \$450,000 in Measure A funds to prepare a Financial Feasibility Study and Cost Benefit Analysis Report for the Redwood City Ferry Terminal Construction and Service. The City is currently reviewing a draft MOU with WETA that defines agency roles and future operating conditions. The City will be entering a separate agreement with the San Mateo County Transportation Authority to develop and adopt the Feasibility Study and Business Plan. The MOU and release of a Request for Proposals are expected in fall 2018.

Treasure Island Service

This project - which will be implemented by the Treasure Island Development Authority (TIDA), the San Francisco County Transportation Authority (acting in its capacity as the Treasure Island Mobility Management Authority), and Lennar Urban, the prospective developer - will institute new ferry service between Treasure Island and downtown San Francisco in connection with the planned Treasure Island Development Project. The anticipated start of operations would be 2023 given the current development project schedule.

WETA staff is working with City of San Francisco staff to support development of this project. In that capacity, they are participating in regular meetings of the City's Technical Advisory Committee, convened to update and further develop the Treasure Island Mobility Management Program that will include a new ferry service to be provided in conjunction with the development project.

SYSTEM PLANS/STUDIES

Alameda Terminals Access Initiatives

The City of Alameda City Council authorized a residential parking permit program for the Harbor Bay Ferry Terminal area in February 2017. City of Alameda staff coordinated with the Harbor Bay Master Homeowner's Association to develop a strategy for implementing the residential permit and enforcement program, including outreach to surrounding communities and ferry riders. On June 27, the City began the outreach effort with cooperation from WETA through the Bay Alerts system. The City continued its outreach process through the end of August and began active enforcement in September 2017. To make up for the loss of parking, WETA began working with the City to develop strategies to enhance alternative access to the terminal, and staff executed an agreement with AC Transit to offer a free transfer to ferry riders who take the bus to the ferry. In addition, bike lockers were upgraded and new bike racks were installed.

Recently, the City submitted an application to allow on-street parking on Harbor Bay Parkway and Adelphian Way, two streets where BCDC has imposed no parking or limited parking rules. A group of Harbor Bay riders have submitted letters of support for the City proposal and WETA staff has also written to support the proposed change as a benefit to ferry riders.

At the request of the Harbor Bay Homeowner's Association and the City of Alameda, WETA has been considering a parking fee at the Harbor Bay lot. WETA staff has engaged CDM Smith to evaluate potential parking fee programs, not just for Harbor Bay but for the entire WETA system. A program of systemwide parking fee program policy goals was approved by the WETA Board in November 2016 that will be used to guide the development of a specific paid parking program for the Harbor Bay Terminal site. Staff anticipates bringing a recommendation for a parking fee program to Directors in the fall of 2018.

At Main Street, WETA worked with City of Alameda staff beginning in spring 2015 to open the Officer's Club parking lot as an overflow lot for the many riders who had been parking on dirt lots or on the shoulders of Main Street. WETA funded a new crosswalk and minor improvements to the lot, which opened to ferry riders on May 24, 2016. In addition to the parking improvements, 20 bicycle lockers at the Main Street terminal that were funded through a grant from the Bay Area Air Quality Management District were installed on February 22, 2016. Staff shifted focus to identify additional access improvement possibilities - such as buses, shuttles, bicycles, and pedestrian improvements - after the parking improvements were underway, and have met with private companies like Lyft, Chariot and Scoop in an effort to explore alternative options for improving transportation options for ferry riders in Alameda and elsewhere.

Staff recently attended the inaugural Shuttle Task Force convened by the City of Alameda and the Greater Alameda Business Association to explore the possibility of a free shuttle within the City. Providing shuttle service to ferry terminals is a primary goal of the effort.

Berkeley Environmental Studies

The proposed Berkeley service will provide an alternative transportation link between Berkeley and downtown San Francisco. In past years, staff has coordinated with Federal Transit Administration (FTA) staff to discuss the process for completion of the Final EIS/EIR. FTA indicated that it would not be able to complete the NEPA process and issue a Record of Decision because a long-term operational funding source was not available for the service at the time. Staff has been working with City of Berkeley staff and its consultant, which is undergoing a master planning process for the Berkeley Marina and possible rehabilitation of the Berkeley Pier. Staff is in communication with Berkeley staff to develop a new MOU for a redefined Berkeley ferry project.

Solano County Water Transit Plan and Financial Feasibility Study

The Solano Transportation Authority (STA) has begun a feasibility study of potential ferry and water transit routes in and around Solano County. WETA is a partner on the study by serving on a Technical Advisory Committee and funding the necessary ridership forecasting tasks, similar to the role WETA played in the 2014 Ferry Feasibility Study in Contra Costa County. The STA study is expected to be complete in the early part of 2019. Staff will provide the Board with updates as the study progresses.

Small Vessel Service Study

An Advisory Committee of the Board has been formed and has met on two occasions to initiate study of small vessels as a complement to WETA's service. The Board Subcommittee consists of Board members Josefowitz and Intintoli, and a transportation consultant – ARUP – has been engaged to perform the analysis. The consultant has already begun a more intensive part of the analysis and staff will begin reaching out to stakeholders such as City representatives, funding partners and private companies.

EMERGENCY RESPONSE ACTIVITIES UPDATE

WETA's enabling legislation directs the agency to provide comprehensive water transportation and emergency coordination services for the Bay Area region. Staff is currently working on the following emergency response related activities:

Vessel Mutual Assistance Plan and Oakland Airport Water Rescue Plan Validation Exercise:
WETA and Blue & Gold Fleet are in the final planning process for a fall exercise with the Oakland Airport and other ferry operators on the Bay to test the Oakland Airport's Water Rescue Plan in the event of a plane landing in the San Francisco Bay. The exercise is being designed to satisfy the exercise requirements for the Vessel Mutual Assistance Plan as required by the United States Coast Guard (USCG) and will take place during Urban Shield's Red Command exercise with firefighters on Saturday, September 8. WETA and Golden Gate Ferry will each be providing a vessel for the exercise. Participants include all private ferry operators, USCG, Oakland Airport, Alameda County Fire Department, the Bay Area Search and Rescue Council, and available fire departments from around the region (TBD).

Central Bay Operations & Maintenance Facility Emergency Operations Center (EOC):
Staff is continuing to work on ordering emergency communications equipment for the Central Bay Operations & Maintenance Facility, and developing a functional layout for converting the conference room into an EOC during an event requiring EOC activation.

OTHER PROJECTS

Ridership Database

WETA has contracted with TransSight LLC to build a web-based Ridership Database and Reporting System to improve access to and use of ridership and other operating data from Blue & Gold Fleet's data systems. Initial user training was held on August 15. The database has been deployed to production and is currently undergoing a final code review.

Mobile Ticketing Platform

WETA is in the process of developing a mobile ticketing platform that will allow riders to use their mobile devices to buy tickets for the ferry. Visitors and other infrequent riders who do not have Clipper Cards will be the primary users of the mobile ticketing platform. WETA has contracted with on-call technical consultant BlinkTag, Inc. for assistance with market research and RFP development. WETA plans to launch the mobile ticketing platform in October 2018. Staff released the RFP on May 17 following board approval in the May 10 meeting. Staff

received proposals on June 18 and conducted interviews on July 12. The Board of Directors approved an item for contract award to Hopthru, Inc. at the August 2 meeting.

OPERATIONS REPORT

Monthly Operating Statistics - The Monthly Operating Statistics Report for July 2018 is provided as **Attachment A**. A more detailed discussion on performance metrics is included as a separate item on the September 6 meeting agenda.

KEY BUSINESS MEETINGS AND EXTERNAL OUTREACH

On August 7, Taylor Rutsch attended the Regional Advisory Working Group meeting at MTC to discuss the methodology and next steps of the Plan Bay Area 2040 and Horizon initiatives.

On August 7, Taylor Rutsch attended the Means Based Fare Discount Working Group meeting at MTC.

On August 7, Kevin Connolly and Mike Gougherty led a site tour of the Downtown San Francisco Ferry Terminal Expansion project for staff from the MTC Programming and Allocations department.

On August 22, Thomas Hall participated in TMA SF Connect's outreach event at the 201 Mission building in San Francisco, providing information to current and potential riders.

On August 22, Lauren Gularte represented WETA at the Business Outreach Committee's (BOC) annual Meet the Primes Networking event attended by 120 small businesses, 15 prime contractors and BOC members.

On August 24, Taylor Rutsch attended the Richmond First/Last Mile Plan Technical Advisory Group meeting at Richmond City Hall.

On August 28, Kevin Connolly attended an Alameda Shuttle Task Force meeting at Alameda City Hall.

On September 4, Kevin Connolly attended the Alameda City Council meeting for the Seaplane Lagoon Plan and Status Report.

OTHER BUSINESS

New WETA Staff

WETA has hired Thomas Hall as its new Marketing and Public Information Manager following the retirement of Ernest Sanchez in July. Thomas has extensive experience as a public information officer working in media relations, marketing, program branding, website management and social media. He brings a collaborative approach to his work at WETA and has hit the ground running with new ideas about how to manage WETA's communications channels and work.

Regional Measure 3

Senate Bill 595 (Beall), authorized a new bridge toll measure - Regional Measure 3 - to raise the tolls on the state-owned bridges to fund a program of regional transportation improvements in the San Francisco Bay Area. In June 2017, during the development of this bill, the WETA Board adopted a Regional Measure 3 Principles and Investment Program. The final measure adopted by the legislature included \$300 million in capital funds to support construction of WETA

vessels, terminals and facilities and an operating subsidy of up to \$35 million annually to support WETA's growing regional ferry system.

On January 24, 2018, the Bay Area Toll Authority authorized moving forward to place RM3 on the June 5, 2018 ballot. The measure, which passed by a majority of Bay Area voters, will raise tolls by \$3 over a six year period starting with a \$1 increase on January 1, 2019, and followed by additional \$1 increases in January 2022 and January 2025.

On July 5, 2018 the Howard Jarvis Taxpayers Association filed a lawsuit against the Bay Area Toll Authority and the State Legislature arguing that a bridge toll is a tax and therefore subject to a two-thirds vote requirement of the electorate or the Legislature. At this time, it is not known how the lawsuit will affect the toll increase or availability of funding from RM3.

Staff has met with MTC staff to discuss their RM3 program requirements under development and will return to the Board in the coming months to discuss a plan for securing funds.

END

Attachment A

Monthly Operating Statistics Report July 2018

		Alameda/ Oakland	Harbor Bay	South San Francisco	Vallejo*	Systemwide
vs. last month	Total Passengers July 2018	151,869	29,780	11,742	112,812	306,203
	Total Passengers June 2018	135,342	28,047	12,531	106,933	282,853
	Percent change	12.21%	6.18%	-6.30%	5.50%	8.26%
vs. same month last year	Total Passengers July 2018	151,869	29,780	11,742	112,812	306,203
	Total Passengers July 2017	146,126	26,313	11,247	105,751	289,437
	Percent change	3.93%	13.18%	4.40%	6.68%	5.79%
Boardings	Total Passengers Current FY To Date	151,869	29,780	11,742	112,812	306,203
	Total Passengers Last FY To Date	146,126	26,313	11,247	105,751	289,437
	Percent change	3.93%	13.18%	4.40%	6.68%	5.79%
vs. prior FY to date	Avg Weekday Ridership July 2018	4,997	1,418	559	4,069	11,043
	Passengers Per Hour	183	217	90	166	173
	Revenue Hours	828	137	131	678	1,774
Ops Stats	Revenue Miles	11,487	3,017	2,231	21,669	38,405
	Farebox Recovery	51%	77%	29%	83%	74%
	Cost per Available Seat Mile	\$0.25	\$0.36	\$0.55	\$0.25	\$0.28
Fuel	Average peak hour utilization, AM	63%	87%	44%	91%	71%
	Average peak hour utilization, PM	82%	82%	55%	89%	77%
	Fuel Used (gallons)	67,561	17,640	15,716	173,414	274,330
	Avg Cost per gallon	\$2.65	\$2.65	\$2.65	\$2.58	\$2.61

* Includes backup bus boardings. July bus ridership totaled 247 for Vallejo.

MEMORANDUM

TO: Board Members

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

**SUBJECT: Monthly Review of FY 2018/19 Financial Statements for One Month
Ending July 31, 2018**

Recommendation

There is no recommendation associated with this informational item.

Summary

This report provides the attached FY 2018/19 Financial Statements for one month ending July 31, 2018.

Operating Budget vs. Actual

	Prior Actual	Current Budget	Current Actual
Revenues - Year To Date:			
Fare Revenues	\$2,281,767	\$1,922,815	\$2,427,602
Bridge Toll Revenues	960,501	1,796,157	1,028,965
Other Revenues	-	61,830	1,700
Total Operating Revenues	\$3,242,269	\$3,780,802	\$3,458,267
Expenses - Year To Date:			
Planning & Administration	\$131,068	\$254,795	\$164,788
Ferry Services	3,111,201	3,526,008	3,293,479
Total Operations Expenses	\$3,242,269	\$3,780,802	\$3,458,267
System-Wide Farebox Recovery %	73%	55%	74%

Capital Actual and % of Total Budget

	YTD Actual	% of FY 2018/19 Budget
Revenues:		
Federal Funds	\$1,797,446	
State Funds	6,324,454	
Bridge Toll Revenues	1,812,890	
Other Revenues	183,572	
Total Capital Revenues	\$10,118,362	8.77%
Expenses:		
Total Capital Expenses	\$10,118,362	8.77%

Fiscal Impact

There is no fiscal impact associated with this informational item.

END

San Francisco Bay Area Water Emergency Transportation Authority
FY 2018/19 Statement of Revenues and Expenses
For One Month Ending 7/31/2018

% of Year Elapsed 8%

	Jul-18 Actual	Year - To - Date			Total FY2018/19 Budget	% of Total Budget
		FY2017/18 Actual	FY2018/19 Budget	FY2018/19 Actual		
OPERATING EXPENSES						
<u>PLANNING & GENERAL ADMIN:</u>						
Wages and Fringe Benefits	\$105,269	\$86,913	\$131,797	\$105,269	1,551,800	6.8%
Services	73,450	67,297	116,135	73,450	1,367,400	5.4%
Materials and Supplies	26	391	15,330	26	180,500	0.0%
Utilities	3,754	1,512	3,491	3,754	41,100	9.1%
Insurance	1,200	1,201	2,404	1,200	28,300	4.2%
Miscellaneous	8,681	1,171	26,567	8,681	312,800	2.8%
Leases and Rentals	30,609	30,988	33,013	30,609	388,700	7.9%
Admin Overhead Expense Transfer	(58,201)	(58,405)	(73,941)	(58,201)	(870,600)	6.7%
Sub-Total Planning & Gen Admin	\$164,788	\$131,068	\$254,795	\$164,788	3,000,000	5.5%
<u>FERRY OPERATIONS:</u>						
<u>Harbor Bay FerryService</u>						
Purchased Transportation	176,784	\$156,633	\$193,644	\$176,784	2,280,000	7.8%
Fuel - Diesel & Urea	46,664	30,000	51,596	46,664	607,500	7.7%
Other Direct Operating Expenses	41,095	30,580	63,902	41,095	752,400	5.5%
Admin Overhead Expense Transfer	6,958	7,287	8,561	6,958	100,800	6.9%
Sub-Total Harbor Bay	\$271,501	\$224,500	\$317,703	\$271,501	3,740,700	7.3%
Farebox Recovery	51%	54%	45%	51%	45%	
<u>Alameda/Oakland Ferry Service</u>						
Purchased Transportation	\$806,202	\$829,245	\$792,870	\$806,202	9,335,400	8.6%
Fuel - Diesel & Urea	178,725	123,643	171,044	178,725	2,013,900	8.9%
Other Direct Operating Expenses	130,620	90,812	215,658	130,620	2,539,200	5.1%
Admin Overhead Expense Transfer	26,431	25,696	32,571	26,431	383,500	6.9%
Sub-Total Alameda/Oakland	\$1,141,978	\$1,069,396	\$1,212,142	\$1,141,978	14,272,000	8.0%
Farebox Recovery	77%	75%	56%	77%	56%	
<u>Vallejo FerryService</u>						
Purchased Transportation	\$995,329	\$991,495	\$1,013,751	\$995,329	11,936,100	8.3%
Fuel - Diesel & Urea	447,919	362,227	488,186	447,919	5,748,000	7.8%
Other Direct Operating Expenses	136,348	163,598	168,623	136,348	1,985,400	6.9%
Admin Overhead Expense Transfer	21,859	21,861	26,711	21,859	314,500	7.0%
Sub-Total Vallejo	\$1,601,454	\$1,539,181	\$1,697,271	\$1,601,454	19,984,000	8.0%
Farebox Recovery	83%	83%	58%	83%	58%	
<u>South San Francisco FerryService</u>						
Purchased Transportation	\$207,085	\$213,326	\$203,836	\$207,085	2,400,000	8.6%
Fuel - Diesel & Urea	41,575	30,043	49,022	41,575	577,200	7.2%
Other Direct Operating Expenses	26,932	31,195	42,338	26,932	498,500	5.4%
Admin Overhead Expense Transfer	2,953	3,561	3,695	2,953	43,500	6.8%
Sub-Total South San Francisco	\$278,545	\$278,124	\$298,891	\$278,545	3,519,200	7.9%
Farebox Recovery	29%	30%	36%	29%	36%	
Total Operating Expenses	\$3,458,267	\$3,242,269	\$3,780,802	\$3,458,267	\$44,515,900	7.8%
OPERATING REVENUES						
Fare Revenue	\$2,427,602	\$2,281,767	\$1,922,815	\$2,427,602	22,639,600	10.7%
Regional - Bridge Toll	1,028,965	960,501	1,796,157	1,028,965	21,148,300	4.9%
Regional - Alameda Tax & Assessment	-	-	61,830	-	728,000	0%
Other Revenue	1,700	-	-	1,700	-	0%
Total Operating Revenues	\$3,458,267	\$3,242,269	\$3,780,802	\$3,458,267	\$44,515,900	7.8%

San Francisco Bay Area Water Emergency Transportation Authority
FY 2018/19 Statement of Revenues and Expenses
For One Month Ending 7/31/2018

Project Description	Jul-18 Total	Total Project Budget	Total Prior Expense	Total FY2018/19 Budget ¹	Total FY2018/19 Expense	Total Future Year	% of Total Project Budget Spent
CAPITAL EXPENSES:							
<u>FACILITIES:</u>							
Terminal Construction							
Downtown Ferry Terminal Expansion - South Basin	\$2,796,073	\$97,965,000	\$46,780,727	\$34,556,273	\$2,796,073	\$16,628,000	51%
Richmond Ferry Terminal	2,061,577	21,000,000	11,134,262	9,865,738	2,061,577	-	63%
Maintenance and Operations Facilities							
Ron Cowan Central Bay Operations & Maintenance Facility	1,470,864	69,500,000	60,723,722	8,776,278	1,470,864	-	89%
Terminal Improvement							
Terminal Dredging - Vallejo and South San Francisco	10,217	3,750,000	106,999	3,643,001	10,217	-	3%
<u>FERRY VESSELS:</u>							
Vessel Construction							
445-Pax Replacement Vessel - M/V Vallejo	1,329,475	23,372,000	12,443,000	10,929,000	1,329,475	-	59%
445-Pax Expansion (Waterjet) Vessels - 2 vessels	717,002	46,745,000	15,557,743	20,187,257	717,002	11,000,000	35%
400-Pax Expansion (Propeller) Vessels - 2 vessels	765,496	33,400,000	26,533,692	6,866,308	765,496	-	82%
250-Pax High-Speed (Waterjet) Vessel	49,796	14,000,000	93,374	9,106,626	49,796	4,800,000	1%
Vessel Rehabilitation and Refurbishment							
Vessel Mid-Life Refurbishment - M/V Peralta	917,862	5,117,000	2,929,906	2,187,094	917,862	-	75%
Vessel Engine Overhaul - M/V Intintoli and M/V Mare Island	-	3,000,000	-	1,500,000	-	1,500,000	0%
Vessel Qtr-Life Refurbishment - M/V Scorpio	-	2,500,000	-	2,500,000	-	-	0%
Vessel Engine Overhaul - M/V Taurus	-	800,000	-	800,000	-	-	0%
Vessel Service Life Extension - M/V Solano	-	13,000,000	-	3,375,000	-	9,625,000	0%
<u>CAPITAL EQUIPMENT / OTHER:</u>							
CCTV Install and Network Intergration - East Bay Terminals	-	400,000	-	400,000	-	-	0%
Purchase Service Vehicles	-	500,000	27,088	472,912	-	-	5%
Purchase Selective Catalyst Reduction (SCR) System	-	200,000	-	200,000	-	-	0%
Total Capital Expenses	\$10,118,362	\$335,249,000	\$176,330,514	\$115,365,486	\$10,118,362	\$43,553,000	
CAPITAL REVENUES:							
Federal Funds	\$1,797,446	\$78,840,140	\$33,033,731	\$36,906,409	\$1,797,446	\$8,900,000	44%
State Funds	6,324,454	200,233,450	112,665,044	61,852,046	6,324,454	25,716,360	59%
Regional - Bridge Toll	1,812,890	52,952,010	29,605,664	14,629,706	1,812,890	8,716,640	59%
Regional - Alameda Sales Tax Measure B / BB	183,572	1,723,400	586,075	1,137,325	183,572	-	45%
Regional - Alameda TIF / LLAD	-	400,000	-	400,000	-	-	0%
Regional - San Francisco Sales Tax Prop K	-	1,100,000	440,000	440,000	-	220,000	40%
Total Capital Revenues	\$10,118,362	\$335,249,000	\$176,330,514	\$115,365,486	\$10,118,362	\$43,553,000	

¹ FY2018/19 Budget includes adjustments to reflect actual FY2017/18 expenditures.

TO: WETA Board Members

**FROM: Peter Friedmann, WETA Federal Legislative Representative
Ray Bucheger, WETA Federal Legislative Representative**

SUBJECT: WETA Federal Legislative Board Report – September 2018

This report covers the following topics:

1. Near-Term Congressional Priorities
2. Transportation Funding Remains a Long-Term Priority for Congress
3. Keeping WETA's Priorities Front and Center

Near-Term Congressional Priorities

With the 2018 mid-term election on the horizon, and the House of Representatives only scheduled to be in session for 11 days in September, we expect Congressional leaders to focus on a few “must-pass” items before hitting the campaign trail full-time. That list is relatively short, and includes the FY19 federal appropriations process and legislation authorizing the activities of the Federal Aviation Administration (FAA). To date, Congress hasn't sent any of the 12 individual appropriations bills (which fund various parts of the federal government) to the President, and the FAA's authorization expires on September 30, which also marks the end of fiscal year 2018.

The House is currently scheduled to be in session the first two weeks of October, but Republican leaders may decide to cancel one or two of those weeks to allow vulnerable members to spend more time campaigning in their Congressional districts. To the extent the House takes up other legislation, Republican leaders will be focused on votes that will help the re-election prospects of their members, even if the legislation being voted on will never become law.

The Senate will be in session for a few extra days in September – for a grand total of 16 legislative days – and is scheduled to be in session for most of October. In addition to the FAA bill and the appropriations process, the Senate is expected to take up the nomination of Brett Kavanaugh to be the newest Supreme Court Justice and will likely spend much of the rest of the time confirming other federal nominees, including other federal judges.

Transportation Funding Remains a Long-Term Priority for Congress

This all means that Congress is unlikely to talk about infrastructure in any meaningful way until after the election. If Democrats do in fact win enough seats in November to take the House majority when the 116th Congress convenes in January, we expect infrastructure to be a top priority. In fact, many of our sources on Capitol Hill believe that infrastructure legislation will be the only thing that a Democratic House, a Republican Senate, and President Trump could all agree to.

With that all being said and while we expect there to be a lot of infrastructure talk after the election, the reality is that a stand-alone “infrastructure package” that provides new funding to transit, roads and bridges outside of existing government programs is unlikely. More likely is that any talk about infrastructure will quickly turn to the next big surface transportation bill, given that the programs and funding authorized by the FAST Act expire after 2020, and because it could take all of the 116th Congress to get a new surface transportation bill through Congress.

Keeping WETA's Priorities Front and Center

Even though infrastructure is not necessarily a "now" issue, we are continuing to work with our partners in the Public Ferry Coalition to ensure that key decision-makers will be thinking about funding for public ferries when the time to act finally arrives. We continue to be specifically focused on additional funding for the Federal Transit Administration (FTA) ferry grant program and the Federal Highway Administration (FHWA) formula program. To that end, we continue to stay in touch with relevant Committee staff, as well as the California and Washington Congressional delegations.

As part of our strategy to keep ferry funding front-of-mind, we are continuing to work with WETA staff to look for various opportunities to engage certain key members of Congress outside of Washington, D.C. This includes possibly getting Washington Senator Patty Murray and / or Washington Congressman Rick Larsen to a Washington shipyard for a photo-op; inviting Rep Barbara Lee to the opening of the Central Bay Operations & Maintenance Facility; inviting Rep Nancy Pelosi to the ribbon cutting for phase I of the Downtown Ferry Building project; and inviting Rep Mark DeSaulnier to the opening of the Richmond ferry terminal.

Respectfully Submitted,

Peter Friedmann and Ray Bucheger

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

(August 2, 2018)

The Board of Directors of the San Francisco Bay Area Water Emergency Transportation Authority met in regular session at Pier 1, Port of San Francisco.

1. CALL TO ORDER – BOARD CHAIR

Chair Jody Breckenridge called the meeting to order at 1:31 p.m.

2. ROLL CALL

Chair Breckenridge, Vice Chair James Wunderman, Director Anthony Intintoli, Director Jeffrey DelBono, and Director Nick Josefowitz were in attendance.

3. REPORT OF BOARD CHAIR

Chair Breckenridge reported that she met with a group working on a hydrogen fuel cell ferry concept and she asked staff to arrange a presentation on the topic for a future meeting.

4. REPORTS OF DIRECTORS

Directors commended WETA staff for their work on the many open projects detailed in the Executive Director's Report.

5. REPORTS OF STAFF

Ms. Rannells shared her written report with Directors.

6. CONSENT CALENDAR

Director DelBono made a motion to approve the consent calendar which included:

- a. Board Meeting Minutes – June 7, 2018

Director Intintoli seconded the motion and the consent calendar carried unanimously.

Yeas: Breckenridge, DelBono, Intintoli, Josefowitz, Wunderman. Nays: None.

7. APPROVE ACTIONS RELATED TO AWARD OF CONTRACTS TO SUPPORT TERMINAL DREDGING

Operations & Maintenance Manager Keith Stahnke presented this item to approve actions related to award of contracts to support dredging projects at the South San Francisco and Vallejo ferry terminals. He explained that the multi-part item would support five actions if passed: (1) reject all bids for the Vallejo Terminal Dredging component of the project, (2) authorize release of a new Invitation for Bids (IFB) for Vallejo Terminal Dredging, (3) approve contract award to The Dutra Group for the South San Francisco Terminal portion of the project in an amount not to exceed \$2,400,000 including a 10% owner's contingency, (4) approve Amendment No. 1 to Agreement #17-028 with FOTH Infrastructure & Environmental, LLC for technical and construction management services to increase the contract amount by \$40,000 to support additional work, and (5) authorize the Executive Director to negotiate and

enter into these agreements and take any other related actions as may be necessary to support this project.

Mr. Stahnke further noted that the two contractors that submitted bids on the original IFB for this work had received subcontractor bids from the same subcontractor for the same amount, and the estimates received at WETA had far exceeded the original engineer estimates for the full scope of the proposed work. He noted that the Vallejo bid numbers for the dredging were close to the original estimate, but that the work for the passenger float and gangway rehabilitation had far exceeded engineer expectations.

It was agreed that future contract items brought before the Board for approval would include engineer project estimates.

Director Intintoli made a motion to approve the item supporting all five of the actions.

Director Wunderman seconded the motion and the item carried unanimously.

Yeas: Breckenridge, Wunderman, Intintoli, DelBono, Josefowitz. Nays: None.

8. AWARD CONTRACT TO HOPTHRU, INC. FOR A MOBILE TICKETING PLATFORM

Transportation Planner Taylor Rutsch presented this item to award contract to Hopthru, Inc. for a mobile ticketing platform. He said the 38 month agreement period was to support a two month ramp up period in addition to a more standard three year contract term.

Director Josefowitz made a motion to approve the item.

Director DelBono seconded the motion and the item carried unanimously.

Yeas: Breckenridge, Wunderman, Intintoli, DelBono, Josefowitz. Nays: None.

9. RICHMOND FERRY TERMINAL PROJECT AND SERVICE UPDATE

Senior Planner/Project Manager Chad Mason presented this informational project and service update on the Richmond Ferry Terminal Project. He shared a slideshow on the progress to date of the land and shoreside construction and surrounding land and access improvements. Mr. Mason said that project construction would be delayed approximately two months due to necessary modifications to the passenger shelter element of the project. He explained that a source for the metal siding had been identified and secured in Wisconsin, and that a local Bay Area fabricator would be completing the louvre finishing work. He said that these louvres were expected to be installed on the passenger shelter by the end of December.

Mr. Mason said that a marketing plan for the new service had been developed in collaboration with the City of Richmond, West Contra Costa County Transportation Advisory Committee and the National Parks Service. He also said that the WETA Operations and Planning teams had developed a service schedule that, through strategic vessel interlining, allows for four morning and evening peak period weekday trips between Richmond and San Francisco.

Staff identified the potential new start date for service operation of early January 2019, in order to accommodate the extended construction schedule and align the service start-up with new San Francisco berthing capacity. Directors discussed project design aesthetics versus project viability and construction schedules and it was agreed that an adjustment was needed and that staff should identify a hard start date for service that everyone could plan on.

10. APPROVE AMENDMENT TO AGREEMENT WITH GHIRARDELLI ASSOCIATES TO PROVIDE ADDITIONAL CONSTRUCTION MANAGEMENT SERVICES FOR THE RICHMOND FERRY TERMINAL PROJECT

Mr. Mason presented this item to approve an agreement amendment to increase the total contract amount by \$400,000 with Ghirardelli Associates to provide additional construction management services for the Richmond Ferry Terminal Project. He explained that because the construction is now scheduled to be completed in December instead of October as originally expected, Ghirardelli will be required to work beyond the initially agreed upon contract term and price, in addition to the required extra work on permitting and initial construction preparation that they have already provided for the project outside of the original parameters of the contract.

Director Intintoli made a motion to approve the item.

Director DelBono seconded the motion and the item carried unanimously.

Yeas: Breckenridge, Wunderman, Intintoli, DelBono, Josefowitz. Nays: None.

11. OPEN PUBLIC COMMENT PERIOD ON A PROPOSED FARE STRUCTURE FOR THE RICHMOND FERRY SERVICE

Planning & Development Manager Kevin Connolly presented this item to open the public comment period on a proposed fare structure for the future Richmond ferry service. He said that approximately 500 people per day were expected to use the service during the first year resulting in an estimated 30 percent farebox recovery.

The Board expressed interest in exploring the possibility of offering discounted fares and transfers for multi-modal public transit use by Richmond ferry riders. Directors noted the sometimes delicate balancing act of assuring economic accessibility for all and meeting the Metropolitan Transportation Commission (MTC) farebox recovery requirements for each individual ferry route.

Directors discussed the free parking initially planned for the Richmond service during its first year, and they emphasized the importance of getting ferry riders to WETA terminals without increasing traffic congestion and vehicle emissions in the Bay Area. It was agreed that having a fare discount incentive to those riders who reach the terminal using a method other than driving alone in their vehicles would be a wise objective when considering the parking policy in the future.

Mr. Connolly emphasized that the current initial parking plan at the Richmond terminal will be in place for the first year and he said that decision had been made in concert with the City of Richmond, which owns the parking property, and the West Contra Costa Transportation Advisory Committee, which is the entity funding the service operation/subsidy. He further explained that once Directors adopt a WETA systemwide parking program and the new service ramps up with an established ridership, the details for how to proceed with the new terminal's parking plan in subsequent years will be easier to identify.

Directors said they looked forward to receiving and incorporating the public feedback on the proposed Richmond fare structure that will be gathered during the open comment period. It was noted that the fare structure could be modified once that feedback has been received and reviewed if Directors so decide.

Director Intintoli made a motion to approve the item.

Director DelBono seconded the motion and the item carried unanimously.

Yeas: Breckenridge, Wunderman, Intintoli, DelBono, Josefowitz. Nays: None.

12. CITY OF ALAMEDA FUNDING REQUEST FOR SEAPLANE LAGOON PROJECT

Mr. Connolly presented this general discussion item regarding a funding request from the City of Alameda for the Seaplane Lagoon Project. He reminded the Board of the Memorandum of Understanding that had been adopted by Directors in April to support its partnership and clarify its role in the planned Seaplane Lagoon Ferry Terminal and future service. Mr. Connolly referred Directors to a June 7 letter from Alameda Acting City Manager Elizabeth Warmerdam asking that WETA contribute \$2M, which is half of a \$4M funding gap, to the future Seaplane Lagoon Ferry Terminal project. It was noted that the other \$2M was to be provided from the City of Alameda general fund.

PUBLIC COMMENT

Alameda Naval Base Reuse Director Jennifer Ott and Alameda Vice Mayor Malia Vella spoke in support of the funding request for a WETA commitment of the final \$2M needed for the project. Ms. Ott provided background and a status update on the project, and she emphasized that the Site A development has historically been, and is still perceived and treated as, a City project. She noted that there had been significant cost escalations for the project since initial estimates and she explained that these were caused primarily by changes in the scope related to upgrading the 70 year old basic underground utilities infrastructure to support the project's planned housing and commercial structures. Ms. Ott said that, as an example, because of the current configuration of the primary sewer line at the site, a huge investment will be required to extend that line to Site A. Ms. Ott also noted that developers will not see any return on their equity financing in the project until Phase Two, and it was noted that there had been myriad challenges and setbacks endured by the City in its efforts to secure development partners for the base redevelopment. Ms. Ott added that the requested final \$2M may not be needed in the end, but it was needed to assure the project can move forward with ample funding for the revised estimates.

The Board asked if project developers had been given the opportunity to provide the other \$2M for the funding gap and Ms. Ott said yes, and explained that the developers had already set aside \$10M to support terminal construction as part of their initial project agreement. She offered that representatives from the development team were in attendance at the meeting and could speak to the question directly.

PUBLIC COMMENT

Trammell Crow Residential Northern California Managing Director Bruce Dorfman explained that Trammell Crow is the manager of Alameda Point Partners. Mr. Dorfman explained that the planned Alameda Point ferry service had been the game changer in Trammell Crow's decision to partner on the Phase One development of Site A with the City of Alameda. He said that the planned ferry service to support the development had been so compelling that Trammell Crow made the \$10M ferry funding commitment as part of the agreement to undertake the project. He said Trammell Crow's hope at the time of the initial Request for Proposals bid was that the \$10M would provide ample funding to support terminal construction. He said it was surprising that it is not enough funding to complete the terminal, but acknowledged that the overall infrastructure costs for the project's 68 acres have also escalated significantly since the initial 2014 estimates. Mr. Dorfman explained that the first phase of the Site A project will include 420 market rate apartments, 130 for-sale townhomes, 100,000 square feet of retail and maker space, and 130 affordable residential units. He emphasized that all of the capital to support this plan had been predicated on having the ferry service at Alameda Point, and he urged the Board to provide the final \$2M funding commitment needed for the ferry terminal. Finally, he noted that it was Trammell Crow's objective to support a property tax that will pay for a ferry shuttle and other transportation enhancements to support the base redevelopment.

Ms. Rannells noted that the agreement between the City of Alameda and WETA provided for WETA to assume control and ownership of the waterside portion of the new Seaplane Lagoon ferry terminal. Directors discussed the importance of assuring that WETA will have exclusive use of the facility to provide its ferry services to the public. Ms. Rannells noted that WETA's Alameda Main Street service has some parking and capacity limitations that the new service planned for Seaplane Lagoon is

expected to mitigate. She said the new service was built into WETA's 20 year Strategic Plan and was integral to the agency's expansion objectives.

Directors expressed interest in partnering further with Alameda developers who hold land around WETA terminals, such as an empty lot owned by Joe Ernst that could possibly be opened up for use by Harbor Bay ferry riders, as part of this additional funding request discussion. Ms. Ott said the City was open to exploring that and she would follow-up and report back to Directors on her efforts.

It was noted that if a lawsuit was not currently a potential threat to Regional Measure 3 - passed recently by voters to provide more public transit funding, including for WETA's public transit ferries - it would be easier to support the funding request. Because WETA does not presently have an abundance of funds in reserve to prudently decide on the matter without further and more detailed consideration, Directors agreed that the decision would be agendaized as an action item for the September Board meeting.

PUBLIC COMMENT

Ms. Ott noted that if the Board does decide to provide the final \$2M commitment, those funds would be the "last money in" and subsequently the first to be returned if ultimately unused or only partially required. She said the float procurement process and in-water work window schedule for the terminal require moving forward the first week of September at the very latest if the planned 2020 service start date is to be met.

13. REGIONAL MEASURE 3 PROGRAM AND PLAN UPDATE

Mr. Connolly presented this informational item that provided Directors with a program and plan overview for use of anticipated funds resulting from Regional Measure 3, passed by Bay Area voters in the June 2018 election. He explained that staff was having regular meetings with MTC in its efforts to develop and adopt a capital program and expenditure plan that includes systemwide and route-specific performance measures related to fare box recovery, ridership and any other measures as deemed appropriate by WETA in its consultations with MTC.

Directors expressed interest in reviewing MTC's performance measures for WETA, and noted that WETA will now need to provide MTC with future capital needs funding objectives, something that the agency has not been required to do in the past because funding has not historically been funneled through MTC for WETA's capital projects. A ten year plan was noted as being the desirable framework for how far out planning should project.

PUBLIC COMMENT

Redwood City Port Commission Vice Chair Lorianna Kastrop introduced the newly appointed Port Commission Executive Director Kristine Zortman. Ms. Kastrop expressed concern about seeing that WETA has plans to enhance existing ferry service in South San Francisco before it brings ferry service to Redwood City. She said that funds had been set aside for a new Redwood City ferry service by the San Mateo County Transportation Authority but not for a South San Francisco ferry enhancement.

Mr. Connolly explained that ferry service for Redwood City is an important objective in WETA's expansion plans and still on track for a 2025 target date. He said that timeline is based on the 5-7 years it generally takes to develop a project, and he added that San Mateo has already set aside \$7M for the planned enhancement at Oyster Point because of the expectation that the South San Francisco service will max out in 2024 without this enhancement. Mr. Connolly said that when a service does max out, WETA's objective is to mitigate or resolve the service capacity challenges with a service enhancement under current WETA policy. He noted that the soonest it currently makes sense that service could begin in Redwood City would be 2025, and he asked that if there are ideas for accelerating the process for that, that they be shared in detail with Directors.

Mr. Connolly and Ms. Rannells explained that staff expects to return to the Board with a draft RM3 funding plan for discussion and consideration in the coming months, with the benefit of further guidance from MTC on their application requirements and timeframe for considering funding requests given the pending litigation on the measure..

14. STATUS REPORT ON STUDY FOR POTENTIAL WETA SMALL VESSEL OPERATIONS

Mr. Connolly presented this informational item on the status of the Small Vessel Study Committee that to date has met twice. He said the Committee would continue to further define its objectives as it solicits stakeholder feedback, and he emphasized that the study will be well served to ask for comments from agency partners, private operators, and any others who might be interested in smaller vessel use. He said the Committee's focus has been on how smaller vessels might enhance, supplement and/or complement existing WETA service during periods of low demand and in areas where larger vessels may not be ideal. He further noted that future service routes such as Treasure Island and an Embarcadero waterfront water taxi style route may also qualify as excellent possibilities for smaller vessel utilization.

Committee member Directors Intintoli and Josefowitz said their objective for the Committee is to be able to return to the Board with findings that Directors can use to decide whether further study beyond this initial quick information gathering process might be beneficial. Directors agreed that it could be helpful to have a list included in the findings of the communities throughout the Bay Area who have expressed interest in future ferry service, or those areas that could obviously benefit from a water transportation connection to San Francisco. Directors also agreed that it was very important to avoiding making promises that could not be kept and that at least initially, such a list would be informational only and used to inform the committee's work.

PUBLIC COMMENT

Representing Bike Walk Alameda, Pat Potter said she wants the Board to strongly consider a roll-on/roll-off, bicycle and pedestrian-friendly style ferry at Harbor Bay or for the Alameda Point service, similar to Amsterdam ferries, that you can just ride your bike straight into.

PUBLIC COMMENT

Ms. Ott spoke on behalf of the City of Alameda in favor of the Committee's ongoing efforts.

15. UPDATE ON POLICY DEVELOPMENT FOR PRIVATE FERRY LANDINGS AT WETA FACILITIES

Ms. Rannells presented this update on policy development for private ferry landings at WETA facilities, which included draft guidelines based on the extensive input Directors provided on the topic at the June 7 meeting. Ms. Rannells explained that these proposed guidelines, along with any additional input provided, would be incorporated into a policy for Board consideration at the September meeting.

Ms. Rannells also clarified that the City of Alameda's legal counsel confirmed that the City has an approval role to play in authorizing the use of the Harbor Bay facility for non-WETA services. She said that Harbor Bay Isle Associates, the legal property owner, has granted landing rights to the City which subsequently granted landing and use rights to WETA. She said the City has asked that WETA's Board hear any requests for landings at Harbor Bay first, and if approved, that the request would be taken up by the Alameda City Council.

Ms. Rannells said she and other staff had had an opportunity to ride the Genentech vessel operated by PropSF over to Berkeley and learn more about their service and operation. She explained that the private operators primarily land in private marinas with small boat slips that fit their vessels, and that this works for their business model. Ms. Rannells said that the smaller facilities traditionally found in marinas accommodate smaller private vessels very well, and she added that there is no such marina near

Harbor Bay and this was driving Tideline's request to land at WETA's Harbor Bay facility. She noted that this facility is not ideally suited for Tideline's smaller vessels, and that Tideline was continuing its work to design and construct vessel modifications that meet Coast Guard safety and stability requirements and that can match up with WETA's Harbor Bay facility.

Vice Chair Wunderman said that there were companies in the Bay Area experiencing growth explosions unlike anything ever seen historically. He said it was not inconceivable that sometime in the near future a company like Genentech or Facebook could purchase a fleet of vessels that look very similar to WETA's fleet and those vessels are going to need a place to land. Vice Chair Wunderman added that this could be a very good thing because the ultimate objective is to get people out of their cars to reduce traffic congestion and vehicle emissions. He noted that 60,000 vehicle trips had been removed from Bay Area roads with the addition of the tech shuttles.

Chair Breckenridge departed the meeting at 4:46 p.m.

Director DelBono asked if there would be a process to support appeals if an entity's request to privately land at a WETA facility is not granted and the Board's legal counsel, Madeline Chun of Hanson Bridgett, said that concerns can always be brought before the Board to be heard. She added that it was also possible to build in a more formal process into each Agreement.

It was agreed that the presented guidelines that will be used as the basis to formulate the private ferry landing and use of WETA facilities policy were strong and reasonable. The importance that any entity being granted rights to land at WETA facilities maintain the same safety, customer service, employee living wage and positive relations, and accessibility standards provided to the public by WETA and its contract operator, Blue & Gold Fleet, was reiterated.

PUBLIC COMMENT

Tideline President Nathan Nayman thanked Directors and Ms. Rannells for working with Tideline on its Harbor Bay landing request. He thanked the City of Alameda, the City of Alameda's attorney's office, as well as Ms. Ott. Mr. Nayman said there have been some delays getting all of the required approvals to move forward with Tideline's plan to land at the Harbor Bay Ferry Terminal but noted that the work continued. He explained that Tideline had reached out to Topper Industries with a design and plan to have them fabricate an aluminum gangway that will match the Tideline vessel up perfectly to WETA's Harbor Bay facility. Mr. Nayman said an approval in the form of a Certificate of Inspection was expected from the U.S. Coast Guard the following week and that all required insurance had been secured.

Mr. Nayman further explained that Tideline had entered into an employment agreement with Masters, Mates & Pilots (MM&P) and subsequently learned that MM&P and the Inlandboatmen's Union of the Pacific (IBU) had signed a new agreement which would affect the Tideline agreement. He said that another meeting had subsequently taken place between Tideline's Chief Executive Officer, MM&P and IBU, and a finalized Memorandum of Understanding with IBU was in the final stages. Mr. Nayman said he wanted to assure Director DelBono that all labor on Tideline vessels will be harmonious, and that Tideline will have secured the exact same contract terms that WETA currently has for Blue & Gold Fleet employees. He said that he had submitted documents related to Tideline's random drug and alcohol testing program to Ms. Rannells.

Mr. Nayman said that Tideline is not interested in competing with anyone, including WETA. He said Tideline is in negotiations with Napa officials to bring people from Napa to the Vallejo WETA terminal so they can take the WETA ferry into the city. He said it is Tideline's agenda to enhance and supplement existing ferry service on the bay, to provide water transportation in underserved areas where possible, and to get people out of their vehicles. He added that all ridership information will be shared with WETA if Tideline is granted landing rights at the Harbor Bay WETA terminal.

PUBLIC COMMENT

Exelixis Executive Vice President of Business Operations Dana Aftab said he had been asked to provide feedback on employee accessibility needs. He said the company has a very small employee base with only 200-250 people who commute to work each day and that none of these employees are mobility impaired. Mr. Aftab added that Exelixis already offers its employees five different commute support options, and he said that the Tideline private ferry service contract would be another option to add to that list. Mr. Aftab thanked Directors, and said he was especially thankful to WETA staff after seeing how much work was required in the consideration of the Tideline/Exelixis request. Mr. Aftab added that the amount of work that WETA staff manages blows his mind.

PUBLIC COMMENT

Prop SF Director of Client Development and Business Operations Alex Kryska said he had given a presentation on ferry service out of Cooley Landing in East Palo Alto recently. He said he agreed with Ms. Rannells's comment regarding smaller vessels landing in marinas and not always fitting up perfectly at larger terminals, and said Prop SF primarily operates out of marinas. He noted that a Prop SF vessel was also now landing at the Port of San Francisco's Gate B regularly and successfully, and that Prop SF had recently participated in a San Francisco Airport emergency response exercise out on the bay. Mr. Kryska said he supported the proposed guidelines as presented, and emphasized the importance of the high bar being set in the process of considering Tideline's landing request. Mr. Kryska added that he felt it was also paramount to include a verifiable historical record of past performance out on the bay - reflecting a stellar safety record - as a requirement for entities wanting to use WETA facilities.

PUBLIC COMMENT

Ms. Ott said that the City of Alameda was ready to review the landing request if and when appropriate after the WETA Board's decision on the matter.

16. OPEN TIME FOR PUBLIC COMMENTS FOR NON-AGENDA ITEMS

Ms. Ott said the City of Alameda was in favor of charging for parking at the Harbor Bay Terminal and was looking at options for parking at the Alameda Main Street Terminal. She said the City wants to pave the dirt lot but has been persistently challenged in securing the grant money to do so.

All business having been concluded, the meeting was adjourned at 4:56 p.m.

- Board Secretary

END

MEMORANDUM

TO: Board Members

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

SUBJECT: Authorize Release of a Request for Proposals for MV *Solano* Rebuild Project

Recommendation

Authorize release of a Request for Proposals (RFP) for the MV *Solano* Rebuild Project.

Background/Discussion

WETA's FY 2019/2020 Capital Budget includes a \$13,000,000 MV *Solano* Service Life Extension Project to support the complete rebuild of this vessel which is utilized daily in the Vallejo service operation. This major rehabilitation/rebuild project will take place over the span of 10 to 12 months with work anticipated to begin in Summer 2019 and be completed in Spring 2020. This significant project will include the rebuild or replacement of major components throughout the vessel and an increase in passenger capacity to match the new North Bay vessels currently under construction. Implementation of this major renovation requires careful planning and timing in order to minimize the potential for disruption to scheduled Vallejo services while this major asset is out of commission. It is further complicated by California Air Resources Board (CARB) requirements to phase out older marine engines, such as those currently utilized on the MV *Solano*, within specific timeframes with new Tier 4 engines.

The ferry vessel *Solano* was built for the City of Vallejo, by Dakota Creek Industries in 2004. While a ferry might ordinarily have a useful life of more than 15 years, the *Solano* is now approaching the end of its useful life given the California Air Resources Board (CARB) regulations requiring WETA to change out the vessel's Tier 0 marine engines for new Tier 4 engines by July 2019. The MV *Solano* cannot accommodate the legally required Tier 4 engines in its present structural form and requires a complete structural rebuild to expand its hull and increase internal capacity in order for it to be feasible to continue to operate in a manner useful to WETA. Additionally, given its extensive use, much of the vessel - ranging from cabin interior and seating, to key components such as gears, waterjets, HVAC, plumbing, and fire/life saving equipment - must be replaced in order for the MV *Solano* to continue to be useful for WETA service.

Under Federal Transit Administration (FTA) rules, the useful life of a ferry depends on several factors, including the type and use of the ferry. FTA allows its grantees to use one of a number of methods of determining the useful life of a vessel to the agency, including an independent evaluation, industry standards, and the recipient's experience. Based on the opinion of WETA's independent consultants, the California industry standard for emissions required by CARB, and WETA's experience running the MV *Solano* in Vallejo service, WETA staff has determined that the vessel will be at the end of its useful life to WETA by the July, 2019 deadline set by CARB. WETA therefore has determined to conduct an end-of-life rebuild of the vessel to expand the hull in order to install the legally-required Tier 4 engines, as well as completely refurbish the vessel such that it will have an extended useful life. At the end of the project, the vessel will essentially be equivalent to a new vessel. The MV *Solano*

was originally very well constructed and this rebuild is more efficient and advantageous to WETA than purchasing a new vessel.

Because this project requires significant engineering, design work and long lead time for equipment, this RFP will need to be awarded well in advance of the actual vessel work. In fact, the Board previously approved the purchase of replacement engines for MV *Solano* during the June 7, 2018 meeting as long lead time items, with award of a contract to Pacific Power Group. This item authorizes staff to go out to bid for the balance of the project work. Staff anticipates being in a position to return to the Board with a recommendation for contract award for this work in December 2019 or January 2020.

Fiscal Impact

There is no fiscal impact associated with the release of this RFP. The total MV *Solano* Service Life Extension project budget is \$13,000,000 which includes all work, management, legal and contingency. Staff has worked to secure federal and local grant commitments over the past few years in anticipation of this needed project which is included in the FY 2018/2019 Capital Budget.

END

MEMORANDUM

TO: Board Members

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

SUBJECT: Adopt Proposed Fare Structure for New Richmond Ferry Service

Recommendation

Adopt the proposed fare schedule for the Richmond Ferry service noticed to the public and identified in this memorandum.

Background

At the August Board meeting, the WETA Board opened a 30-day public hearing announcing a proposed fare schedule for the new Richmond ferry service that was developed in consultation with WETA's partner funding agencies: the West Contra Costa Transportation Advisory Committee (WCCTAC), the Contra Costa Transportation Authority (CCTA) and the City of Richmond.

As a part of the meeting discussion, Board member Josefowitz inquired if there would be a charge for parking at the new terminal and expressed a strong preference for a lower fare with an off-setting parking charge as a way to incentivize passengers to access the service by means other than driving. Staff indicated that they had discussed the possibility of paid parking with WCCTAC and the City of Richmond as a part of developing the proposed fare, and that the group recommended against this for the first year of service, but indicated that they would re-visit the topic with the group before the September WETA Board meeting.

Additionally, Board member DelBono and others expressed an interest in lower fares to support persons with limited income. The Metropolitan Transportation Commission's Means Based Fare demonstration project was discussed, and the possibility that WETA could be a part of this program once it is established and the demonstration is completed.

Discussion

Notice of the proposed Richmond fare was posted to WETA and partner agency web sites. In addition, a message was sent to WETA's Bay Alerts subscribers via email and text message. Hard copy flyers were produced and posted at the City of Richmond's Transit Center, the terminal construction site and placed on all WETA vessels in service during the month of August. This notice was prepared in English, Spanish and Chinese. Finally, the proposed fare schedule was also presented to WCCTAC Board and CCTA Board on June 15, 2018, and June 20, 2018, respectively.

To date, WETA has received 11 comments from the public (Summary listing provided as **Attachment A**). Comments regarding the proposed fares generally express a preference for a lower fare. Commenters also provide suggestions about access improvements, marketing of the service and other destinations beside San Francisco.

As a follow-up to the August WETA Board discussion, staff reached out to funding partners WCCTAC, CCTA and the City of Richmond to relay the Board's concern over the price level for the proposed fare and the potential interest in a parking charge. All of the partners affirmed their support for the recommended fare as the best balance between the need to generate revenue to offset operating expenses and the desire to keep the fare reasonable enough to attract new riders to the service. Contra Costa agency staff also reiterated the desire to re-examine the fare after a year of service and were open to the idea of modifying the fare structure in the future to take parking fees into account. The City of Richmond expressed a need to ensure the service is not overly subsidized when compared with other transit options in the city such as BART or AC Transit. The idea expressed by Richmond staff is that ferry riders should be able to pay more for a higher level of service.

In reviewing WETA's lease with the City of Richmond for the surface parking lot, staff was reminded that the lease specifically prohibits WETA from charging a parking fee. While City of Richmond staff expressed a general openness to re-considering this in the future, they reiterated their desire to not charge a parking fee for the first year of service to ensure its attractiveness. WETA staff is currently exploring the potential application and use of a mobile app-based parking fee system for future use at the Harbor Bay terminal parking area and can expand this work to evaluate how this sort of system could be implemented at the Richmond terminal parking area. Implementation of such a system would be the subject of future discussion with our service partners and the WETA Board of Directors for implementation after the first year of service.

Recommended Fare for Adoption:

Based on the input of the Richmond ferry service funding partners, the relatively modest amount of public comment and the willingness of our funding partners to revisit the fare structure after a year of service, staff recommend that the Board of Directors adopt the proposed fare structure for the new Richmond ferry service as originally proposed and noted below.

Proposed FY 2018/19 Richmond Ferry Service Fares

<u>Fare Type</u>	<u>Amount</u>
Adult	\$9.00
Adult (Clipper Only)	\$6.75
Youth (5-18)	\$4.50
Senior (65+), Disabled	\$4.50
School Groups	\$2.90
Children (under 5)	FREE

The proposed fares would be subject to a 3% increase on July 1, 2019, consistent with all other regularly-scheduled WETA services and WETA's Fiscal Year 2015-2020 Fare Program adopted by the WETA Board of Directors in 2015.

Title VI Analysis:

Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color and national origin in programs and activities receiving federal financial assistance. In accordance with FTA guidelines for Title VI, staff has reviewed this proposal and found that establishment of the proposed fares do not have an adverse impact on minority, low income and disadvantaged communities, based on the fact that this is a commuter service providing direct transit from a location previously not served before and that alternative travel methods from this location exist,

including BART, that have lower fares than those proposed by WETA, mitigating any perceived impact of minority populations.

Fiscal Impact

There is no fiscal impact associated with this item.

END

No.	Date Created	Name	Please provide your comments
1	8/8/2018 22:55	James Collins	<p>The pricing is a little high in comparison to the current BART & Bus options. Will we get there faster by paying more to get on the boat?</p> <p>My other comment/recommendation is for SF Bay Ferry to do A LOT ore advertising for the new Richmond Terminal. So many people commute from the East Bay and have no idea that this option is opening soon. There was even a trial run a little while back via a private marine service and it didn't do well, because again, no one new about the option. So I suggest creating a lot more visibility to this new option, because we already know everyone hates the Hwy 80 corridor.</p>
2	8/10/2018 12:37	Wendie Silverman-Martin	<p>1) Please keep the Senior Fares as long as possible to encourage us to get out & about using the new Richmond Ferry</p> <p>2) Please provide some kind of "shuttle bus" between Point Richmond and the Ferry Terminal at Craneway area Richmond</p> <p>3) Will there be a charge/fee to park a car over by the new Ferry Terminal? hopefully not! But if there is, will there be a reduced fee for Seniors on a fixed budget - hopefully so!</p> <p>Please make it possible to use the Senior Clipper card for all of the above.</p> <p>Thank you very much for your attention to these issues</p>
3	8/10/2018 13:15	Jane Lombardo	<p>I would like to know if there will be a Richmond to Oyster Point ferry Monday through Friday like there is for Alameda/Oakland?</p>
4	8/10/2018 14:42	Alan, Grimard	<p>Thanks for opening new service to SF from the east bay.</p> <p>I live in Fairfield and take the Vallejo boats to SF almost every day.</p> <p>Richmond service would be an option for me if it cost a bit less. Right now with current Carquinez bridge toll and gas prices, this option is more expensive for me.</p> <p>IF IT COST LESS TO FERRY TO THE CITY THAN DRIVE, YOU WOULD HAVE MORE RIDERS.</p> <p>Thank you for your time.</p>
5	8/10/2018 17:23	KARLYN C NEEL	<p>I'd like to get communications about this and the fares</p>
6	8/12/2018 9:50	Linda De La Torre	<p>Clipper fare is great! Please consider working with AC Transit to provide a small shuttle for those people who live in Marina Bay Richmond (near Shimada Park) to the ferry.</p>
7	8/13/2018 7:38	JOANNA OBLEPIAS	<p>Fare should be \$4.50 with clipper card. is Richmond not Sausalito, we dont get paid 6 figures, we dont have a huge house worth of millions dollars, some people from richmond get paid hourly, some dont even have insurance.</p>
8	8/24/2018 20:20	Troy	<p>The disabled fare should be lower, 4 dollars would be better, not a lot of crippies will be taking it nYWAYS so it shouldn't cost ya that much</p>
9	8/26/2018 14:10	Rohit Aggarwal	<p>These prices are way higher than BART prices from Richmond to SF (Embarcadero). BART charges \$4.80 with clipper card to go from Richmond to SF, and BART infrastructure costs are significantly more than ferry. If this needs to be successful, WETA should have charges that are close to BART prices. Note that, in order to take the ferry, people also have to either take a cab, or uber to the port (and there is only ONE port). BART on the other hand has much higher accessibility.</p> <p>So, just think about it. BART has higher accessibility and lower costs. Ferry has lower accessibility and higher costs. To make it a competitive long lasting successful, you need to make sure people prefer ferry more than BART, so they will end up using ferry in large numbers, thus resulting in higher revenue.</p> <p>Make the one-way fees \$5 with clipper card. That is the right thing to do.</p>
10	8/27/2018 9:54	Andrew Hecht	<p>The return fare should the same as a BART ride from El Cerrito Del Norte to Embarcadero. Thanks, Andrew</p>
11	8/28/2018 12:47	Patti Cronin	<p>Fare proposal seems fine.</p> <p>I feel there should be consideration of service from Richmond to Oyster Pt. as well.</p>

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

RESOLUTION NO. 2018-26

ADOPT PROPOSED FARE STRUCTURE FOR NEW RICHMOND FERRY SERVICE

WHEREAS, on August 2, 2018 WETA proposed a fare schedule for the new Richmond Ferry Service, expected to begin in January 2019 and solicited public input on the proposed fare over a 30 day comment period; and

WHEREAS, the proposed fare schedule was shared with the public through postings on agency web sites, email through the Bay Alerts system, flyers at the City of Richmond Transit Center, the Richmond Terminal site and on board WETA vessels; and

WHEREAS, WETA received 11 written comments from the general public regarding the fare during the public comment period and conducted a formal public hearing on September 6, 2018 in order to consider the comments received; now, therefore, be it

RESOLVED, that the Board of Directors hereby adopts the established a fare schedule for the new Richmond Ferry Service for FY 2018/19.

CERTIFICATION

The undersigned, Board Secretary, does hereby certify that the foregoing is a full, true and correct copy of a resolution duly and regularly adopted at a meeting of the San Francisco Bay Area Water Emergency Transportation Authority held on September 6, 2018.

YEA:

NAY:

ABSTAIN:

ABSENT:

/s/ Board Secretary

2018-26

END

MEMORANDUM

TO: Board Members

FROM: Nina Rannells, Executive Director
Keith Stahnke, Operations & Maintenance Manager

SUBJECT: Award a Contract to R.E. Staite Engineering for Vallejo Terminal Dredging

Recommendation

Approve the following actions related to award of a contract for the Vallejo Terminal Dredging project:

1. Approve contract award to the R.E. Staite Engineering Inc. for the Vallejo Terminal Dredging project in an amount not to exceed \$2,400,000, which includes a 10% owner's contingency.
2. Authorize the Executive Director to negotiate and enter into this agreement and take any other related actions as may be necessary to support this project.
3. Approve a FY 2018/19 Capital Budget increase in the amount of \$1,350,000 for the Terminal Dredging – Vallejo and SSF Terminals project in order to fully fund this project and contract award.

Background

The Vallejo terminal ferry basin requires maintenance dredging every three to four years to support uninterrupted ferry service operation. The Vallejo terminal area is due for dredging and other related work this year. The scope of work for the project includes:

- Removing the passenger float and gangway for access to the dredging site
- Installation of a temporary passenger float, pilings and gangway
- Dredging the ferry terminal basin
- Passenger float rehabilitation work

On June 18, 2018, WETA released an Invitation for Bids (IFB) for the work associated with the dredging at the South San Francisco (SSF) and Vallejo ferry terminals. Bids were opened on July 24. On August 2, 2018, the Board of Directors approved award of a contract in the amount of \$2,400,000 to the Dutra Group for the SSF component of the dredging work. Additionally, the Board of Directors rejected all bids for the Vallejo portion of the project due to the exceedingly high cost of the bids and authorized staff to re-scope and re-release a new IFB procurement for this component of the project.

Discussion

On August 3, 2018, WETA released an Invitation for Bids (IFB) for the work associated with Vallejo Terminal Dredging. To address cost estimating risks for bidders the project technical specifications for facilities rehabilitation work was reviewed and amended including revisions to the work scope to improve the project timeline prior to putting this work out for re-bid. A pre-bid walkthrough reviewing the site and facilities, including the owner supplied equipment

required for the project, was conducted on August 7, 2018 to improve the bidders understanding of the project. Two marine construction firms attended this meeting. A total of four addendums were issued providing additional information, clarification and answers to questions from bidders.

A public bid opening was held August 27 at 2:00 p.m. to open bids received in response to the IFB. A total of one bid was received in accordance with the IFB process utilized for this project, with R.E. Staite Engineering Inc. providing the only bid as noted below.

Vallejo Ferry Terminal

FIRM	PRICE PROPOSAL
R. E. Staite Engineering Inc.	\$2,186,370.00

Staff has reviewed the bid documents submitted by R.E.Staite and has determined them to be responsive. Additionally, staff has verified references and determined them to be responsible and acceptable for performing this work.

Single Bid and Cost Analysis

The compressed environmental work window requires most Bay Area dredging to occur in the fall season. While two marine dredging firms attended the Vallejo Terminal Dredging Pre-Bid meeting, only one firm submitted a bid. The second firm did not submit a bid due to a busy schedule and other jobs that tied up their manpower for the construction portion of the Vallejo project.

The engineering estimate for Vallejo Ferry Terminal Project is \$1,505,000. This independent cost estimate was developed from a breakdown of the scope of work including volume of material and a cost per cubic yard, equipment, materials, labor rates and hours required to perform work and from other past work and similar projects. While the Vallejo project re-bid resulted in a significantly lower bid price for the project – reduced from \$3.3 million down to \$2.2 million - the resulting bid, without contingency, is still \$700,000 over the engineer’s estimate. Dredge disposal has historically been done at in-bay locations. However, disposal of dredge materials now requires upland beneficial reuse or deep ocean disposal sites at much greater expense. While this has caused the unit cost per cubic yard of dredge material disposed to increase from past years, staff had anticipated a certain amount of escalation and the bid was close to the cost estimate in this area. Other project costs such as mobilization and marine construction including pilings, facility rehabilitation work and temporary terminal setup/breakdown all had a substantially higher bid prices than anticipated and experienced in the past. The SSF dredging contract award in August also was above the engineer’s estimate and included similar cost escalation in these areas.

In evaluating the bid results, staff found that dredge work prices this year have been especially volatile within the San Francisco Bay Area and that WETA is not alone in experiencing unanticipated bid price escalations. For example, a project in Novato is being re-bid as all bids were higher than budgeted. Additionally, a US Coast Guard maintenance dredging project In Vallejo received a wide range of bid results, spanning from \$1.3 million to \$3.2 million and all exceeding the engineer’s estimate.

Recommended Award

Vallejo terminal dredging is required this fall to ensure that services can continue to operate uninterrupted in the coming years. Staff has determined the bid from R.E. Staite to be the lowest responsive and responsible bidder for the Vallejo Ferry Terminal project and recommends that the Board of Directors authorize award of a contract for this work in the amount of \$2,400,000, which includes a 10% owner's contingency for appropriation in the event that unanticipated work is necessary to complete this project.

WETA's overall annual Disadvantaged Business Enterprise (DBE) goal and Small Business Enterprise (SBE) goal for Federal Fiscal Year 2017/18 is 1.78% and 5.04% respectively for FTA-assisted contracts. Staff has reviewed the DBE/SBE materials provided for the South San Francisco Ferry Terminal project by R.E. Staite and has determined that 0% DBE participation and 19.5% SBE participation is anticipated during the performance of this contract.

The recommended award requires a project budget increase in the amount of \$1,350,000 in order to ensure that sufficient funds are in place to cover the cost of this critical operational project.

Fiscal Impact

The Terminal Dredging – Vallejo and SSF Terminals project is included in the FY 2018/19 Capital Budget in the amount of \$3,750,000. A capital budget increase in the amount of \$1,350,000 is required to fully fund this contract award and project at the proposed budget of \$5,100,000. This project, including the budget increase, can be funded with Federal Transit Administration grant funds and AB664 Bridge Toll revenues available to WETA for its capital rehabilitation projects.

END

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

RESOLUTION NO. 2018-27

AWARD CONTRACT TO R.E. STAITE FOR VALLEJO TERMINAL DREDGING

WHEREAS, the WETA Board of Directors authorized staff to issue an Invitation for Bids (IFB for the Vallejo Dredging project on August 2, 2018; and

WHEREAS, WETA issued an Invitation for Bids (IFB) for Dredging and Marine Construction work for the WETA Vallejo Ferry Terminal on August 3, 2018; and

WHEREAS, WETA has established procedures in its Administrative Code relating to the selection and contracting of Construction Services; and

WHEREAS, WETA followed the procedures in its Administrative Code regarding solicitation and evaluation of qualifications; and

WHEREAS, WETA staff has recommended the award of a contract for dredging services to R. E. Staite Engineering Inc. for the Vallejo Ferry Terminal project; now, therefore, be it

RESOLVED, that the Board of Directors hereby approves entering into an agreement with R. E. Staite Engineering Inc. for dredging and related services at the Vallejo Terminal for an amount not to exceed \$2,400,000, which includes a 10% owner's contingency; and be it further

RESOLVED, that the Board of Directors authorizes the Executive Director to negotiate and execute the authorized agreements and take any other related actions to support this work; and be it further

RESOLVED, that the Board of Directors authorizes a budget increase to the Terminal Dredging – Vallejo and SSF Terminals project in the FY 2018/2019 Capital Budget in the amount of \$1,350,000 to support full funding of this project and contract award.

CERTIFICATION

The undersigned, Board Secretary, does hereby certify that the foregoing is a full, true and correct copy of a resolution duly and regularly adopted at a meeting of the San Francisco Bay Area Water Emergency Transportation Authority held on September 6, 2018.

YEA:

NAY:

ABSTAIN:

ABSENT:

/s/ Board Secretary

2018-27

END

MEMORANDUM

TO: Board Members

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

SUBJECT: Approve City of Alameda's Request for \$2 Million to Support the Seaplane Lagoon Ferry Terminal Construction and Authorize the Executive Director to Enter into Related Agreements

Recommendation

Approve the City of Alameda's request for up to \$2 million to support the Seaplane Lagoon Ferry Terminal Construction project and authorize the Executive Director to take the following actions:

- 1) Enter into a funding agreement to make up to \$2 million in WETA capital funding available to the City of Alameda in Fiscal Year 2019/2020, as the last funds in to support the Seaplane Lagoon Ferry Terminal project construction; and
- 2) Amend the current Memorandum of Understanding with the City of Alameda for the Seaplane Lagoon Ferry Terminal to:
 - a. Reflect the \$2 million WETA commitment; and
 - b. Ensure that WETA has exclusive control and authority over the new terminal facility and any private operator landings once construction is complete and ownership of waterside assets are transferred to WETA as planned.

Background

In April 2015, the Board adopted a Memorandum of Understanding (MOU) with the City of Alameda for the planning and development of a new ferry terminal and service on the former Naval Air Station (Alameda Point) at Seaplane Lagoon to be built as an integral part of a large mixed-use development. The terms of the MOU were the result of an extensive collaborative planning process with the City of Alameda related to the terminal and with the cities of Alameda and Oakland to develop a new service structure concept for Main Street in light of the new, complementary peak-period services to be provided from Seaplane Lagoon.

Under the terms of the MOU, the Seaplane Lagoon terminal would be constructed by a private entity, Alameda Point Partners, in conjunction with the City of Alameda, which would also be responsible for environmental clearance and permitting. WETA would be the owner and operator of the waterside assets (float, gangway, pilings, and pier) once built, through transfer of ownership by the City of Alameda consistent with other terminals that WETA operates in Alameda, Vallejo and South San Francisco. The MOU identified a collaborative process for seeking funds to support the terminal construction, vessels and new service operation. The agreement specifically identified the City of Alameda as the lead for securing funds for terminal construction, including securing a developer contribution towards the terminal construction cost. WETA has focused its efforts on securing vessels and operating funds to support the new service.

For WETA, the additional capacity resulting from the Seaplane Lagoon Terminal is necessary to achieve the envisioned 15-minute peak service as included in the WETA Strategic Plan. The Main Street terminal is operationally limited due to its configuration as a one-sided float. Today, five vessels call on the facility during the peak hour in the morning and evening commute, a level of activity which often results in service delays. In addition, access to the Main Street Terminal has always been challenging given its isolated location, which drives many ferry riders to drive alone to the terminal due to a lack of bus service and below average bicycle and pedestrian infrastructure. The new Seaplane Lagoon Terminal will be closer to the residential areas of Alameda and improvements are expected in transit and the pedestrian and bicycle network.

Since the MOU was developed, staff has continued to work in partnership with City of Alameda staff as the Seaplane Lagoon Terminal has progressed through permitting and design phases. Now that the design has reached a higher level of detail and costs have been refined, the cost estimate has been revised upward to \$22 million, exceeding the available funding of \$18 million by \$4 million. WETA staff has continued to play an active role in the project design and permitting and concurs with the revised cost estimate of \$22 million. The additional cost is largely attributed to cost escalation and a more advanced understanding of construction costs in today's environment.

The Seaplane Lagoon Terminal project had an initial commitment of \$10 million from Alameda Point Partners, the developer of the first phase of redevelopment of Alameda Point, known as Site A. WETA staff was supportive and helped to secure \$8.2 million in funding from the Alameda County Transportation Commission in March 2017 to bring the total committed project funding to \$18.2 million. The City has recently dedicated \$2 million in general fund revenues to support half of the project shortfall. A letter from Acting City Manager Elizabeth Warmerdam to WETA's Executive Director dated June 7, 2018 requests \$2 million from WETA to close the funding gap for the project (provided as **Attachment A**).

The City is seeking the commitment at this time to complete project funding and initiate the procurement process for a float, which will keep the project on schedule for a 2020 opening date. This timetable is consistent with WETA's service expansion plans for meeting projected ridership demand in 2020. Operation of enhanced service will require increased operating subsidy anticipated to be funded with Regional Measure 3.

Discussion

Staff brought this item forward for discussion and direction at the August 2, 2018 WETA Board of Directors meeting. At this meeting, the Board engaged in a discussion that included staff from both WETA and the City of Alameda. The Board registered general interest in, and support for, the project and asked staff to bring the item back for Board consideration for action at the September 6, 2018 meeting.

As a part of the discussion, WETA staff identified that there were several funding sources through which WETA receives annual allocations that could be used to fund the request including Alameda County Measure B/BB transportation sales tax funds available through the Alameda County Transportation Commission (approximately \$1.8 million annually). Additional potential sources include State Transit Assistance, Regional Measure 1 and Regional Measure 3 funds administered by the Metropolitan Transportation Commission (approximately \$5 million annually) and future Regional Measure 3 funds - pending the conclusion of outstanding litigation. These funds are made available annually for support of WETA capital and operating projects. Since the City's request is for future FY 2019/2020 funds, should the Board approve this item, staff would work to identify and program funds

from one of these sources to fulfill the request as a part of the FY 2019/2020 budget and grant allocation processes.

The Board also engaged in a discussion regarding the possibility of private operators providing service to the new terminal and expressed a desire to strengthen the language in the existing MOU to eliminate any ambiguity and make clear that WETA had exclusive control over landings at the new facility.

Finally, there was a discussion between the WETA Board and City representatives regarding a pending hotel development on vacant land adjacent to the Harbor Bay Terminal and it was requested that, as a part of this transaction, the City work to secure a commitment from the developer, who is also a member of Sea Plane Lagoon's Alameda Point Partners LLC, to enact a shared parking program that will allow ferry riders to park at the hotel property once it is developed. The representative from the City confirmed that it would be possible and the City would ask the developer to commit to such an arrangement as the property moves through the entitlement process. Since the meeting, the City, WETA and the developer have discussed this option and the developer has agreed to this concept, as further described in their August 29 letter commitment provided as **Attachment B** to this report.

Staff recommends moving forward to support the City's request for a \$2 million WETA contribution to support the Seaplane Lagoon ferry terminal construction and authorize the Executive Director to enter into a funding agreement to support this request and make appropriate modifications to the MOU between the City of Alameda and WETA to address Board of Director concerns regarding WETA's ultimate control over the new Seaplane Lagoon ferry terminal facility and WETA's request for a City commitment to require shared ferry parking at the proposed Harbor Bay hotel site through the City's entitlement process.

Fiscal Impact

According to the City of Alameda's request, the commitment of \$2 million in capital funding will not be needed until next fiscal year. As a result there will be no need for a budget amendment this year and the commitment will be incorporated into the Fiscal Year 2019/2020 budget and grant programming process.

END



City of Alameda California

June 7, 2018

Sent via E-mail and USPS

Nina Rannells, Executive Director
San Francisco Bay Area Water Emergency Transportation Authority (WETA)
Pier 9, Suite 11, The Embarcadero
San Francisco, CA 94111

RE: Request for \$2 Million in Funding for Seaplane Lagoon (SPL) Ferry Terminal in Fiscal Year 2019-2020

The City of Alameda (City) is grateful to have WETA as partner to address challenges and to create the best ferry service possible in Alameda. In that same vein, the City is asking WETA for a commitment of funds to supplement the existing \$18.2 million in public/private funds currently allocated to design and construct the Seaplane Lagoon (SPL) Ferry Terminal. The current design effort, which is two years after initial concepts and estimates were approved, indicate a \$22 million new total project cost, resulting in approximately \$4 million more than the original estimate. The increase is due primarily to a more than 6% per year cost escalation, as well as the requirements identified moving from concept to actual design and the need to maintain an adequate contingency. City staff have also requested that the City Council authorize allocating \$2 million at its June 19th City Council meeting to help close the remainder of the funding gap for the SPL Ferry Terminal project.

The City is asking WETA for a commitment to fund \$2 million of the \$4 million gap now to ensure the opening of the ferry terminal in 2020, as envisioned in the Memorandum of Understanding (MOU) between WETA and the City executed in 2016. The requested funds are for construction of the terminal and are not needed until FY 2019/2020; however, commitment of funds now is critical to having full funding in place before authorizing procurement of the float component of the ferry, which will take almost a year to construct and deliver. Procurement of the float is the critical path item and must be ordered no later than September 2018 to stay on course for construction in the 2019 in-water work window and completion of the project in the first quarter of 2020. If the 2019 in-water work window is missed, the project could not be constructed until the following year, delaying completion of the project by a year and the opening would not occur until 2021.

The SPL ferry terminal is being planned in conjunction with the first phase development of the Site A project which is now under construction and includes 800 housing units, 600,000 square feet of commercial and 15 acres of parks, which is just a subset of the larger plans for all of Alameda Point for thousands of housing units and 5.5 million square feet of commercial development and 9,000 jobs. Part

Office of the City Manager

2263 Santa Clara Avenue, Room 320
Alameda, California 94501
510.747.4700 • manager@alamedaca.gov

of the development agreement with the developer, Alameda Point Partners (APP), required that they provide the City with a \$10 million contribution towards construction of the new ferry terminal as part of the first phase. This contribution coupled with the \$8.2 million grant the City was awarded from the Alameda County Transportation Commission resulted in the \$18.2 million in total committed funding for the SPL Terminal.

For WETA, the new ferry terminal has a number of important benefits:

- Locates service within walking distance of a major development, which will maximize demand for service from the residents and employees located at Alameda Point.
- Creates new parking facilities (currently a 400-space parking lot is planned at Alameda Point) for existing residents since available parking at the Main Street Terminal is close to reaching capacity.
- Allows WETA to easily coordinate the Main Street and Seaplane Lagoon services as one West End service (i.e., boats can be moved in and out of both terminals) to meet shifting demands from each terminal and from Oakland, creating long-term flexibility for WETA, without compromising the viability of the Oakland service.
- Positions WETA for an increase in service in the Transbay corridor, where the ferry is one of the best options given capacity limitations on the bridge and BART.

For the City, the new ferry service will maximize opportunities for the residents and employees who locate at Alameda Point to be transit users. This minimizes potential traffic impacts and significantly increases the possibility of attracting major commercial users to Alameda Point. For the Site A developer, the new ferry service helps minimize peak-hour vehicle trips and comply with their trip reduction goals and also attracts retailers, commercial users and residents, which translates into greater market demand for their development and higher values. The new ferry service is an important component of their marketing and business plan for the successful implementation of the Site A development.

To date, the design for the float, the long-lead item that must be ordered a year in advance because of the time it takes to fabricate and transport, is nearly 100% complete. The other waterside components (gangway and pier) and landside components (parking lot, road and bikeway improvements) are almost 30% complete. All City approvals of the design are anticipated by the end of June 2018.

Although, the City is requesting that WETA provide the funding to fill \$2 million of the \$4 million gap now, the design team, City and WETA staff are diligently working together to identify savings in the project scope and design, which could reduce the amount of gap funding needed. However, as mentioned before, the requested funding is needed now to stay on the schedule that benefits WETA, the City and APP.

Again, we are grateful for partnership and support of the SPL ferry project. At your convenience, I would be happy to meet with you and/or provide any additional information you may need in consideration of

this urgent request. Also, please feel free to contact Jennifer Ott at (510) 747-4747 or jott@alamedaca.gov with any questions.

Sincerely,



Elizabeth D. Warmerdam
Acting City Manager

EDW:mk

cc: City of Alameda - Jennifer Ott
WETA Board Members - Chair Jody Brekenridge, Vice Chair James Wunderman, Jeff DelBono,
Anthony Intintoli Jr., Nicholas Josefowitz

HARBOR BAY HOSPITALITY LLC

August 29, 2018

Jennifer Ott, Director
Base Reuse and Transportation Planning Dept.
City of Alameda
2263 Santa Clara Avenue
Alameda, CA 94501

Dear Ms. Ott:

Thank you for meeting with me last week to discuss the potential for a mutually beneficial partnership between Harbor Bay Hospitality, LLC, (HBH,LLC) the Water Emergency Transportation Authority (WETA) and the City of Alameda in providing more parking for ferry riders adjacent to the Harbor Bay Ferry Terminal per the request by the WETA Board. As you may know, Harbor Bay Hospitality has submitted an application to the City for a new 172-room hotel, restaurant and cafe, called Marriott Residence Inn at Harbor Bay Esplanade, in the Harbor Bay Business Park adjacent to the Harbor Bay Ferry Terminal. As we discussed, if the Marriott Residence Inn project is approved by the City than HBH, LLC is prepared to enter into a shared parking agreement with either the City or WETA, as appropriate, for shared use of our hotel parking for ferry riders based on the following terms:

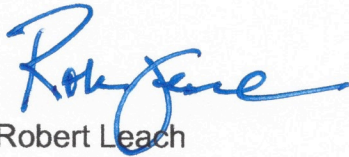
- **Number of Spaces.** Harbor Bay Hospitality provides a maximum of 125 shared parking spaces for ferry riders at the Marriott Residence Inn.
- **Parking Charges.** Harbor Bay Hospitality can charge ferry riders at the Marriott Residence Inn for parking during standard hours of operation (see below) at no less than WETA's parking charges and the cost of maintaining and operating the facility with a cap on the maximum parking charge. Premium rates may apply outside of standard operating hours (see below). The exact rates will be determined once the shared parking agreement is finalized and more information exists about WETA's proposed parking rates for the existing parking lot at the Harbor Bay Ferry Terminal.
- **Hours of Operation.** The standard hours of operation for the shared parking for ferry riders will be 6:00 a.m. to 7:00 p.m. and standard parking rates will apply during these hours (see above). Ferry riders will be allowed to park at the

Marriott Residence Inn outside of these standard hours (24 hours a day), but at premium rates.

- **Maintenance and Operations.** The Marriott Residence Inn will assume all of the responsibility, liability and costs associated with operating and maintaining the shared parking facility.
 - **Current and Future Development Plans.** The shared parking agreement will not limit current development plans or future development plans for the property.
 - **Timing of Development.** The timing of the approvals and permits for the Marriott Residence Inn project will be considered in the shared parking agreement.
1. **WETA Support.** Harbor Bay Hospitality respectfully requests that the WETA Board authorize a letter of support for the Marriott Residence Inn project and related shared parking arrangement and WETA staff to support publicly the Marriott Residence Inn project at public meetings.

I understand that you will share this letter with the WETA Board at its upcoming September 6, 2018 Board meeting per their request. Harbor Bay Hospitality looks forward to forming a long-term partnership with the City and WETA on this exciting project. If you have any questions, please do not hesitate to contact me at Robert@westriverinc.net and call my cell (916) 798-3649.

Sincerely,



Robert Leach
Lead Developer
Harbor Bay Hospitality LLC

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

RESOLUTION NO. 2018-28

APPROVE CITY OF ALAMEDA'S REQUEST FOR \$2 MILLION TO SUPPORT THE SEAPLANE LAGOON FERRY TERMINAL CONSTRUCTION AND AUTHORIZE THE EXECUTIVE DIRECTOR TO ENTER INTO RELATED AGREEMENTS

WHEREAS, in April 2015, the Board adopted a Memorandum of Understanding (MOU) with the City of Alameda for the planning and development of a new ferry terminal and service on the former Naval Air Station (Alameda Point) at Seaplane Lagoon to be built as an integral part of a large mixed-use development; and

WHEREAS, the additional capacity resulting from the Seaplane Lagoon Terminal is necessary to achieve the envisioned 15-minute peak service as included in the WETA Strategic Plan; and

WHEREAS, a letter from Acting City Manager Elizabeth Warmerdam to WETA's Executive Director dated June 7, 2018 requests \$2 million from WETA to close the funding gap for the project; and

WHEREAS, the City is seeking the commitment at this time to complete project funding and initiate the procurement process for a float, which will keep the project on schedule for a 2020 opening date; and

WHEREAS, the Board engaged in a discussion at the August 2018 meeting that included and registered general interest in, and support for, the project and asked staff to bring the item back for Board consideration for action at the September 6, 2018 meeting; and

WHEREAS, staff is able to work to identify and program funds from one of a number of eligible sources to fulfill the request as a part of the FY 2019/2020 budget and grant allocation processes; and

WHEREAS, the Board also expressed a desire to strengthen the language in the existing MOU to eliminate any ambiguity and make clear that WETA had exclusive control over landings at the new facility; and

WHEREAS, the Board requested that, as part of the approval process for a proposed development adjacent to the Harbor Bay Ferry Terminal by a member of Sea Plane Lagoon's Alameda Point Partners LLC as a part of this transaction, the City work to secure a commitment from the developer to enact a shared parking program that will allow ferry riders to park at the hotel property once it is developed; and

WHEREAS, the developer for the Harbor Bay property has sent a letter committing to pursuing a shared parking program for the proposed hotel development; now, therefore, be it

RESOLVED, that the Board of Directors hereby approves the City's request for a \$2 million WETA contribution to support the Seaplane Lagoon ferry terminal construction; and be it further

RESOLVED, that the Board of Directors authorizes the Executive Director to enter into a funding agreement to make up to \$2 million in WETA capital funding available to the City of Alameda in Fiscal Year 2019/20, as the last funds in, to support the Seaplane Lagoon Ferry Terminal project construction; and be it further

RESOLVED, that the Board of Directors authorize the Executive Director to amend the current Memorandum of Understanding with the City of Alameda for the Seaplane Lagoon Ferry Terminal to reflect the \$2 million WETA commitment and ensure that WETA has the exclusive control and authority over the new terminal facility and any private operator landings once the construction is complete and ownership of the waterside assets are transferred to WETA.

CERTIFICATION

The undersigned, Board Secretary, does hereby certify that the foregoing is a full, true and correct copy of a resolution duly and regularly adopted at a meeting of the San Francisco Bay Area Water Emergency Transportation Authority held on September 6, 2018.

YEA:

NAY:

ABSTAIN:

ABSENT:

/s/ Board Secretary

2018-28

END

MEMORANDUM

TO: Board Members

FROM: Nina Rannells, Executive Director
Keith Stahnke, Operations & Maintenance Manager

SUBJECT: Adopt Policy for Private Charter Ferry Landings at WETA Ferry Terminal Facilities

Recommendation

Staff recommends that the Board of Directors adopt a policy for private charter ferry landings at WETA's ferry terminal facilities as outlined in the memorandum below.

Background

The WETA Board of Directors has expressed interest in developing a policy for allowing private charter landings at WETA facilities under certain conditions such as when WETA vessels are not available to provide service or when general public or private marina facilities are not available in the area. The Board of Directors discussed and considered policy issues and a draft policy framework at the June 7, 2018 and August 2, 2018 Board meetings, respectively. This item, which recommends Board adoption of a private charter ferry landing policy, is the culmination of these discussions.

Discussion

Staff recommends that that the Board of Directors adopt the following policy governing the review and approval of private charter ferry landings at WETA ferry terminal facilities.

GENERAL AUTHORITY

- A. The Executive Director has the authority to grant permits for one-time private landings that are consistent with these Guidelines and in WETA's best interest.
- B. The Executive Director will bring forward all complete permit applications consistent with the Guidelines that involve longer durations for Board consideration and approval.
- C. The Executive Director is authorized to reject any application that is not consistent with these Guidelines and may work with applicants to develop reasonable exceptions pertinent to their specific request.

GUIDELINES

- 1. To the greatest extent possible, applicants for private landings should be encouraged to use facilities at private or public marinas and should demonstrate why WETA's facilities are required for the private use.

2. Applicant's proposed use may not interfere with WETA's operations or with WETA's public ferry services.
3. WETA must retain ultimate control over its facilities and must be allowed to revoke any permit at any time at WETA's sole discretion.
4. Applicant must demonstrate a commitment to customer service and providing a positive customer experience that is comparable to that provided by WETA.
5. Applicant must meet accessibility standards equivalent to those that WETA applies to its own service and facilities. These standards may exceed the minimum legal requirements in particular circumstances.
6. Applicant must agree to comply with WETA operational requirements and restrictions for the safe use of WETA's facility.
7. Applicant must have a verifiable history of safe operations and an ability to meet WETA safety and security standards. This includes, but is not limited to, providing (i) evidence of any required USCG certifications, (ii) a WETA-approved safety plan for operations, (iii) demonstrated ability to meet all Maritime Transportation Security Act requirements, including but not limited to the requirement that at least one crew member on board a vessel landing at a WETA facility must have a Transportation Security Worker Credential (TWIC).
8. Applicant must assume all risk of use of WETA facilities and must agree to reasonable contract terms satisfactory to staff and legal counsel, including insurance and indemnities that provide adequate protection for all necessary parties, including WETA, its public transportation ferry operator, and any applicable holder of property rights at the affected area.
9. Applicant must agree to financial terms that compensate WETA for its reasonable costs in granting and administering any Permit.
10. Applicant must comply with all applicable local, State, and Federal requirements.
11. Applicant must secure any necessary permissions from other agencies, jurisdictions, and land owners. WETA will cooperate with applicant's efforts but will not devote staff time unnecessarily to seeking such permissions.
12. Applicant must provide assurances to minimize the risk of labor disputes and satisfy applicable living wage standards.
13. Applicant must regularly report operating and ridership data for any permitted services that use WETA facilities.

Fiscal Impact

There is no fiscal impact associated with the adoption of this policy.

END

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

RESOLUTION NO. 2018-29

ADOPT POLICY FOR PRIVATE CHARTER FERRY LANDINGS AT WETA FERRY TERMINAL FACILITIES

WHEREAS, WETA's enabling legislation provides it with authority and jurisdiction over water transportation services and public transportation ferries operating on the San Francisco Bay, as specified in Government Code Section 66540 et seq.; and

WHEREAS, consistent with the exercise of its statutory authority, WETA seeks to promote water transportation on the San Francisco Bay in general, and in particular recognizes the value in allowing the use of WETA facilities by private charter operations under certain conditions, when WETA vessels are not available to provide service; and

WHEREAS, any private operator seeking to land a vessel at a WETA facility must apply for and receive a permit from WETA for any such use; and

WHEREAS, no permit should be granted for use of WETA facilities unless WETA is satisfied that such use will meet key WETA requirements, including safety, security, accessibility, risk protection, insurance, property approvals, as well as additional reasonable legal and financial arrangements; and

WHEREAS, the WETA Board of Directors wishes to establish a formal Policy recognizing the important factors set forth above, and governing the circumstances under which WETA may grant a permit to a private entity for the use of WETA facilities for private landings (Private Landing Policy); now, therefore, be it

RESOLVED, that the Board of Directors hereby approves the Private Landing Policy as set forth in this Resolution, including the following thirteen guidelines:

1. To the greatest extent possible, applicants for private landings should be encouraged to use facilities at private or public marinas and should demonstrate why WETA's facilities are required for the private use.
2. Applicant's proposed use may not interfere with WETA's operations or with WETA's public ferry services.
3. WETA must retain ultimate control over its facilities and must be allowed to revoke any permit at any time at WETA's sole discretion.
4. Applicant must demonstrate a commitment to customer service and providing a positive customer experience that is comparable to that provided by WETA.
5. Applicant must meet accessibility standards equivalent to those that WETA applies to its own service and facilities. These standards may exceed the minimum legal requirements in particular circumstances.
6. Applicant must agree to comply with WETA operational requirements and restrictions for the safe use of WETA's facility.

7. Applicant must have a verifiable history of safe operations and an ability to meet WETA safety and security standards. This includes, but is not limited to, providing (i) evidence of any required USCG certifications, (ii) a WETA-approved safety plan for operations, (iii) demonstrated ability to meet all Maritime Transportation Security Act requirements, including but not limited to the requirement that at least one crew member on board a vessel landing at a WETA facility must have a Transportation Security Worker Credential (TWIC).
8. Applicant must assume all risk of use of WETA facilities and must agree to reasonable contract terms satisfactory to staff and legal counsel, including insurance and indemnities that provide adequate protection for all necessary parties, including WETA, its public transportation ferry operator, and any applicable holder of property rights at the affected area.
9. Applicant must agree to financial terms that compensate WETA for its reasonable costs in granting and administering any Permit.
10. Applicant must comply with all applicable local, State, and Federal requirements.
11. Applicant must secure any necessary permissions from other agencies, jurisdictions, and land owners. WETA will cooperate with applicant's efforts but will not devote staff time unnecessarily to seeking such permissions.
12. Applicant must provide assurances to minimize the risk of labor disputes and satisfy applicable living wage standards.
13. Applicant must regularly report operating and ridership data for any permitted services that use WETA facilities.

BE IT FURTHER RESOLVED, that the Board of Directors directs the Executive Director, or her designee, to work with permit applicants to develop and complete applications for private landings at WETA's facilities that demonstrate and/or commit to compliance with the requirements of this Policy, or that request any reasonable exceptions to this Policy that are necessitated by a specific application; and be it further

RESOLVED, that the Board of Directors, or the Executive Director if within her authority, will approve an application for private landings at WETA's facilities only if the application demonstrates that the proposed use meets the guidelines set forth in this Policy, or that an exception to any of the guidelines is in WETA's best interests under a particular set of circumstances; and be it further

RESOLVED, that the Board of Directors hereby grants the Executive Director authority to issue permits for one-time private landings at WETA's facilities when the Executive Director determines that an applicant's proposed use is consistent with this Private Landing Policy, and when the Executive Director determines that granting such a permit is in WETA's best interests; and be it further

RESOLVED, that the Board of Directors reserves to itself the authority to issue any permit for multiple or ongoing landings. When the Executive Director brings an application to the Board of Directors for consideration consistent with this Policy, she will indicate whether the application meets the guidelines set forth in this Policy, or whether in her opinion an exception would be required.

CERTIFICATION

The undersigned, Board Secretary, does hereby certify that the foregoing is a full, true and correct copy of a resolution duly and regularly adopted at a meeting of the San Francisco Bay Area Water Emergency Transportation Authority held on September 6, 2018.

YEA:

NAY:

ABSTAIN:

ABSENT:

/s/ Board Secretary

2018-29

END

MEMORANDUM

TO: Board Members

FROM: Nina Rannells, Executive Director
Keith Stahnke, Operations & Maintenance Manager

SUBJECT: Approve Tideline Marine Group's Request to Conduct Private Charter Landings at the Harbor Bay Ferry Terminal

Recommendation

Approve Tideline Marine Group's request to conduct scheduled small vessel private charter landings with the vessel Osprey at the Harbor Bay Ferry Terminal on a six month demonstration basis and authorize the Executive Director to grant a permit to Tideline subject to completion of final requirements and negotiations with Tideline, and subject to any additional requirements of and approvals by the City of Alameda and Harbor Bay Isles Associates.

Background

WETA staff was approached by Tideline Marine Group (Tideline) with a request for WETA to grant them permission to provide small vessel private charter landings at the Harbor Bay ferry terminal in order to shuttle employees of a private firm in the reverse-commute direction between South San Francisco and WETA's Harbor Bay ferry terminal. This service would include four one-directional landings per weekday, consisting of two morning trips to bring employees from a public landing site in South San Francisco to WETA's Harbor Bay terminal and two evening trips to take employees from WETA's Harbor Bay terminal back to South San Francisco. The request was for an initial six-month demonstration period with the potential to make this a long-term arrangement.

On June 7, 2018, the WETA Board of Directors considered Tideline's request, as well as broader policy considerations regarding private charter landings. During the discussion, Board members expressed general interest in developing a policy for allowing regularly scheduled private charter landings under certain conditions when WETA vessels were not available to provide service. The Board recognized that an important step in this process involved consultation with the City of Alameda to clarify its role in the landing approval process for the Harbor Bay Terminal.

On August 2, 2018, the WETA Board of Directors reviewed preliminary draft guidelines for a policy for private charter landings. Staff has prepared this item in anticipation of the approval of the new landing policy which is up for consideration for adoption as Item 11 on today's meeting agenda.

Discussion

Tideline has submitted a request to conduct a six month demonstration of a small private corporate commuter service utilizing WETA's Harbor Bay ferry terminal in a reverse commute direction. The service would be operated between South San Francisco and Harbor Bay on weekdays and involve two morning commute period trips and two evening commute period

trips for a total of four landings per weekday, or 20 per week. The service would be operated utilizing Tideline's vessel Osprey, which is in the process of being modified with a ramp that is designed to allow for a smooth transition from WETA's Harbor Bay terminal ramp onto the vessel. The service would be operated for the exclusive use of employees of Exelixis, a biotechnology company with offices in Harbor Bay, in order to shuttle a segment of their workforce from the south bay to Harbor Bay.

WETA has reviewed Tideline's request and related documents and has determined that they meet the Policy guidelines presented separately to the Board at this meeting with two outstanding issues and one exception including:

1. Tideline has embarked on a process to make modifications to the vessel Osprey so that it can fit up at large vessel facilities such as the Harbor Bay ferry terminal. Tideline has indicated that it received Coast Guard approval of these modifications on August 29; however WETA has not yet been provided a copy of the Coast Guard Certificate of Inspection (COI). Once the COI, which is a basic safety requirement, is received and confirmed, staff will require a final fit-up of the vessel at the Harbor Bay terminal to ensure that the vessel modifications are sufficient.
2. Pursuant to the agreements that grant WETA rights to the Harbor Bay terminal, Tideline must also secure the approval of the City of Alameda and Harbor Bay Isles Associates. Both entities have indicated that any such approval might be conditioned on the inclusion of additional language in WETA's permit. WETA staff has agreed to meet with the City of Alameda and Harbor Bay Isles Associates to receive input into the language of the Permit. Additional specific requirements may be included in the Permit as a result.
3. WETA's policy requires that applicants must meet accessibility standards equivalent to those that WETA applies to its own service and facilities. The vessel Osprey will not meet this standard as passengers will need to navigate a set of stairs from Tideline's new on-board ramp to the vessel deck. While this is not sufficient to meet WETA's access standards, WETA has received a letter from Exelixis, the private company contracting with Tideline for the private charter service, describing its internal process for monitoring the accessibility needs of its employees and stating that they provide additional, alternative modes of transportation for their commuting employees that could be utilized in the event that accessibility on the vessel became an issue.

In the interest of moving this request forward, staff recommends that the Board of Directors approve Tideline's request to conduct scheduled small vessel private charter landings with the vessel Osprey at the Harbor Bay Ferry Terminal on a demonstration basis and authorize the Executive Director to grant a permit to Tideline subject to completion of final requirements and negotiations with Tideline, and subject to any additional requirements of and approvals by the City of Alameda and Harbor Bay Isles Associates.

Fiscal Impact

This agreement will generate approximately \$2,240 per month in landing fees to offset the cost of maintaining the Harbor Bay terminal.

END

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

RESOLUTION NO. 2018-30

APPROVE TIDELINE MARINE GROUP'S REQUEST TO CONDUCT PRIVATE CHARTER LANDINGS AT THE HARBOR BAY FERRY TERMINAL

WHEREAS, WETA has adopted a Private Landing Policy to that seeks to promote water transportation on the San Francisco Bay in general, and in particular recognizes the value in allowing the use of WETA facilities by private charter operations under certain conditions, when WETA vessels are not available to provide service;

WHEREAS, any private operator seeking to land a vessel at a WETA facility must apply for and receive a permit from WETA for any such use;

WHEREAS, Tideline Marine Group (Tideline) has submitted a request for a permit to conduct small vessel private charter landings with the vessel Osprey at WETA's Harbor Bay Ferry Terminal for a six month demonstration period in order to shuttle Exelixis employees between South San Francisco and WETA's Harbor Bay ferry terminal; and

WHEREAS, WETA has determined that limited landings can be accommodated at the Harbor Bay terminal for the specific purposes requested in Tideline's application; and

WHEREAS, WETA has determined that Tideline meets the Policy guidelines with two outstanding issues related to safety and required consultation and approvals from the City of Alameda and Harbor Bay Isles Associates that must be addressed before a final permit may be issued and one exception to the Policy in the area of accessibility; and

WHEREAS, in the interest of moving this request forward, staff recommends that the Board of Directors conditionally approve Tideline's request; now, therefore, be it

RESOLVED, that the Board of Directors hereby approves Tideline's request to conduct scheduled small vessel private charter landings with the vessel Osprey at the Harbor Bay Ferry Terminal on a six month demonstration basis and authorize the Executive Director to grant a permit to Tideline subject to completion of final requirements and negotiations with Tideline, and subject to any additional requirements of and approvals by the City of Alameda and Harbor Bay Isles Associates.

CERTIFICATION

The undersigned, Board Secretary, does hereby certify that the foregoing is a full, true and correct copy of a resolution duly and regularly adopted at a meeting of the San Francisco Bay Area Water Emergency Transportation Authority held on September 6, 2018.

YEA:

NAY:

ABSTAIN:

ABSENT:

/s/ Board Secretary

2018-30

END

MEMORANDUM

TO: Board Members

FROM: Nina Rannells, Executive Director
Keith Stahnke, Operations & Maintenance Manager
Lauren Gularte, Program Manager/Analyst

SUBJECT: Adopt a Passenger Code of Conduct for San Francisco Bay Ferry Services

Recommendation

Approve the attached passenger code of conduct for San Francisco Bay Ferry services.

Background/Discussion

When WETA took over the Alameda/Oakland, Harbor Bay and Vallejo ferry services from the cities of Alameda and Vallejo, the various rules and practices for each of the city-based ferry routes were carried forward for use by WETA and its contract operator Blue & Gold Fleet.

WETA staff and legal counsel have worked closely with Blue & Gold Fleet, WETA's contract operator, to develop a single set of rules and procedures that make up the proposed Passenger Code of Conduct for the San Francisco Bay Ferry services provided as **Attachment 1** to this memorandum. The proposed Passenger Code of Conduct provides a clear and visible set of expectations to passengers on San Francisco Bay Ferry services for their safety and comfort. The policy also gives crews, operations staff, management, and security officers an enforceable set of expectations which govern the San Francisco Bay Ferry system.

Fiscal Impact

There is no fiscal impact associated with this administrative item.

END

Attachment 1

WETA Passenger Code of Conduct for San Francisco Bay Ferry Services

It is the policy of the San Francisco Bay Area Water Emergency Transportation Authority (WETA), to ensure the safety, security, comfort and convenience of all those who use its San Francisco Bay Ferry Services. WETA has established the following passenger code of conduct regulations to ensure that any one person may not adversely affect others while using the San Francisco Bay Ferry system. Customers shall treat other patrons and San Francisco Bay Ferry representatives with consideration, patience, respect and civility to allow use, operation and enjoyment of San Francisco Bay Ferry services and facilities in a safe and enjoyable manner for all persons.

All persons on or in any San Francisco Bay Ferry facility or vessel shall comply with the General Rules listed below, obey any instructions on notices or signs duly posted, and shall obey lawful orders and directives of any San Francisco Bay Ferry employee or representative acting within the scope of his or her employment.

General Rules:

1. No person shall smoke or carry an open flame or lighted cigar, cigarette or pipe, electronic cigarette device, or use any other tobacco product, on any San Francisco Bay Ferry vessel or within 25 feet of any San Francisco Bay Ferry facility.
2. No weapons, fireworks, explosives, gasoline, propane or other highly combustible material or radioactive material, dangerous instrument, or any other item intended for use as a weapon, or that poses a hazard or danger to other riders, may be carried in or on any San Francisco Bay Ferry vessel or facility.
3. Passengers are prohibited from carrying firearms onboard San Francisco Bay Ferry vessels. Firearms may only be carried on the vessels and in the facilities by law enforcement officers and licensed security guards who are providing security services for WETA/San Francisco Bay Ferry. A violation of this section is an infraction under Section 19.8 of the Penal Code and is punishable as set out in Section 99170 of the Public Utilities Code.
4. Customers may only transport small pets on San Francisco Bay Ferry boats if they are in a completely enclosed cage or carrying case that is small enough to fit on the customer's lap. The animal must not endanger or pose a threat to the safety of other passengers. "Comfort animals" are considered pets and can only be transported in a completely enclosed cage or carrier. Service animals and service animals in training are permitted to ride on board San Francisco Bay Ferry boats. All service animals and animals being trained as service animals must be harnessed or leashed. It is a misdemeanor to knowingly and fraudulently misrepresent oneself as the owner or trainer of a service dog, California Penal Code 365.7(a).
5. Priority seating is for persons with disabilities and seniors. As part of the Americans with Disabilities Act, San Francisco Bay Ferry is required to make priority seating available for people with disabilities and senior citizens. Passengers are requested to yield priority seating and locations designated for use by persons using wheelchairs to persons with disabilities, persons using wheelchairs, and senior citizens.

Attachment 1

6. Passengers must only occupy one seat. Please do not place personal items on seats.
7. Bicyclists must follow crew member instructions for loading, unloading and stowing. Bicyclists may not ride bikes onboard the ferry or on the ramps and gangways. Bikes must:
 - fit within bike storage areas
 - never block seats, aisles, doorways, or exits

The following are not permitted onboard San Francisco Bay Ferry vessels:

- Gas powered bikes
 - Motorcycles or Mopeds
 - Three wheeled bikes and Segways (except when used as a mobility device for a passenger with a disability)
8. All passengers must pay the applicable fare.
 9. Boarding is conducted on a first come first serve basis. Passengers are prohibited from cutting in line.
 10. No passenger shall engage in disruptive behavior that is harmful or intimidating to other passengers or employees.
 11. No interference with the safe operation of the vessel, including entering or attempting to enter any area not open to the public, blocking aisles or emergency exits, or threatening, harassing or intimidating any San Francisco Bay Ferry passenger.
 12. No panhandling, soliciting, or unauthorized advertising or selling of items.
 13. No person shall stop, park, dock, land or secure any vessel, boat, craft or other water-related vehicle, at or near any San Francisco Bay Ferry facility in a way that blocks San Francisco Bay Ferry operations, except in compliance with directions of WETA.

Any person who violates one or more of the General Rules may be warned and/or ordered to leave a San Francisco Bay Ferry vessel or facility. Situations where a person refuses to leave after being ordered to do so may be handled by the appropriate law enforcement agency. This policy does not seek to limit or conflict with any federal, state, or local law or ordinance, or to prevent any law enforcement agency from taking any lawful action against any person on or in a San Francisco Bay Ferry vessel or facility.

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

RESOLUTION NO. 2018-31

ADOPT A PASSENGER CODE OF CONDUCT FOR SAN FRANCISCO BAY FERRY SERVICES

WHEREAS, WETA has a commitment to provide quality and non-discriminatory public transportation services; and

WHEREAS, When WETA took over the Alameda/Oakland, Harbor Bay and Vallejo ferry services from the cities of Alameda and Vallejo, the various rules and practices for each of the city-based ferry routes were carried forward for use by WETA and its contract operator Blue & Gold Fleet; and

WHEREAS, WETA staff and legal counsel have worked closely with Blue & Gold Fleet, WETA's contract operator, to develop a single set of rules and procedures for a Passenger Code of Conduct for the San Francisco Bay Ferry services; now, therefore, be it

RESOLVED, that the Board of Directors hereby adopts the Passenger Code of Conduct for San Francisco Bay Ferry Services, attached hereto, and authorizes the Executive Director to take such actions as are reasonable and appropriate to implement the rules and procedures.

CERTIFICATION

The undersigned, Board Secretary, does hereby certify that the foregoing is a full, true and correct copy of a resolution duly and regularly adopted at a meeting of the San Francisco Bay Area Water Emergency Transportation Authority held on September 6, 2018.

YEA:

NAY:

ABSTAIN:

ABSENT:

/s/ Board Secretary

2018-31

END

MEMORANDUM

TO: Board Members

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

SUBJECT: Overview of WETA System Performance Measures

Recommendation

There is no recommendation with this information item.

Background

At the June meeting, Board Member Josefowitz requested staff to develop a more comprehensive report of WETA's system performance for discussion and reporting to the Board of Directors. The goal of this request was to create a better understanding of the business of the agency and to ultimately develop a set of operating and financial metrics and measures beyond those already adopted by the Board of Directors to support system planning, operating and expansion efforts.

Historically, monthly reports to the WETA Board of Directors have included monthly budget to actual financial reporting, with a computed farebox recovery ratio, and a monthly operating report that includes basic ridership, fuel usage and vessel operation information.

Beyond the information presented in the monthly Board packet, WETA has a set of policies that establish system performance standards that are used for service planning, expansion project planning and access planning. These policies were adopted by the Board in June 2015 after a Board workshop in May of that year. There were three workshops that allowed the Board to explore the topics and issues that ultimately led to development of WETA's Strategic Plan. While the system performance policies are used on a regular basis by staff, they are not reported to the Board unless they are referenced in Board actions such as Project Memoranda, service and scheduling changes or vessel planning. All three system performance policies are provided as **Attachment A** to this memorandum.

Discussion

In developing a new, more comprehensive and data-driven report of performance staff has attempted to tie specific performance areas to WETA Strategic Plan policy areas. The following table provides an overview of the current and anticipated future performance measures that can be reported on a monthly or quarterly basis.

Strategic Plan Policy	Performance Measure
Expanded Service	<ul style="list-style-type: none">• Ridership• Bicycles avg. per trip• Peak hour occupancy• Passengers per revenue hour
Funding	<ul style="list-style-type: none">• Farebox recovery• Fuel Avg. Cost• Clipper Usage
Service Quality	<ul style="list-style-type: none">• Vessel max outs• Missed or canceled trips• Late arrivals, departures• Vessel (days) out of service• Unplanned vessel out of service days

A draft performance measure report is provided as **Attachment B** to this memorandum for discussion purposes.

Staff will continue to improve and refine this report over time with Board input and direction and as additional data is made more readily available. With the move to the Central Bay Maintenance and Operations Facility over the next few months, WETA's contract operator – Blue & Gold Fleet – will be better situated to record and report system data for regular import into WETA's new database. This new electronic database has a web browser interface that will allow for easier views of the data that is collected and the ability to run reports and queries of that data in the coming months.

Fiscal Impact

There is no fiscal impact associated with this policy item.

END

WETA System Expansion Policy

The proposed WETA expansion policy is intended to provide a framework for evaluating the feasibility of new ferry projects. The framework consists of policy statements that provide guidance for developing candidate project elements such as landside and waterside facilities, vessels and service plans. In addition, a set of evaluation measures defines a range of productivity and efficiency metrics that inform the WETA Board and funding partners regarding a project’s financial feasibility and sustainability.

There is no pre-determined level of evaluation that determines whether a project is feasible. There are many factors that contribute to whether a project is developed and becomes part of the WETA system. Instead, the System Expansion Policy provides policy makers with an agreed-upon framework, bringing objective measures and predictability to the project development process.

I. System Expansion Policy Statements

System Expansion Overview	WETA will expand ferry service throughout San Francisco Bay, working with local and regional partners to increase ferry ridership and relieve traffic congestion and transit crowding. New ferry services will be financially sustainable, contribute to the ferry system and enhance WETA’s emergency response capabilities.
Minimum Service Period	New services will need to be in service for a minimum of 10 years to allow adequate time to build a ridership base. Services will be evaluated after a 10-year initial period to determine their continued operation.
New Service Project Evaluation	The WETA System Expansion Policy establishes a range of evaluation measures that help the WETA Board determine whether a candidate project will be successful and meet WETA’s strategic goals. The new service evaluation is typically performed prior to entering environmental clearance, during the feasibility study phase of a project.
New Service Ongoing Evaluation	Once in operation, new ferry services will be evaluated on regular quarterly and yearly intervals to ensure performance is meeting expectations. Adjustments to the service plan, fare program or access conditions may be warranted.
Service Design	New ferry services typically begin as origin terminals offering commute-period service to San Francisco’s Ferry Building. However, they can act as a destination terminal or offer non-commute period service, depending on local transportation goals and funding availability. WETA will work with project partners to develop a concept service design that meets travelling needs while offering a competitive, sustainable service. For commute-only origin terminals, a minimum level of service would be defined as three peak-direction trips in both the AM and PM commute periods.

WETA System Integration	New projects will enhance the WETA ferry system by adding terminals and vessels while attracting new riders to ferry service. Required system elements such as capacity at maintenance facilities and destination terminals or spare vessels will be estimated and incorporated into a project’s capital cost.
Emergency Response	New projects will enhance WETA’s emergency response capabilities by providing terminals and vessels for use in the response and recovery phases after a natural event. The benefits of interoperable ferry assets such as vessels, floats and terminals mean that new projects must be compatible with WETA facilities. The deployment of WETA vessels and use of ferry terminals will be a decision of state and regional authorities and not necessarily WETA or its local partner.
Vessels, Infrastructure	WETA owns and operates a network of ferry vessels along with landside and waterside facilities that are economically and operationally efficient because they are interchangeable. Therefore, candidate WETA projects must be consistent with this established infrastructure. New projects will utilize WETA catamaran-style vessels powered by marine diesel engines and ranging in capacity from 149 to over 500 passengers. Infrastructure such as maintenance facilities and terminals will be consistent with existing WETA facilities. Alternative vessel technologies or non-compliant terminals will not be considered as WETA facilities.
Public-private partnership opportunities	Ferry terminals and vessels are complex and expensive investments that require a variety of funding sources. Operational expenses can also be significant and require long-term dedicated funding streams. WETA encourages partnerships with public or private entities interested in ferry service as a means of financing both capital and operational needs.
Capital Funding	Ferry project capital funding can come through a variety of local, regional, state and federal sources and even private contributions. Candidate expansion projects must demonstrate that there is full capital funding prior to entering the Final Design phase of a project.
Operating Subsidy	The operating subsidy is defined as the portion of the operating expense not covered by fare revenue. New ferry projects must demonstrate that there is a stable, dedicated source for an operating subsidy for a minimum period of ten years.
Terminal Access	WETA supports the use of alternative modes such as walking, biking and transit as a means of accessing origin ferry terminals. At the same time, minimum parking levels are required to ensure a service will be well utilized and accessible to all users. The ideal access environment provides customers with a choice of safe, convenient and attractive access options.

Project Agreement	A Project Agreement will be required for candidate projects prior to entering into the environmental clearance phase of a project. The Project Agreement establishes a project service plan, identifies likely funding sources and defines partner roles and responsibilities. Both the WETA Board and the policy body from the project partner must adopt the Project Agreement.

II. System Expansion Evaluation Measures

The following measures are intended to evaluate the competitiveness and financial feasibility of candidate WETA ferry projects. The measures are expressed in three ways: minimum, target and maximum (as applicable). Minimum levels are what will be required after the initial 10 years of operation. Target levels are consistent with expected performance of mature services such as Alameda/Oakland, Vallejo and Harbor Bay.

Passengers per Revenue Hour (Commute-only service)

Passengers per revenue hour measures the number of boardings in a given hour of service. Services that have high two-way ridership along with a short travel time, enabling vessels to offer multiple runs in a given commute period will be strong performers. This measure provides an evaluation of ridership and the efficiency of operating resources.

Minimum	Target	Maximum
100	150	250

Passengers per Revenue Hour (All-day service)

All-day services typically operate seven days per week and generally from 6 AM up to 8 PM. Today, only Alameda-Oakland and Vallejo are all day services. The target for Passengers per Revenue Hour is slightly lower, given lower volumes in the midday and off-peak periods.

Minimum	Target	Maximum
100	125	250

Farebox Recovery

Farebox recovery is defined as the portion of operating expenses covered by fare revenues. Farebox recovery measures ridership, operating expense and financial sustainability.

Minimum	Target	Maximum
40%	50% – 70%	100%

Peak Hour Occupancy

Peak hour occupancy – defined as the combined peak direction occupancy level during the highest ridership hour of a commute service – indicates ridership demand and provides guidance for vessel deployment and service planning. High levels of peak hour occupancy indicate the possibility of leave-behinds or standees and would require corrective action.

Minimum	Target	Maximum
50%	60% -- 75%	80%

WETA System Performance Targets Policy

The proposed WETA performance targets policy is intended to provide a framework for evaluating existing ferry services. The framework consists of policy statements that define minimum elements such as landside and waterside facilities, vessels and service plans. A set of performance targets defines a range of productivity and efficiency metrics that inform the WETA Board of a service’s quality and fiscal sustainability.

I. WETA Service Policy Statements

Ferry System Overview	WETA provides ferry service throughout San Francisco Bay, working with local and regional partners to increase ferry ridership and relieve traffic congestion and transit crowding. Ferry services will be financially sustainable, contribute to the ferry system and enhance WETA’s emergency response capabilities.
Service Ongoing Evaluation	Ferry services will be evaluated on regular quarterly and yearly intervals to ensure performance is meeting expectations. Depending on performance, adjustments to the service plan, fare program or access conditions may be warranted.
Service Design	New ferry services typically begin as origin terminals offering commute-period service to San Francisco’s Ferry Building. However, they can act as a destination terminal or offer non-commute period service, depending on local transportation goals and funding availability. WETA will work with project partners to develop a concept service design that meets travelling needs while offering a competitive, sustainable service. For commute-only origin terminals, a minimum level of service would be defined as three peak-direction trips in both the AM and PM commute periods.
Emergency Response	WETA services provide contribute to WETA’s emergency response capabilities by providing terminals and vessels for use in the response and recovery phases after a natural event. The benefits of interoperable ferry assets such as vessels, floats and terminals mean that new projects must be compatible with WETA facilities. The deployment of WETA vessels and use of ferry terminals will be a decision of state and regional authorities and not necessarily WETA or its local partner.
Vessels, Infrastructure	WETA owns and operates a network of ferry vessels along with landside and waterside facilities that are economically and operationally efficient because they are interchangeable. WETA utilizes catamaran-style vessels powered by marine diesel engines and ranging in capacity from 149 to over 500 passengers.

II. System Performance Evaluation Measures

The following measures are intended to evaluate the competitiveness and fiscal sustainability of WETA ferry services. The measures are expressed in three ways: minimum, target and maximum (as applicable). Minimum levels are what will be required after the initial 10 years of operation. Target levels are consistent with expected performance of mature services such as Alameda/Oakland, Vallejo and Harbor Bay. When a project achieves maximum levels indicate that a service enhancement or increase may be justified. After a service enhancement has been introduced, there will be a four year recovery period, allowing the service to regain minimum and target levels of productivity.

Passengers per Revenue Hour (Commute-only service)

<p>Passengers per revenue hour measures the number of boardings in a given hour of service. Services that have high two-way ridership along with a short travel time, enabling vessels to offer multiple runs in a given commute period will be strong performers. This measure provides an evaluation of ridership and the efficiency of operating resources.</p>		
Minimum	Target	Maximum
100	150	250

Passengers per Revenue Hour (All-day service)

<p>All-day services typically operate seven days per week and generally from 6 AM up to 8 PM. Today, only Alameda-Oakland and Vallejo are all day services. The target for Passengers per Revenue Hour is slightly lower, given lower volumes in the midday and off-peak periods.</p>		
Minimum	Target	Maximum
100	125	250

Farebox Recovery

<p>Farebox recovery is defined as the portion of operating expenses covered by fare revenues. Farebox recovery measures ridership, operating expense and financial sustainability.</p>		
Minimum	Target	Maximum
40%	50% – 70%	100%

Peak Hour Occupancy

Peak hour occupancy – defined as the combined peak direction occupancy level during the highest ridership hour of a commute service – indicates ridership demand and provides guidance for vessel deployment and service planning. High levels of peak hour occupancy indicate the possibility of leave-behinds or standees and would require corrective action.

Minimum	Target	Maximum
50%	60% -- 75%	80%

Terminal Access Guidelines and Evaluation Measures

The following measures help WETA and its local partners to enhance access to ferry terminals, increasing ferry ridership by improving the “first mile” of a traveler’s journey. There is no magic formula for perfect terminal access. Each community defines the surrounding environment around a ferry terminal through land use and public infrastructure policies. To the greatest extent possible, WETA emphasizes non-motorized forms of access such as transit, walking and biking as the most environmentally efficient means of access ferry terminals. However, parking is necessary to create a sustainable base of ridership for any service.

Terminal Access, Non-motorized Access Targets

Easy and convenient access to ferry terminals can be the key factor for building ridership and attracting people to ferry services. Inadequate parking, bicycle lanes or transit service limits potential customers. Customer access is measured in a number of ways and there is no predetermined formula for success. Local policy may emphasize one mode of access over another (transit over parking) or choose to find a balance between all modes.

The following targets are for non-motorized mode of access at a ferry terminal. In other words, the percentage of passengers that arrive by walking, biking or transit

Minimum	Target
30%	50%

Terminal Access -- Parking

Adequate parking, especially for terminals that are isolated from residential areas and do not have transit service, is necessary for customer convenience.

Minimum	Target
200 spaces	350 spaces

Terminal Access – Bicycle Facilities

Bike lanes and facilities surrounding ferry terminals and providing linkages to residential areas should be safe and attractive to provide an incentive for experienced and inexperienced cyclists. Class II bike lanes are painted lanes, usually 6-8 feet wide. Class I bike facilities can be removed from street traffic and buffered by barriers for safety and comfort.	
Minimum	Target
Class II bike lanes	Class I bike facilities

Bike parking at terminals must be user-friendly, safe and offer a variety of types ranging from racks to lockers. Space at terminals should be adequate for expansion to meet bike parking demand.	
Minimum	Target
50 rack spaces	100 rack spaces, 12 lockers

Terminal Access – Transit Feeder Service

Transit services in the form of standard public bus or private shuttle that is timed to meet ferry departures and arrivals will attract ferry riders and reduce the need to construct parking.	
Minimum	Target
Local bus service, hourly headways	Local bus and shuttle service timed to meet ferry arrivals and departures

Terminal Access – Pedestrian Environment

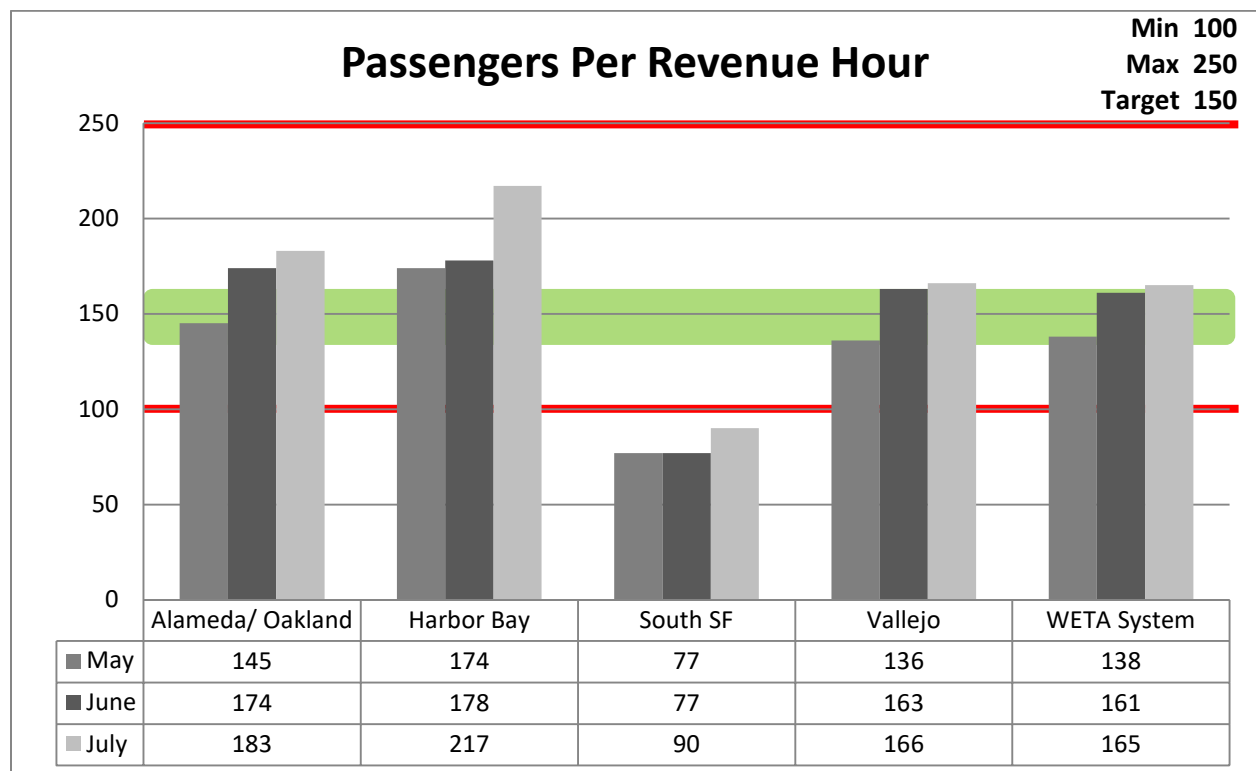
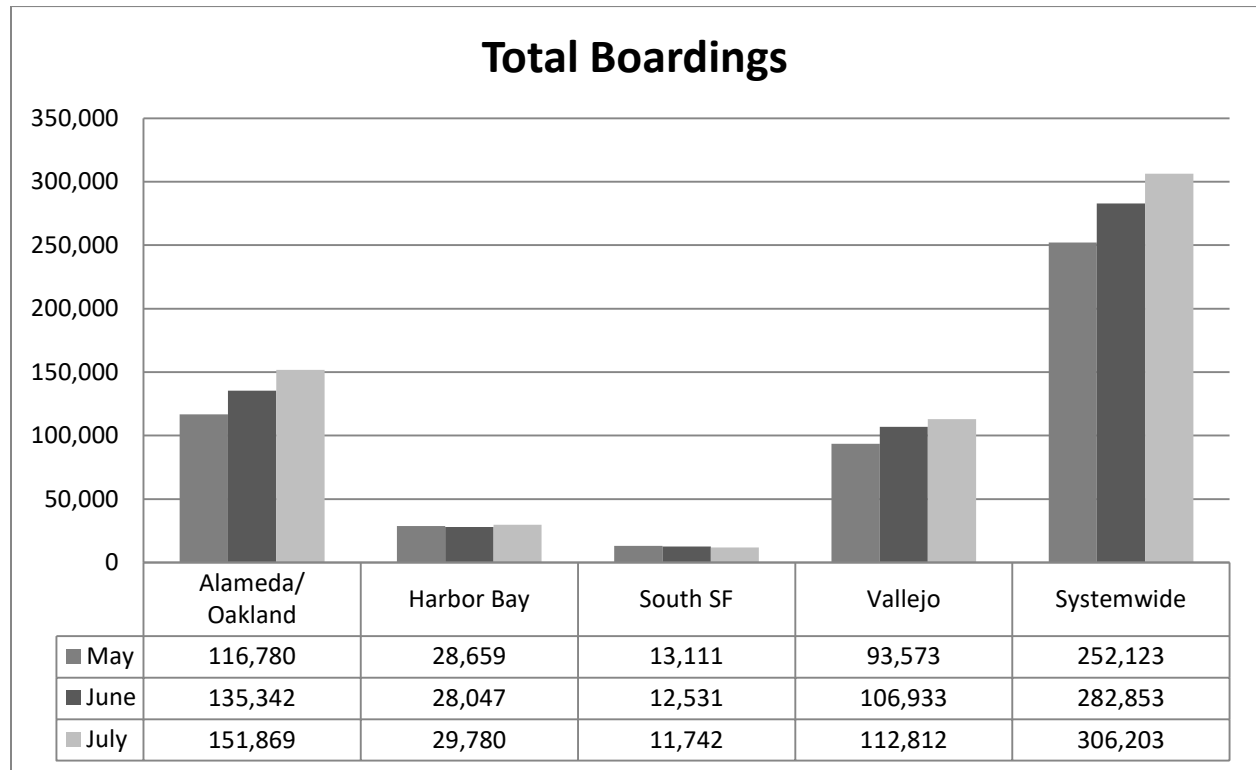
All ferry passengers are pedestrians at some point in their journey to the terminal. Pedestrian facilities include sidewalks, crosswalks and pedestrian lighting. Pedestrians need to feel safe and comfortable on their journey to the terminal	
Minimum	Target
Facilities that ensure safety	Attractive facilities, encouraging walking

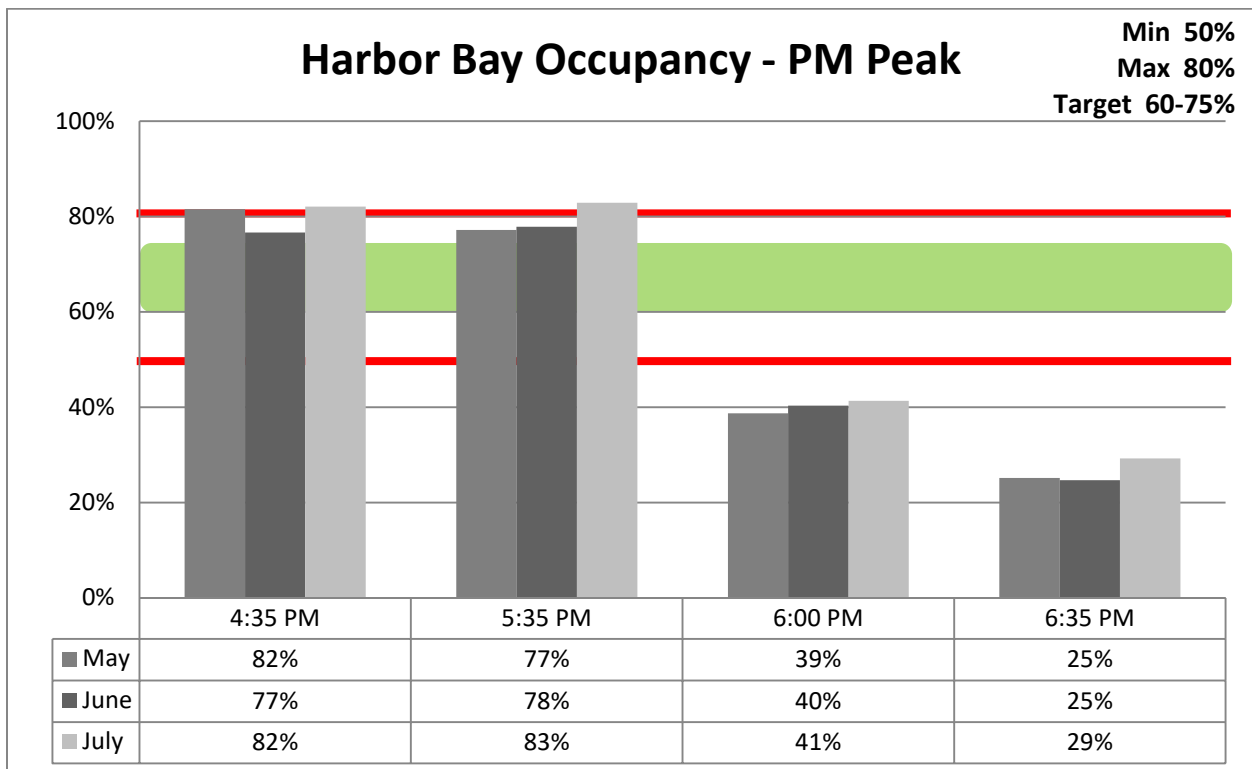
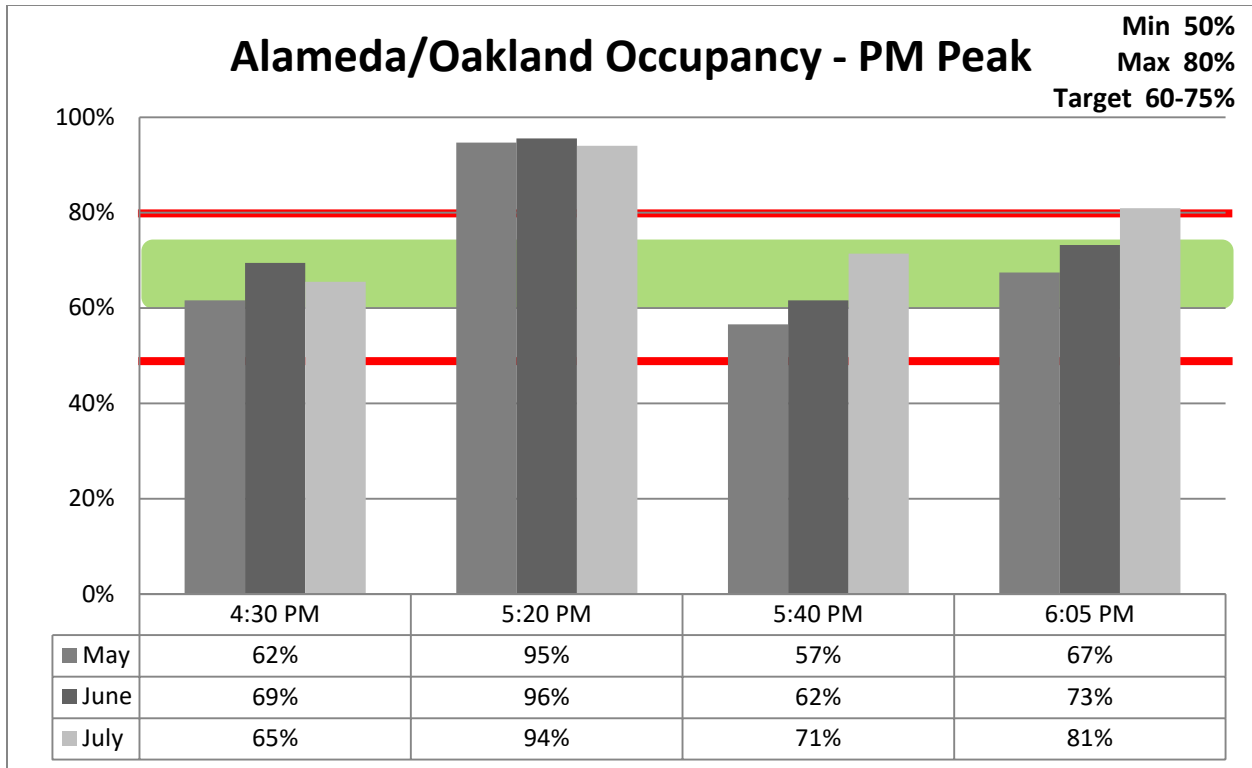
Terminal Access – Land Use

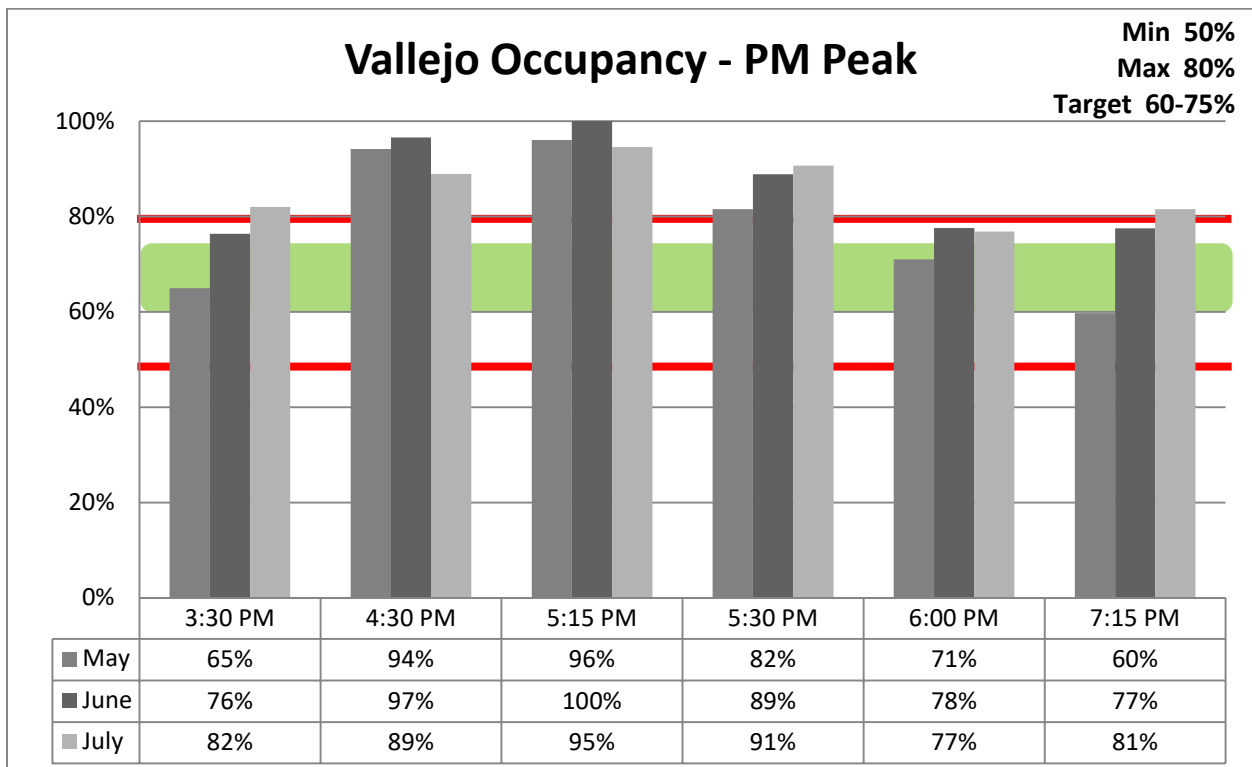
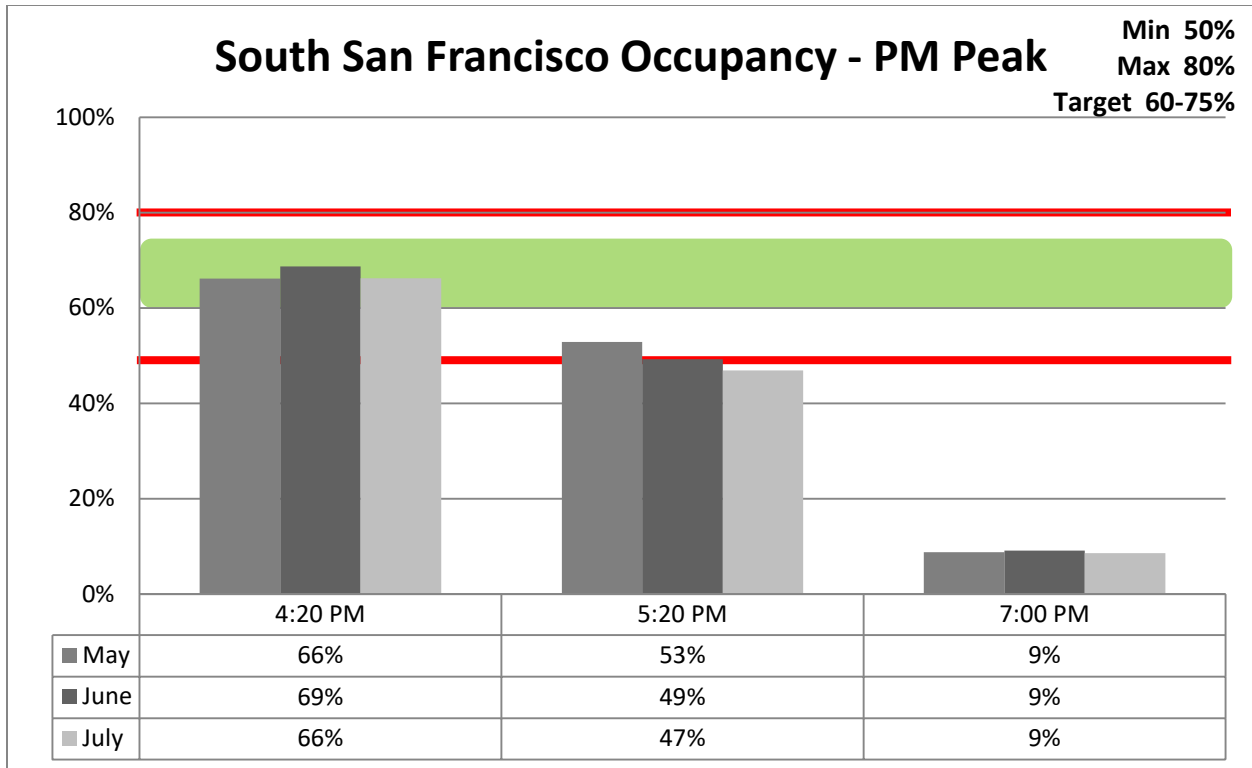
Land use and urban design that encourages walking, biking and transit usage is the best environment for improving ferry ridership. When prospective riders can walk in a safe and attractive environment, there is less need for expensive improvements such as parking structures or bus service. Targets for origin terminals are expressed in dwelling units per acre and refer to the half-mile vicinity around a terminal. Density levels of at least 30 dwelling units per acre have been proven to foster transit ridership.

Minimum	Target
20 dwelling units/acre	45 dwelling units/acre

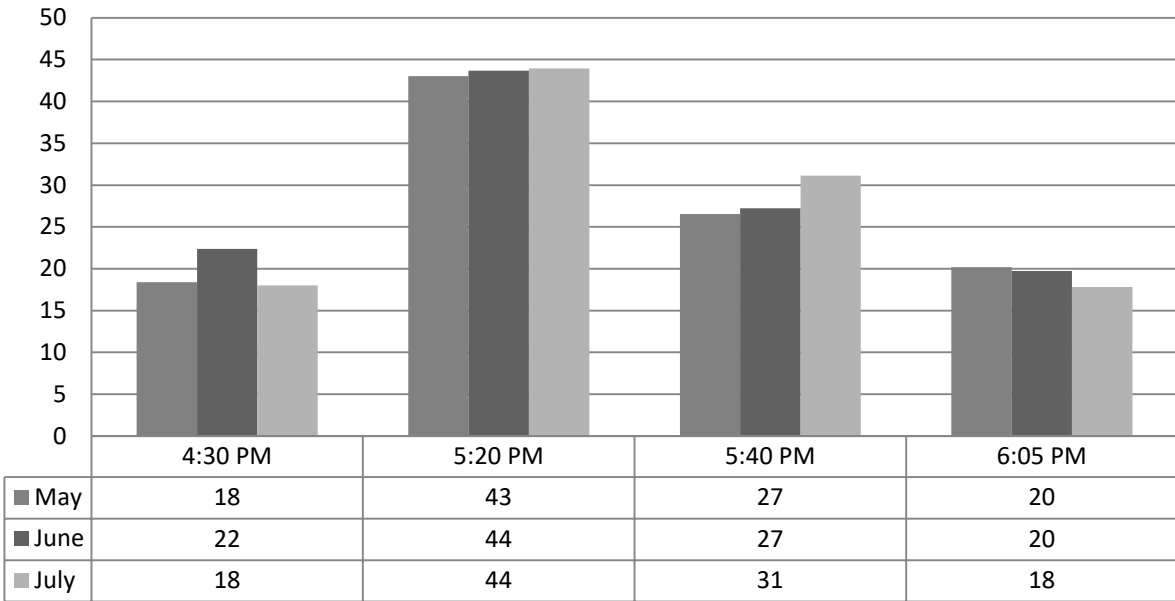
Expanded Service



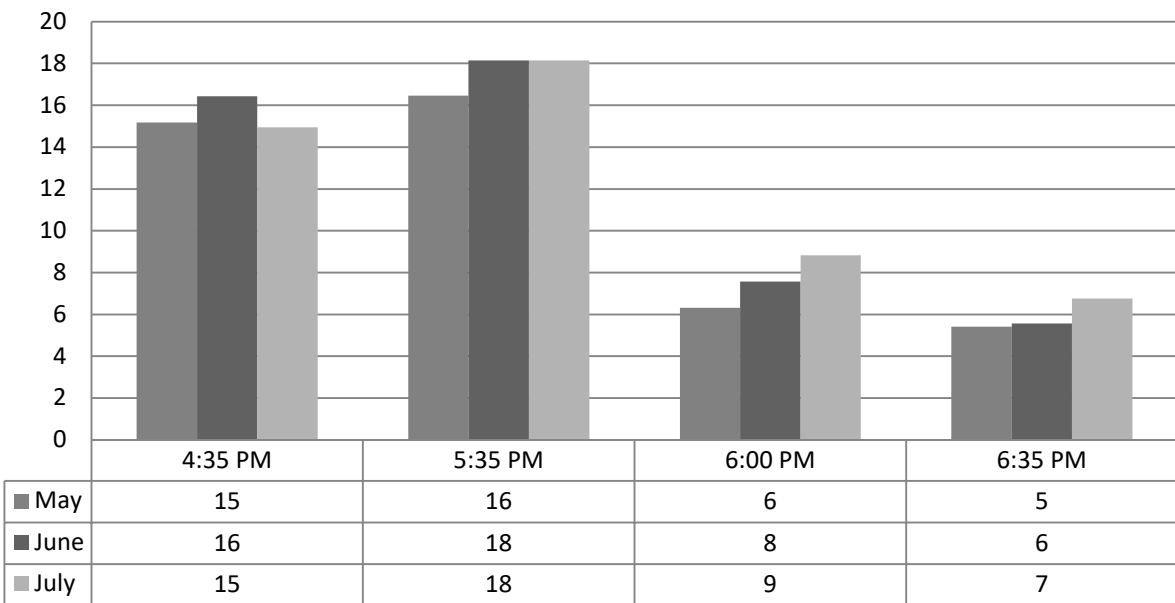




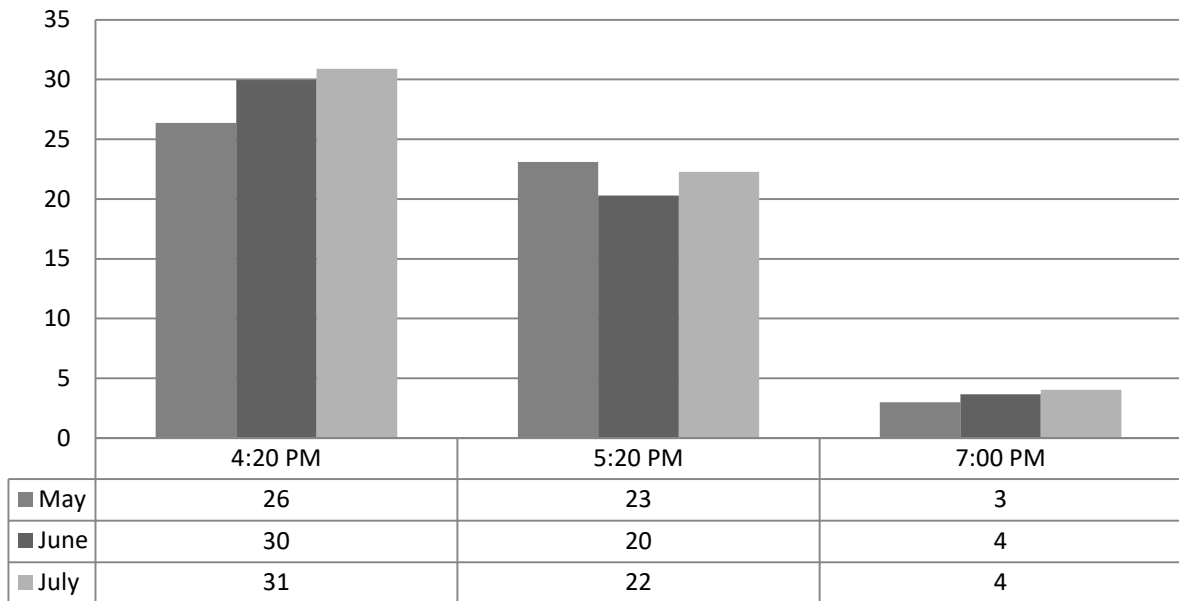
Alameda/Oakland Bikes per Trip - PM Peak



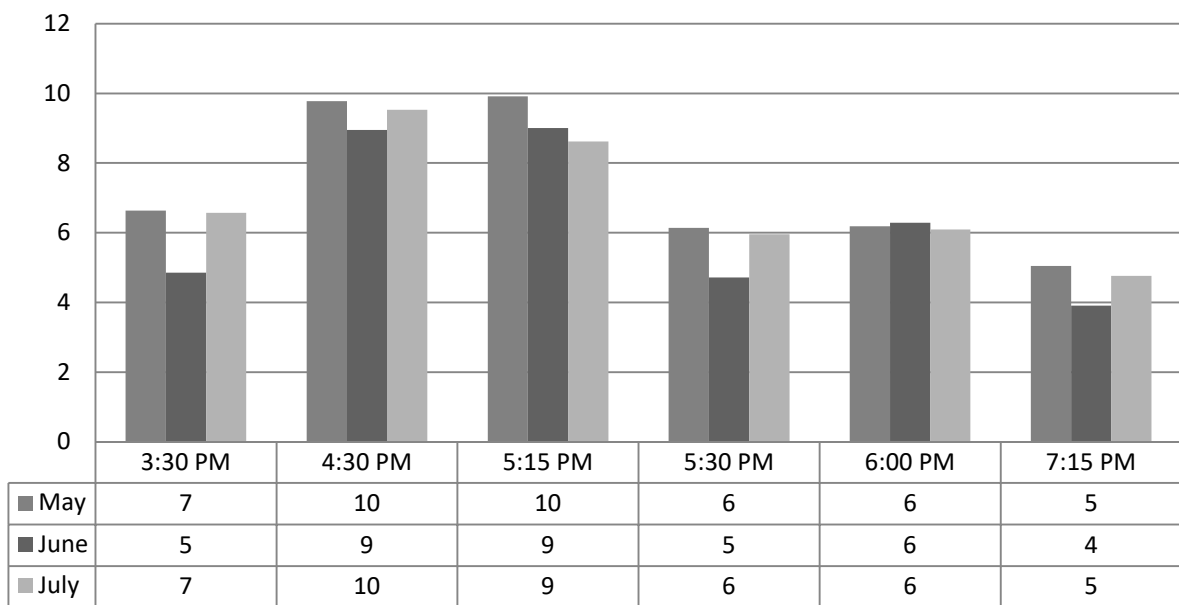
Harbor Bay Bikes per Trip - PM Peak



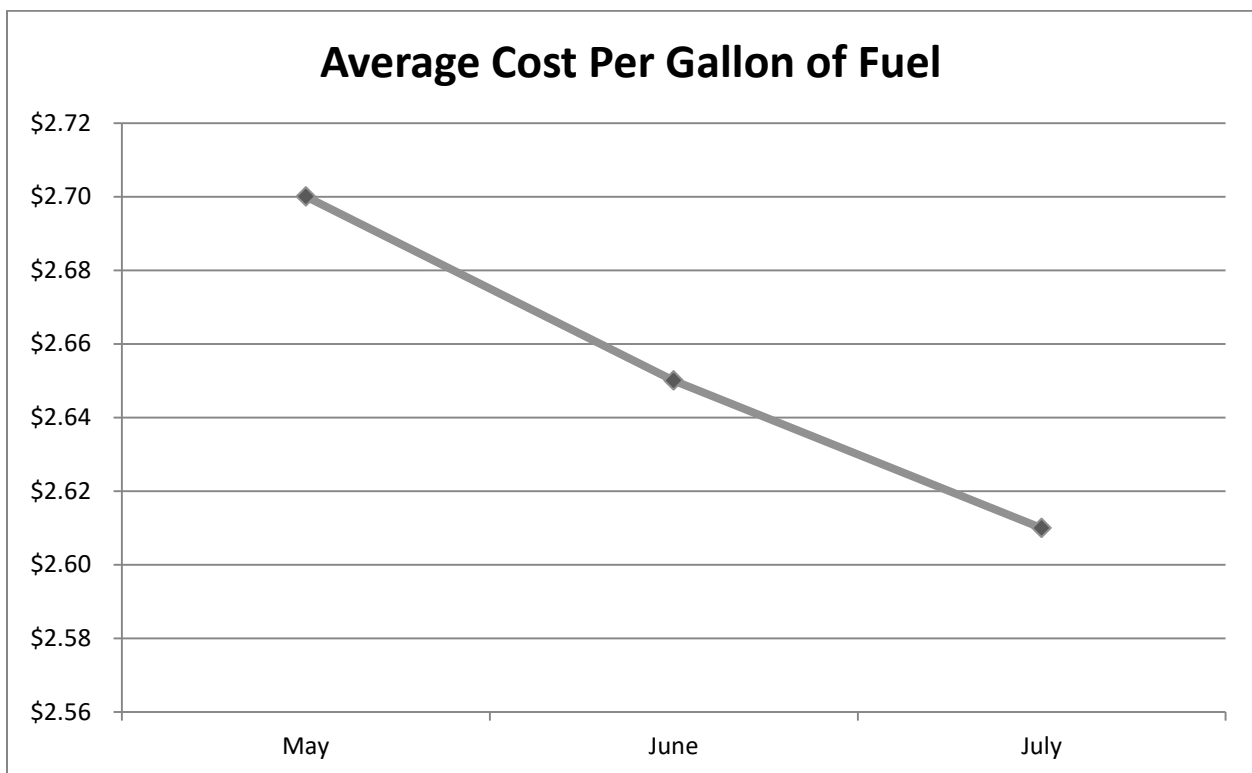
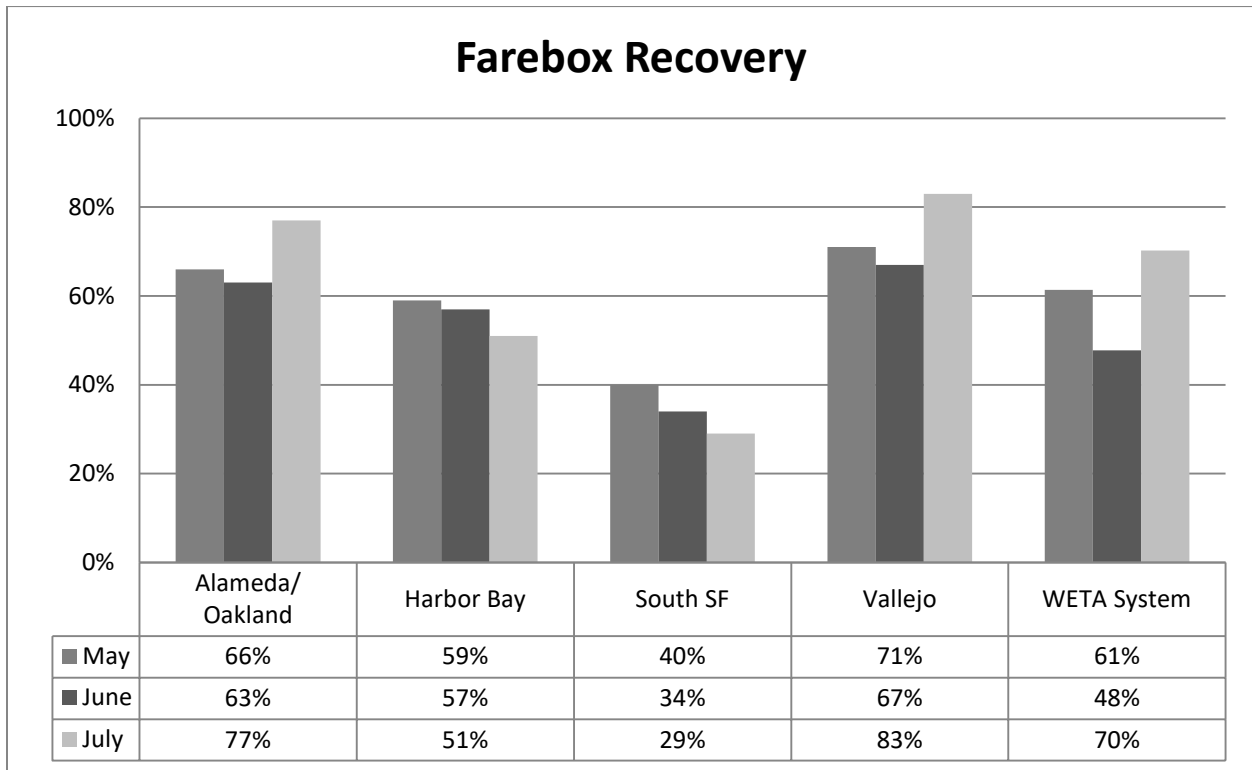
South San Francisco Bikes per Trip - PM Peak



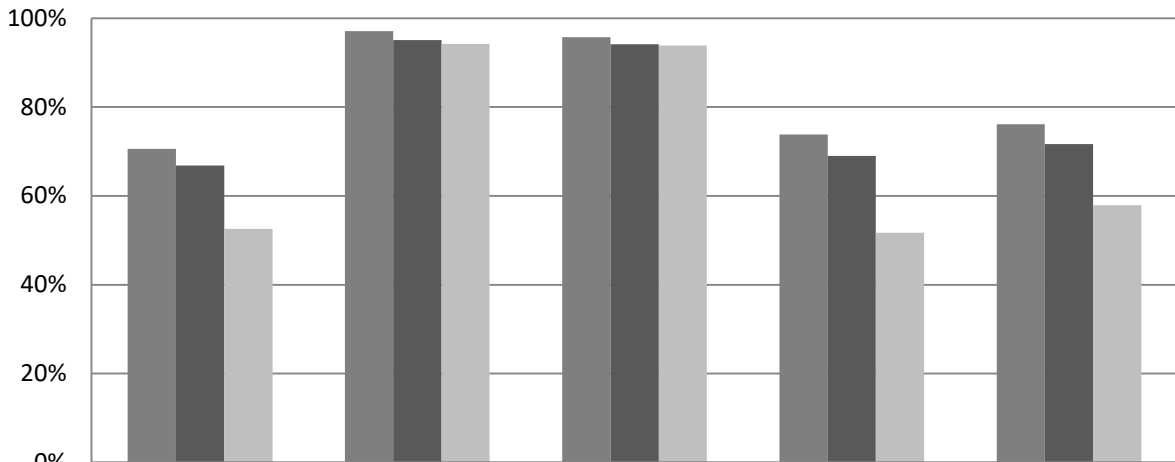
Vallejo Bikes per Trip - PM Peak



Funding

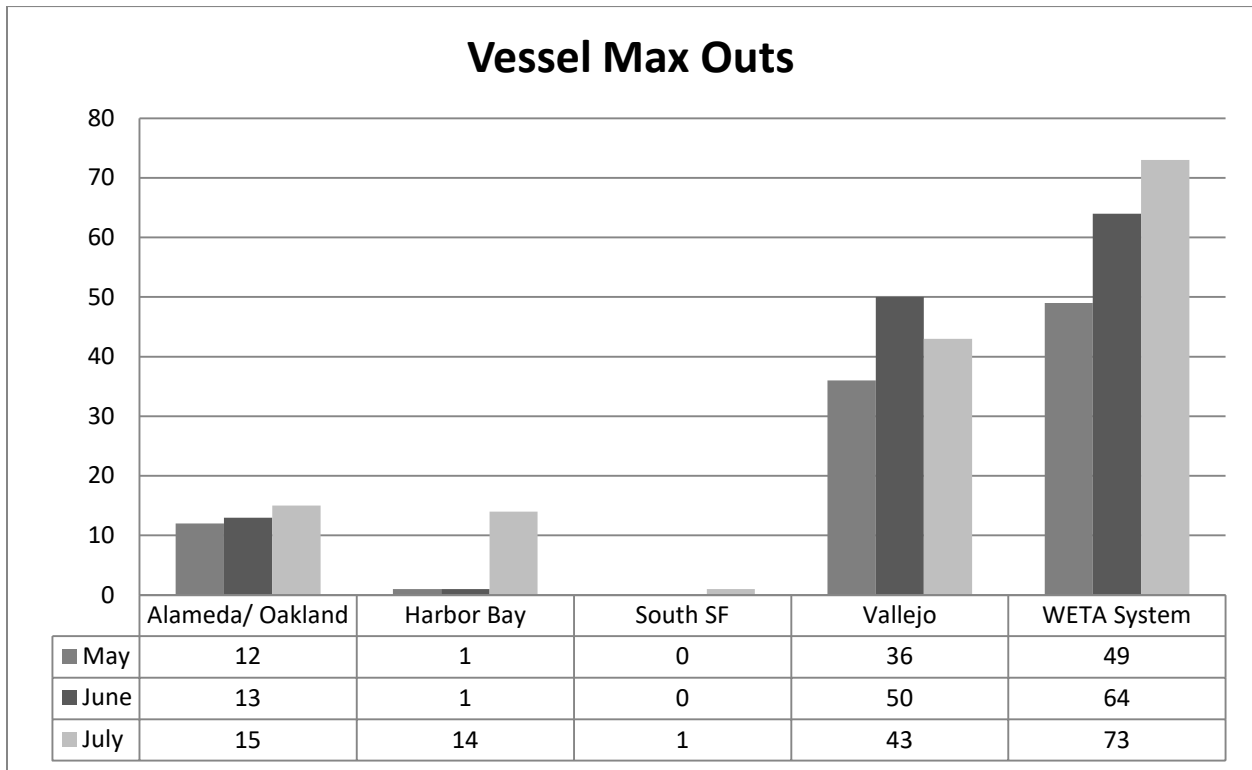


Clipper Usage



	Alameda/ Oakland	Harbor Bay	South SF	Vallejo	WETA System
■ May	71%	97%	96%	74%	76%
■ June	67%	95%	94%	69%	72%
■ July	53%	94%	94%	52%	58%

Quality

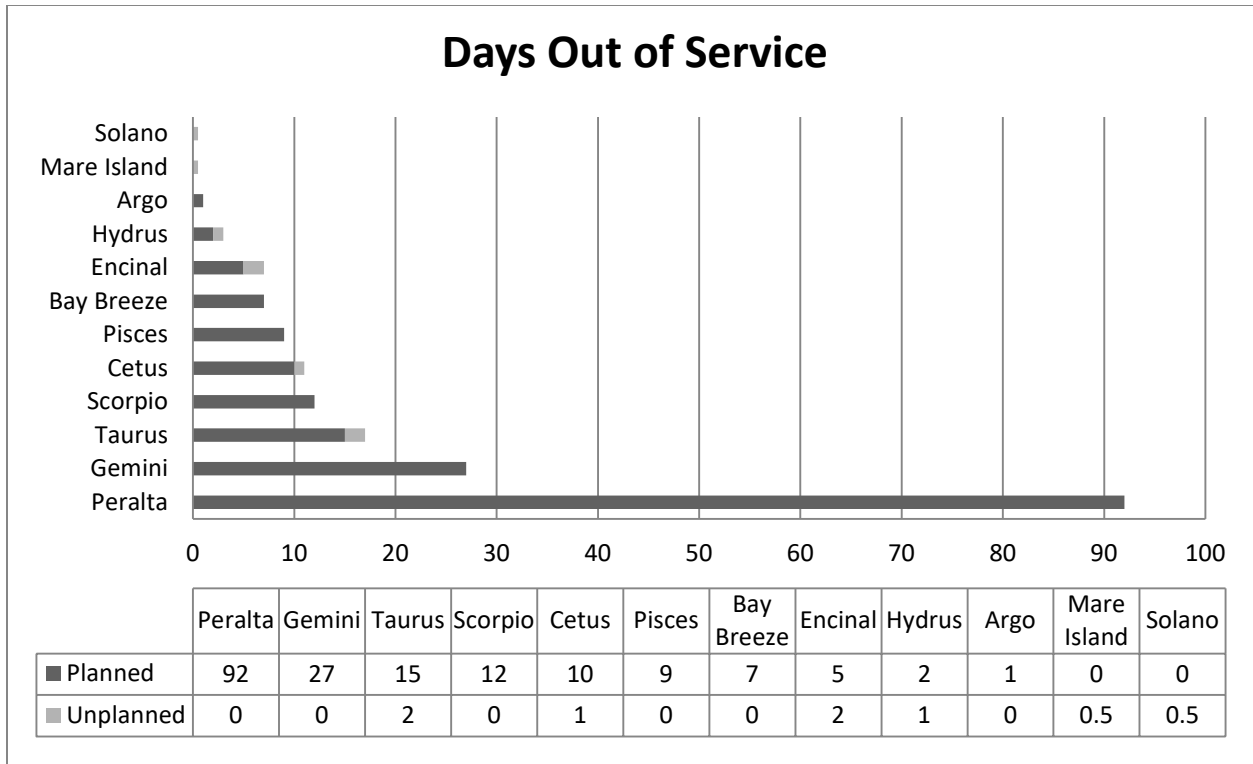


Note: Out of 7,036 total trips (May, June and July combined)

Missed/Cancelled Trips:

	Alameda/Oakland	Harbor Bay	South SF	Vallejo
May	0	0	0	3
June	1	0	0	0
July	0	0	0	4

Note: We will continue to monitor and improve this data for future reports.



Average Monthly Spare: Central Bay 1, North Bay 1