

**Members of the Board**

Jody Breckenridge, Chair  
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James Wunderman, Vice Chair

**SAN FRANCISCO BAY AREA  
WATER EMERGENCY TRANSPORTATION AUTHORITY  
BOARD OF DIRECTORS MEETING  
Thursday, May 9, 2019 at 1:30 p.m.  
Port of San Francisco  
Pier 1  
San Francisco, CA**

*The full agenda packet is available for download at [weta.sanfranciscobayferry.com](http://weta.sanfranciscobayferry.com)*

**AGENDA**

1. CALL TO ORDER – BOARD CHAIR
2. PLEDGE OF ALLEGIANCE/ROLL CALL
3. REPORT OF BOARD CHAIR **Information**
4. 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.
5. REPORTS OF STAFF **Information**
  - a. Executive Director’s Report on Agency Projects, Activities and Services
  - b. Monthly Review of Financial Statements
  - c. Legislative Update
6. CONSENT CALENDAR **Action**
  - a. Board Meeting Minutes – April 4, 2019
  - b. Authorize Filing Applications with the Metropolitan Transportation Commission for FY 2019/20 Regional Measure 1 and Regional Measure 2 Funds
  - c. Approve Amendment to Agreement with Nematode Media, LLC for Ferry Ticket Sales and Information Services for FY 2019/20
  - d. Approve Purchase of Commercial Insurance Policies for FY 2019/20
7. APPROVE MEMORANDUM OF UNDERSTANDING WITH CITY OF BERKELEY FOR FERRY TERMINAL PLANNING AND FEASIBILITY STUDY **Action**
8. APPROVE FISCAL YEAR 2019/20 OPERATING AND CAPITAL BUDGET **Action**

**Water Emergency Transportation Authority  
May 9, 2019 Meeting of the Board of Directors**

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9. PUBLIC COMMENTS FOR NON-AGENDA ITEMS

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](mailto:contactus@watertransit.org); or by telephone: (415) 291-3377.

## MEMORANDUM

TO: WETA Board Members

FROM: Nina Rannells, Executive Director

DATE: May 9, 2019

RE: Executive Director's Report

### **CAPITAL PROJECT IMPLEMENTATION UPDATE**

#### **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.

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.

The first vessel, the MV *Pyxis*, entered service on March 1. The second vessel, the MV *Vela*, is expected to roll out of the fabrication building on May 17 and launch the next day. The vessel is expected to be completed and ready for transit to the San Francisco Bay Area in July 2019. Work is well underway on the third vessel, the MV *Lyra*. Completion is expected in December 2019.

#### **New Commuter Class Vessel**

In December 2017, the Board of Directors approved the release of a Request For Proposals (RFP) to procure a mid-sized high-speed 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. 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 March 1, 2018, the Board of Directors approved a contract award to Glosten for Construction Management Services to support vessel construction. On October 4, 2018, the Board of Directors approved award of a contract for the vessel to Mavrik Marine, Inc. Keel laying and construction commenced on December 18.

Mavrik Marine is working closely with their design team, One2Three Naval Architects, to complete the superstructure design and issue parts for NC cutting. The engineering team is working through machinery arrangements and designing vessel systems. Nearly all Mavrik resources have been assigned to the WETA project in order to expedite construction. Workmanship appeared very good on the parts under construction, and Mavrik is using

established procedures to meet our expectations for quality. The "raft" is nearly complete and first level of house sidshell is being installed. The current construction schedule anticipates Mavrik completing the vessel on time in March 2020 using appropriate resource-loading and allowing enough float to account for unforeseen problems.

### **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 service expansion and 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 Jacobs Engineering.

Construction began in February 2017 and is scheduled to be fully completed by January 2020. As of January of this year, Gates F & G are now both complete and WETA service has been fully transitioned from existing Gate E to the new gates. The construction fencing surrounding the south portion of the construction site has been removed and this area is now open to the public. The gangway and float for Gate E were removed last month and transported to Bay Ship & Yacht, a local shipyard, for rehabilitation. The remaining on-site construction work will now be focused on the north side of the Agriculture Building where the contractor is proceeding with construction of a new plaza that will function as a passenger waiting and queuing area.

### **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, establishing roles and responsibilities for the joint development of this project. Staff has worked together with Port staff and their consultants on initial design and environmental testing activities. The environmental document and final design are now complete and final permitting is expected in the next several months. The Port is working to identify funds to move the project forward to construction this fall and has submitted a request for WETA to program \$25 million in Regional Measure 3 (RM3) funding to support project construction, estimated to cost approximately \$40 million. Staff will bring forward an item in June providing the Board with an overview of the project and discussion of the funding request.

#### **Temporary Service to Golden State Warriors Chase Center Events**

WETA staff is currently working with a team consisting of the Golden State Warriors, the Port of San Francisco and Golden Gate Ferry to develop plans to construct a temporary ferry terminal at Pier 48. The temporary terminal would utilize WETA's spare float currently located on Mare Island and be in place for two years – unless needed earlier for an emergency event - when it will be needed for the next dredging event in Vallejo. Engineering studies have been completed and the team has concluded that a single-sided float configuration is the only option for the terminal. Marine construction firms have been approached to determine the potential cost to move WETA equipment in place and perform the limited landside construction necessary. Staff plans to bring forward an item in June identifying the actions necessary to support establishing this temporary terminal for use until the permanent Mission Bay Ferry Landing is built.

### **Oakland Athletics Howard Terminal Stadium Proposal**

WETA staff has met with the Oakland Athletics organization and the Howard Terminal stadium development team. Discussions thus far have been high level and have not been detailed to the point of developing service plans or evaluating infrastructure needs. However, WETA staff anticipates being an active participant in the project transportation discussions moving forward. WETA submitted a comment letter during the scoping phase for the anticipated Environmental Impact Report (EIR) identifying terminal capacity limitations at the existing Jack London Square terminal in Oakland for consideration during the EIR process.

### **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 contracted with Marcy Wong Donn Logan Architects to complete the final design of the ferry terminal.

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. In September 2018, the WETA Board of Directors authorized a commitment of \$2 million to the project to close a funding gap and keep the project on schedule for construction. Alameda Point Partners (APP) has begun construction on the overall Site A project, including the Seaplane Lagoon terminal. The terminal float will be constructed by Bay Ship & Yacht, with oversight from Power Engineering. WETA staff is working with APP and City staff to support the construction effort and to plan for the anticipated service enhancement for Seaplane Lagoon and related restructuring of Alameda/Oakland service between the Alameda Main Street Terminal, Oakland Jack London Square and San Francisco.

### **Redwood City Ferry Terminal**

WETA prepared a draft Redwood City ferry terminal site feasibility report 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 a ferry project and pursue feasibility study funds to move the project toward implementation.

Board Chair Breckenridge, 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 was 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 is currently leading an effort to prepare a Financial Feasibility Study and Cost Benefit Analysis Report for the Redwood City Ferry Terminal Construction and Service utilizing \$450,000 in San Mateo County Measure A transportation sales tax funds. The City has entered into an agreement with the San Mateo County Transportation Authority to develop and adopt

the Feasibility Study and Business Plan. The feasibility study, which kicked off in February 2019 with a meeting that included a consultant team and staff from the City and Port of Redwood City along with WETA, is expected to take 12 to 14 months to complete. Concurrent with this activity, Redwood City, Port of Redwood City and WETA staff are working to develop a draft MOU for future Board consideration that defines agency roles and responsibilities for working together to advance the terminal planning and development.

### **Berkeley Ferry Terminal**

The proposed Berkeley service will provide an alternative transportation link between Berkeley and downtown San Francisco. WETA previously worked to develop a draft environmental assessment for a project to build a new ferry terminal and service in Berkeley at a site just south of the Berkeley Fishing Pier. This work was ultimately suspended due to extraordinary mitigation measures required by National Marine Fisheries related to project dredging and due to the lack of full funding for project construction and operation; a prerequisite to Federal Transit Administration (FTA) completion of the federal environmental process (NEPA).

City of Berkeley staff recently initiated a study to explore strategies for rebuilding the city's Municipal Fishing Pier, including a concept for a dual-use pier facility that would serve as both a ferry terminal and public access space. This study seeks to address issues related to not only the City's loss of public access to waterfront, but also conflicts that have emerged with the operation of private ferry service within the Berkeley Marina. The study was not originally scoped to consider WETA as the primary ferry service operator; however, both City and WETA staff have expressed a mutual interest in expanding the study to do so consistent with WETA's plans and 2018/19 work program. To this end, staff from WETA and the City have drafted an MOU to re-initiate a planning effort and assess the feasibility of the Berkeley ferry service in the context of the proposed dual-use pier concept. On March 12, 2019, the Berkeley City Council approved the MOU. A draft MOU is included in the May Board packet for Board consideration.

### **Treasure Island Ferry Service**

This project - which will be implemented by the Treasure Island Development Authority (TIDA), the San Francisco County Transportation Authority (SFCTA), acting in its capacity as the Treasure Island Mobility Management Authority (TIMMA), and Lennar Urban, the prospective developer - had committed to implementing new ferry service between Treasure Island and downtown San Francisco in the 2011 Treasure Island Transportation Implementation Plan, currently posted on the SFCTA web site. SFCTA recently announced that it is hoping to advance the opening of the new ferry service from 2023 to 2021.

WETA staff has worked with City of San Francisco staff over the years to support development of this project. Staff from SFCTA/TIMMA provided an update on the project and the transportation plan at the February 7 Board meeting. SFCTA staff indicated at that meeting that the planned transportation program funds to be provided through a new Treasure Island toll program, parking fees, fare revenues and developer subsidy would not be sufficient to fully cover the cost of their planned transportation program, including ferry service - especially in the early years - with an anticipated early start date of 2021. As a result, they noted that they were looking for additional funding and that they had reached out to private operators about operating ferry service. WETA staff has met with SFCTA and discussed service operating costs and capital needs. SFCTA is working towards a toll measure for TIMMA Board consideration this summer. Both agencies are exploring the possibilities for securing grant funds for the construction of a vessel for the service. Additionally, WETA staff is working with the developer of the Treasure Island ferry terminal, Wilson Meany, to review and provide WETA comments on

terminal plans. Staff provided an update on the work to the Board in April and will plan to provide periodic updates as the project evolves.

### **Tideline Marine Group Private Shuttle Pilot Status**

In September 2018, the WETA Board approved Tideline Marine Group's request to conduct scheduled, small vessel, private charter landings with the vessel *Osprey* at the Harbor Bay Ferry Terminal for the exclusive use of Exelixis employees on a six month demonstration basis subject to meeting WETA's conditions and requirements. These include meeting WETA's landing agreement requirements, providing WETA with all appropriate vessel documentation, completion a successful fit-up of the vessel *Osprey* at the Harbor Bay terminal, receipt of required approvals from the Harbor Bay Isle Associates and the City of Alameda, and execution of a landing agreement by all parties. These requirements have been met and Tideline began service operation on Wednesday, February 27. Based upon the March ridership report from Tideline, the service is carrying an average of 10 round-trip passengers per day.

## **SYSTEM PLANS/STUDIES**

### **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 completed by the end of 2019. Staff will provide the Board with a briefing as the study progresses.

### **Small Vessel Service Study**

An Advisory Committee of the Board was formed and met on four occasions to initiate study of small vessels as a complement to WETA's service. The Advisory Committee consists of Board members Josefowitz and Intintoli. A transportation consultant, ARUP, was engaged to perform the analysis and has produced a draft report. Staff also convened and met with a Technical Advisory Committee (TAC) to solicit input on the project and held meetings with individual stakeholders. An item to discuss the small vessel study work was presented by the consultant at the January 10, 2019 WETA Board of Director's meeting. The Board received the final report at its March meeting and authorized staff to begin the next steps toward implementation of the plan.

## **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. The following emergency response related activities are currently underway:

- WETA is participating in the development of the San Francisco Bay Area Port Recovery Plan which is the combined effort of seven Bay Area port authorities and WETA in coordination with port stakeholders at the local, state, and federal levels. The goal of the plan is to establish operational capability at Bay Area port authorities in response to a disaster and to set the conditions for port recovery. This plan is intended to provide a unifying structure to all major Bay Area ports through the use of a common set of processes and principles. Staff has arranged for the core team behind the plan, including CalOES, FEMA, USCG, Port of Oakland and Port of San Francisco staff, to provide a presentation of the plan at the July WETA Board of Directors meeting.
- Staff is scheduled to participate in the San Francisco Bay Area Port Recovery Plan table top exercise scheduled for June 12. This table top exercise will introduce all participants

to the Bay Area Port Recovery Plan and engage them in a scenario based discussion of the operational requirements of port recovery.

- The agency will conduct its annual functional exercise on September 24, 2019 as part of a larger exercise to validate the San Francisco Bay Area Port Recovery Plan during Fleet Week activities.
- Staff is preparing a series of staff training sessions which will take place over the next several months ahead of the September 24 exercise.

## **OPERATIONS REPORT**

**Monthly Operating Statistics** - The Monthly Operating Statistics Report for March 2019 is provided as **Attachment A**.

## **KEY BUSINESS MEETINGS AND EXTERNAL OUTREACH**

On April 8, WETA staff members Kevin Connolly, Keith Stahnke, Kevin Donnelly, Chad Mason and Taylor Rutsch met with staff from the New York City Economic Development Corporation, operators of NYC Ferry. Staff provided a tour of the Central Bay maintenance facility and there was a healthy exchange of information and best practices among staff members.

On April 8, Thomas Hall attended a meeting of the Bay Planning Coalition's Sustainable Waterfronts Committee in Oakland. Richmond Mayor Tom Butt spoke to the committee about the success of WETA's Richmond ferry service.

On April 8, Lauren Gularte attended the Vallejo Emergency Managers meeting to discuss how agencies in Vallejo and Solano County can coordinate and prepare ahead of disasters.

On April 9, Executive Director Nina Rannells and Kevin Connolly met with a Vice President from the New York City Economic Development Corporation to discuss capital projects and operational considerations common to each agency.

On April 10, Thomas Hall met with representatives from the Rosie the Riveter/World War II Homefront Museum Visitor's Center Richmond to discuss promotional opportunities and summer ferry service.

On April 12, Lauren Gularte attended the monthly Business Outreach Committee meeting.

On April 15, Nina Rannells attended the Clipper Executive Board meeting in Oakland.

On April 15, Kevin Connolly, Chad Mason, Michael Gougherty and Taylor Rutsch hosted a tour of the Downtown San Francisco and Richmond terminals for a group of 60 from the American Planning Association, which was holding its National conference in San Francisco. The event was cosponsored and hosted by staff from the City of Richmond and the Rosie the Riveter National Park.

On April 17, Kevin Connolly attended the quarterly meeting of the City of Alameda/AC Transit Interagency Liaison Committee.

On April 25, Thomas Hall participated in a virtual training on the Bay Area Joint Information System with regional public information officers and emergency managers.



On May 1, Thomas Hall tabled at a Commute.org employee transportation fair in the Oyster Point Business Park in South San Francisco.

On May 3, Thomas Hall presented on the early success of Richmond ferry service at the Richmond Rotary Club's monthly meeting.

On May 9, Lauren Gularte will attend the Oakland International Airport's full scale exercise to test their Water Rescue Plan in the event of a plane landing in the San Francisco Bay. The exercise will focus on the Airport's plan for transporting survivors to a secure facility that will be used to facilitate reunification activities.

## **OTHER BUSINESS**

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

Since its passage, RM3 has been challenged by two lawsuits in the Superior Court in the City and County of San Francisco. In the case of *Howard Jarvis Taxpayers Association, et al v. The Bay Area Toll Authority and the California State Legislature*, the Court granted BATA's and the Legislature's motions to dismiss the complaint without leave to amend. This ruling was finalized through the Court's submission of a Notice of Entry of Judgement filed on April 23, 2019. The Jarvis group is able to appeal the decision until June 24th and a similar lawsuit, *Randall Whitney v. MTC*, is still pending in San Francisco Superior Court. MTC is pursuing dismissal of the Whitney suit as well, and is hopeful that this issue can be closed out within the next several months. If this happens, MTC will be in a position to start allocating RM3 toll revenues to eligible projects in late summer/early fall of this year.

On January 1, 2019 BATA began collecting the first dollar of the approved toll increase. Toll revenues collected are being placed into an escrow account and will not be allocated to project sponsors until the lawsuits are settled.

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

**Attachment A**

**Monthly Operating Statistics Report  
March 2019**

		Alameda/ Oakland	Harbor Bay *	Richmond	South San Francisco	Vallejo	Systemwide
Vs. last month	Total Passengers March 2019	100,098	30,563	13,867	12,196	82,915	239,639
	Total Passengers February 2019	79,102	26,932	11,730	10,810	66,996	195,570
	Percent change	26.54%	13.48%	18.22%	12.82%	23.76%	22.53%
Vs. same month last year	Total Passengers March 2019	100,098	30,563	13,867	12,196	82,915	239,639
	Total Passengers March 2018	96,604	30,279		13,172	81,785	221,840
	Percent change	3.62%	0.94%		-7.41%	1.38%	8.02%
Vs. prior FY to date	Total Passengers Current FY To Date	1,006,798	261,504	35,764	105,452	786,131	2,195,649
	Total Passengers Last FY To Date	950,878	248,240		106,658	766,280	2,072,056
	Percent change	5.88%	5.34%		-1.13%	2.59%	5.96%
Ops Stats	Avg Weekday Ridership March 2019	3,829	1,455	660	581	3,431	9,956
	Passengers Per Hour March 2019	143	173	73	89	132	131
	Revenue Hours March 2019	698	177	189	137	629	1,830
	Revenue Miles March 2019	9,581	3,387	2,637	2,250	19,012	36,866
	Farebox Recovery Year-To-Date	57%	45%	23%	31%	62%	55%
	Cost per Available Seat Mile - March 2019	\$0.23	\$0.33	\$0.51	\$0.19	\$0.39	\$0.26
	Average peak hour utilization, AM - March 2019	64%	61%	41%	55%	79%	60%
	Average peak hour utilization, PM - March 2019	73%	63%	47%	57%	73%	63%
	Fuel Used (gallons)	57,418	15,290	13,360	11,382	180,603	278,053
	Avg Cost per gallon	\$2.54	\$2.54	\$2.54	\$2.54	\$2.52	\$2.54
Fuel - March 2019							

**MEMORANDUM**

**TO: Board Members**

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

**SUBJECT: Monthly Review of FY 2018/19 Financial Statements for Nine Months  
Ending March 31, 2019**

**Recommendation**

There is no recommendation associated with this informational item.

**Summary**

This report provides the attached FY 2018/19 Financial Statements for nine months ending March 31, 2019.

**Operating Budget vs. Actual**

	Prior Actual	Current Budget	Current Actual
<b>Revenues - Year To Date:</b>			
Fare Revenues	\$14,928,920	\$17,101,467	\$15,965,368
Bridge Toll Revenues	12,666,369	15,861,226	14,048,118
Contra Costa Measure J	-	678,000	696,735
Other Revenues	12,810	546,000	10,238
<b>Total Operating Revenues</b>	<b>\$27,608,099</b>	<b>\$34,186,693</b>	<b>\$30,720,460</b>
<b>Expenses - Year To Date:</b>			
Planning & Administration	\$1,416,882	\$2,250,000	\$1,681,481
Ferry Services	26,191,218	31,936,693	29,038,979
<b>Total Operatings Expenses</b>	<b>\$27,608,099</b>	<b>\$34,186,693</b>	<b>\$30,720,460</b>
<b>System-Wide Farebox Recovery %</b>	<b>57%</b>	<b>54%</b>	<b>55%</b>

**Capital Actual and % of Total Budget**

	YTD Actual	% of FY 2018/19 Budget
<b>Revenues:</b>		
Federal Funds	\$12,043,381	
State Funds	51,361,823	
Bridge Toll Revenues	10,835,734	
Other Revenues	851,477	
<b>Total Capital Revenues</b>	<b>\$75,092,415</b>	<b>64.30%</b>
<b>Expenses:</b>		
<b>Total Capital Expenses</b>	<b>\$75,092,415</b>	<b>64.30%</b>

**Fiscal Impact**

There is no fiscal impact associated with this informational item.

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

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**San Francisco Bay Area Water Emergency Transportation Authority**  
**FY 2018/19 Statement of Revenues and Expenses**  
**For Nine Months Ending 3/31/2019**

% of Year Elapsed 75%

	Mar-19 Actual	Year - To - Date			Total FY2018/19 Budget	% of Total Budget
		FY2017/18 Actual	FY2018/19 Budget	FY2018/19 Actual		
<b>OPERATING EXPENSES</b>						
<b>PLANNING &amp; GENERAL ADMIN:</b>						
Wages and Fringe Benefits	\$108,804	\$800,766	\$1,163,850	\$941,785	\$1,551,800	60.7%
Services	72,726	712,879	1,025,550	737,051	1,367,400	53.9%
Materials and Supplies	36,493	28,566	135,375	74,037	180,500	41.0%
Utilities	3,418	25,005	30,825	32,573	41,100	79.3%
Insurance	-	1,201	21,225	1,200	28,300	4.2%
Miscellaneous	10,992	160,855	234,600	173,314	312,800	55.4%
Leases and Rentals	32,825	278,431	291,525	287,207	388,700	73.9%
Admin Overhead Expense Transfer	(69,578)	(590,822)	(652,950)	(565,685)	(870,600)	65.0%
<b>Sub-Total Planning &amp; Gen Admin</b>	<b>\$195,681</b>	<b>\$1,416,882</b>	<b>\$2,250,000</b>	<b>\$1,681,481</b>	<b>\$3,000,000</b>	<b>56.0%</b>
<b>FERRY OPERATIONS:</b>						
<b>Harbor Bay FerryService (AHBF)</b>						
Purchased Transportation	\$229,476	\$1,457,030	\$1,710,000	\$1,964,278	\$2,280,000	86.2%
Fuel - Diesel & Urea	40,343	304,809	455,625	352,456	607,500	58.0%
Other Direct Operating Expenses	40,284	307,905	564,300	409,137	752,400	54.4%
Admin Overhead Expense Transfer	8,368	74,762	75,600	68,998	100,800	68.5%
<b>Total Harbor Bay</b>	<b>\$318,471</b>	<b>\$2,144,506</b>	<b>\$2,805,525</b>	<b>\$2,794,869</b>	<b>\$3,740,700</b>	<b>74.7%</b>
<b>Farebox Recovery - AHBF</b>	<b>45%</b>	<b>51%</b>	<b>45%</b>	<b>45%</b>	<b>45%</b>	
<b>Alameda/Oakland Ferry Service (AOFS)</b>						
Purchased Transportation	\$926,784	\$6,145,099	\$7,001,550	\$6,790,635	\$9,335,400	72.7%
Fuel - Diesel & Urea	151,182	1,095,862	1,510,425	1,339,868	2,013,900	66.5%
Other Direct Operating Expenses	150,695	941,276	1,904,400	1,409,225	2,539,200	55.5%
Admin Overhead Expense Transfer	29,897	256,161	287,625	247,969	383,500	64.7%
<b>Total Alameda/Oakland</b>	<b>\$1,258,559</b>	<b>\$8,438,398</b>	<b>\$10,704,000</b>	<b>\$9,787,697</b>	<b>\$14,272,000</b>	<b>68.6%</b>
<b>Farebox Recovery - AOFS</b>	<b>41%</b>	<b>61%</b>	<b>56%</b>	<b>57%</b>	<b>56%</b>	
<b>Vallejo FerryService (Vallejo)</b>						
Purchased Transportation	\$850,706	\$8,526,178	\$8,952,075	\$8,029,543	\$11,936,100	67.3%
Fuel - Diesel & Urea	454,816	3,066,988	4,311,000	3,685,052	5,748,000	64.1%
Other Direct Operating Expenses	123,012	1,344,036	1,489,050	1,142,886	1,985,400	57.6%
Admin Overhead Expense Transfer	24,997	290,064	235,875	207,103	314,500	65.9%
<b>Total Vallejo</b>	<b>\$1,453,531</b>	<b>\$13,227,266</b>	<b>\$14,988,000</b>	<b>\$13,064,583</b>	<b>\$19,984,000</b>	<b>65.4%</b>
<b>Farebox Recovery - Vallejo</b>	<b>58%</b>	<b>60%</b>	<b>58%</b>	<b>62%</b>	<b>58%</b>	
<b>South San Francisco FerryService (SSF)</b>						
Purchased Transportation	\$211,409	\$1,757,332	\$1,800,000	\$1,872,327	\$2,400,000	78.0%
Fuel - Diesel & Urea	30,009	287,480	432,900	265,426	577,200	46.0%
Other Direct Operating Expenses	23,630	295,844	373,875	314,876	498,500	63.2%
Admin Overhead Expense Transfer	4,450	40,391	32,625	35,419	43,500	81.4%
<b>Total South San Francisco</b>	<b>\$269,498</b>	<b>\$2,381,047</b>	<b>\$2,639,400</b>	<b>\$2,488,048</b>	<b>\$3,519,200</b>	<b>70.7%</b>
<b>Farebox Recovery - SSF</b>	<b>34%</b>	<b>33%</b>	<b>36%</b>	<b>31%</b>	<b>36%</b>	
<b>Richmond FerryService (Richmond)</b>						
Purchased Transportation	\$295,505	-	\$602,334	\$729,674	\$1,807,000	40.4%
Fuel - Diesel & Urea	35,224	-	\$108,600	85,052	325,800	26.1%
Other Direct Operating Expenses	25,361	-	\$82,534	82,860	247,600	33.5%
Admin Overhead Expense Transfer	1,866	-	\$6,300	6,196	18,900	32.8%
<b>Total Richmond</b>	<b>\$357,957</b>	<b>\$0</b>	<b>\$799,768</b>	<b>\$903,783</b>	<b>\$2,399,300</b>	<b>37.7%</b>
<b>Farebox Recovery - Richmond</b>	<b>22%</b>	<b>0%</b>	<b>15%</b>	<b>23%</b>	<b>15%</b>	
<b>Sub-Total Ferry Operations</b>	<b>\$3,658,015</b>	<b>\$26,191,218</b>	<b>\$31,936,693</b>	<b>\$29,038,979</b>	<b>\$43,915,200</b>	<b>66.1%</b>
<b>Farebox Recovery - Systemwide</b>	<b>46%</b>	<b>57%</b>	<b>54%</b>	<b>55%</b>	<b>52%</b>	
<b>Total Operating Expenses</b>	<b>\$3,853,697</b>	<b>\$27,608,099</b>	<b>\$34,186,693</b>	<b>\$30,720,460</b>	<b>\$46,915,200</b>	<b>65.5%</b>
<b>OPERATING REVENUES</b>						
Fare Revenue	1,674,010	\$14,928,920	17,101,467	15,965,368	\$23,004,900	69.4%
Regional - Bridge Toll	1,895,929	12,666,369	15,861,226	14,048,118	21,148,300	66.4%
Regional - Contra Costa Measure J	280,270	-	678,000	696,735	2,034,000	34.3%
Regional - Alameda Tax & Assessment	-	-	546,000	-	728,000	0.0%
Other Revenue	3,488	12,810	-	10,238	-	0.0%
<b>Total Operating Revenues</b>	<b>\$3,853,697</b>	<b>\$27,608,099</b>	<b>\$34,186,693</b>	<b>\$30,720,460</b>	<b>\$46,915,200</b>	<b>65.5%</b>

**San Francisco Bay Area Water Emergency Transportation Authority**  
**FY 2018/19 Statement of Revenues and Expenses**  
**For Nine Months Ending 3/31/2019**

Project Description	Mar-19 Total	Total Project Budget	Total Prior Expense	Total FY2018/19 Budget	Total FY2018/19 Expense	Total Future Year	% of Total Project Budget Spent
<b>CAPITAL EXPENSES:</b>							
<b><u>FACILITIES:</u></b>							
<b>Terminal Construction</b>							
Downtown Ferry Terminal Expansion - South Basin	\$1,081,418	\$97,965,000	\$46,780,727	\$34,556,273	26,722,370	\$16,628,000	75%
Richmond Ferry Terminal	-	21,000,000	11,134,262	9,865,738	9,636,703	-	99%
<b>Maintenance and Operations Facilities</b>							
Ron Cowan Central Bay Operations & Maintenance Facility	38,815	69,500,000	60,723,722	8,776,278	2,421,875	-	91%
<b>Terminal Improvement</b>							
Terminal Dredging - Vallejo and South San Francisco	643,314	5,165,000	106,999	5,058,001	3,910,268	-	78%
<b><u>FERRY VESSELS:</u></b>							
<b>Vessel Construction</b>							
445-Pax Replacement Vessel - M/V Vallejo	1,636,271	23,372,000	12,443,000	10,929,000	8,675,581	-	90%
445-Pax Expansion (Waterjet) Vessels - 2 vessels	1,270,400	46,745,000	15,557,743	20,187,257	9,010,255	11,000,000	53%
400-Pax Expansion (Propeller) Vessels - 2 vessels	1,372,558	33,400,000	26,533,692	6,866,308	6,057,609	-	98%
New Commuter Class High-Speed Vessel	227,087	15,300,000	93,374	9,106,626	5,964,418	6,100,000	40%
<b>Vessel Rehabilitation and Refurbishment</b>							
Vessel Mid-Life Refurbishment - M/V Peralta	-	5,117,000	2,929,906	2,187,094	2,026,465	-	97%
Vessel Engine Overhaul - M/V Intintoli and M/V Mare Island	363,454	3,000,000	-	1,500,000	368,929	1,500,000	12%
Vessel Qtr-Life Refurbishment - M/V Scorpio	1,573	2,500,000	-	2,500,000	30,900	-	1%
Vessel Engine Overhaul - M/V Taurus	66,523	800,000	-	800,000	67,498	-	8%
Vessel Service Life Extension - M/V Solano	13,518	13,000,000	-	3,375,000	85,060	9,625,000	1%
<b><u>CAPITAL EQUIPMENT / OTHER:</u></b>							
CCTV Install and Network Intergration - East Bay Terminals	-	400,000	-	400,000	-	-	0%
Purchase Service Vehicles	492	500,000	27,088	472,912	114,485	-	28%
Purchase Selective Catalyst Reduction (SCR) System	-	200,000	-	200,000	-	-	0%
<b>Total Capital Expenses</b>	<b>\$6,715,423</b>	<b>\$337,964,000</b>	<b>\$176,330,514</b>	<b>\$116,780,486</b>	<b>\$75,092,415</b>	<b>\$44,853,000</b>	
<b>CAPITAL REVENUES:</b>							
Federal Funds	\$2,179,722	\$79,972,140	\$33,033,731	\$38,038,409	\$12,043,381	\$8,900,000	56%
State Funds	4,303,760	201,533,450	112,665,044	61,852,046	51,361,823	27,016,360	81%
Regional - Bridge Toll	231,626	53,235,010	29,605,664	14,912,706	10,835,734	8,716,640	76%
Regional - Alameda Sales Tax Measure B / BB	315	1,723,400	586,075	1,137,325	411,477	-	58%
Regional - Alameda TIF / LLAD	-	400,000	-	400,000	-	-	0%
Regional - San Francisco Sales Tax Prop K	-	1,100,000	440,000	440,000	440,000	220,000	80%
<b>Total Capital Revenues</b>	<b>\$6,715,423</b>	<b>\$337,964,000</b>	<b>\$176,330,514</b>	<b>\$116,780,486</b>	<b>\$75,092,415</b>	<b>\$44,853,000</b>	

**TO: WETA Board Members**

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

**SUBJECT: WETA Federal Legislative Board Report – May 2019**

This report covers the following topics:

1. SF Bay Area Members of Congress Support WETA FTA Grant Application
2. Additional Movement on Infrastructure Legislation

**SF Bay Area Members of Congress Support WETA FTA Grant Application**

The Federal Transit Administration (FTA) issued a Notice of Funding Opportunity (NOFA) for \$30 million in FY2019 competitive grant funding for public ferry systems. WETA submitted an application to the FTA for \$4,456,000 to refurbish the Alameda Main Street Ferry Terminal. We worked over the past few weeks to have members of the Bay Area Congressional delegation send letters to FTA supporting WETA's grant application. To date, letters have been sent by Speaker Nancy Pelosi and Representatives Mark DeSaulnier, Anna Eshoo, John Garamendi, Barbara Lee, Zoe Lofgren, Jerry McNerney, Jackie Speier, Eric Swalwell and Mike Thompson. These letters have been conveyed to FTA. We are also expecting letters from Senators Feinstein and Harris.

**Additional Movement on Infrastructure Legislation**

After months of talking about infrastructure legislation, the House Transportation and Infrastructure (T&I) Committee is finally taking action. In the only the past few weeks, Committee leaders have asked committee members to submit their requests for the legislation, they have hosted a hearing for non-committee members to convey their priorities and they have held a stakeholder listening session to allow transportation advocates to lobby for their priorities.

WETA priorities have been front and center throughout this process. The Public Ferry Coalition spoke at the stakeholder listening session about the need for additional funding for the Federal Transit Administration (FTA) ferry grant program and the Federal Highway Administration (FHWA) ferry formula program. We are also working with other members of the Public Ferry Coalition to get members of Congress from the San Francisco Bay area and from around the nation to send a letter to T&I Committee leaders to request additional funding for the FTA and FHWA programs.

We expect committee staff to begin drafting infrastructure legislation in the coming weeks and could see the committee take up legislation covering highways, bridges and transit this summer. Surface transportation legislation could be paired with other legislation related to water infrastructure (dredging federal navigation channels and

maintaining jetty infrastructure, flood control and environmental restoration), airports, rail, broadband deployment and wastewater and drinking water infrastructure.

How (and when) all of these various things get packaged together will be dictated largely by House Speaker Nancy Pelosi, whose office we are also coordinating with.

Respectfully Submitted,

Peter Friedmann and Ray Bucheger



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

*(April 4, 2019)*

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, Director Anthony Intintoli, and Director Nick Josefowitz were in attendance.

**3. REPORT OF BOARD CHAIR**

Chair Breckenridge said that she, the Vice Chair, and Executive Director had met with representatives from the Contra Costa County Transportation Authority regarding the Richmond ferry service operating funds and other future ferry services in Contra Costa County. Chair Breckenridge requested that staff bring forward an item for Board discussion at a future meeting to discuss the San Francisco Port Recovery Plan. Chair Breckenridge said that many letters and emails had been received regarding Berkeley ferry service and that all feedback received would be made part of the record to be included in the item for discussion when the matter is agendized for a future Board discussion.

**4. REPORTS OF DIRECTORS**

Director Intintoli had no report to share.

Director Josefowitz said that he had the opportunity to visit with the City of Berkeley staff responsible for planning, economic development, and the redevelopment of the city's marina - where the city is considering a WETA ferry terminal be built - and he said he remained convinced that a Berkeley ferry service at the marina would be a mistake because of the dearth of housing and employers at the Berkeley Marina. He added that he would have much more to share with Directors when this item is agendized for a future meeting discussion.

Director Josefowitz followed up on a question raised at the March Board meeting and reported that fewer than 30% of BART riders drive to BART stations alone or as part of a carpool. He said this information had been culled from a BART survey of 50,000 or 60,000 commuters and that the data was collected regularly, every five or six years, across the entire BART system.

**5. REPORTS OF STAFF**

Ms. Rannells shared her written report with Directors.

**PUBLIC COMMENT**

Jerry Bellows of MARAD asked if there was any information to share about how the Tideline service landings at the Harbor Bay WETA Terminal were going. Ms. Rannells said that because the service had just begun, staff only had received a few days of information to date. She said that she would have ridership information to share at the next Board meeting.

## **6. CONSENT CALENDAR**

Director Intintoli made a motion to approve the consent calendar:

- a. Board Meeting Minutes – March 7, 2019
- b. Authorize Staff to Issue a Request for Proposals for State Legislative Representation Services

Director Josefowitz seconded the motion and the item passed unanimously.

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

## **7. OVERVIEW OF DRAFT FY 2019/20 WORK PROGRAM**

Ms. Rannells presented this overview of the Draft FY 2019/20 Work Program that outlined the major work items and initiatives anticipated to be undertaken in the coming year and that would be used in building the FY 2019/20 Operating and Capital Budget to be brought forward in May. She noted that this item was intended to provide the Board with a preview of the anticipated work for their discussion and input.

With regard to developing a temporary landing at Pier 48 in Mission Bay, Director Josefowitz extended thanks to staff for their work to accommodate the Chase Center plans for the temporary service in light of the threats and barriers to the RM3 money expected to fund the service. He asked if Golden Gate Ferry was also interested in providing service and Ms. Rannells said yes, and that WETA has a float that could be put in place temporarily to support the service but that the space would only allow for one vessel to land at a time, requiring careful and collaborative scheduling.

With regard to the new Seaplane Lagoon terminal in Alameda, Director Josefowitz said that he and the Vice Chair were very interested in the development of a system wide parking fee program. Ms. Rannells said that WETA staff was working with the City of Alameda to discuss a comprehensive parking program at all Alameda ferry terminals to be managed by the City. Director Josefowitz emphasized his desire for the program and policy to have a general framework that is consistent across the system and noted that this doesn't necessarily mean that the price for parking would need to be the same at every terminal. It was noted that the Vallejo City Council mandated that the parking fees at the Vallejo Ferry Terminal would be enough to cover the cost of maintaining the lot, including security, and that the objective of the fees was never to earn profits from WETA ferry riders.

It was agreed that some of the projects and programs presented in the draft work plan for the coming fiscal year, such as those required to maintain and sustain safe, efficient operation of services, would need to happen whether RM3 funding becomes available or not. The Board noted that new projects related to planning future services or vessels could also move forward but that the Board may need to set priorities for these projects moving forward if RM3 funds are not forthcoming.

Director Josefowitz suggested that staff learn more about the impending work that will be done on the MacArthur Maze highway interchange and how that might affect increased ferry ridership in the WETA system. Mr. Connolly said he had been informed and continually works with Caltrans planners to keep up to date on projects, such as the MacArthur Maze project, that could affect the WETA system.

## **PUBLIC COMMENT**

Charlie Bogue, Director of Development and Marketing Strategy for Wind & Wing Technologies (WWT) said that WWT would have a demonstration vessel in Richmond that was 30' long with a 40' wing on it the coming weekend. Mr. Bogue noted that this vessel had an electric drive with wind assist and could travel at a speed of 15-20 knots. He further noted that WWT was currently in the design phase of a zero emission 100 passenger electric and wind vessel that was expected to be completed in 2020. Mr. Bogue

said the WWT technology could possibly support WETA in its small vessel program development, as well as provide incentives that could prove beneficial to WETA in its funding endeavors.

Chair Breckenridge asked Mr. Bogue what area of the bay in Richmond the demonstration vessel could be viewed and he said the predicted weather wasn't that great for going out with the demonstration vessel but that it could be seen at the WWT booth at a boat show that would be taking place in Richmond over the weekend.

#### **8. REVIEW AND PROVIDE INPUT TO HOVERCRAFT FEASIBILITY STUDY SCOPE**

Mr. Connolly presented a proposed scope of work for an update of WETA's 2011 Hovercraft Feasibility Study for Directors' review and feedback. He explained that the draft scope of work was intended to update and build on the 2011 WETA study of hovercraft technology as a first portion of work. He said the proposal is to study up to three corridors in detail to provide a real-world test of a hovercraft concept. Mr. Connolly said the study would be performed by a qualified consultant team with expertise in maritime engineering, hovercraft technology, transportation planning, and environmental analysis. In addition to updating the costs and the technology assessment, the study would examine the environmental implications of hovercraft operations in San Francisco Bay, with an emphasis on the sensitive shoreline habitats. Mr. Connolly further explained that the scope proposed that a committee of stakeholders be assembled to meet at key points during the course of the study update and that this group would be made up of representatives from policy advocacy organizations, from the maritime industry, and from environmental groups, as well as public agency officials.

Mr. Connolly explained that with guidance from the Board regarding the proposed scope, staff would bring forward a request for authorization to release a Request for Proposals (RFP) for a qualified consultant. Mr. Connolly explained that once the consultant was selected, staff estimated the effort would take between 9 and twelve months to complete. He said the cost for the consultant portion of the work was expected to be between \$200,000 and \$400,000, depending upon the extent of the study work.

Director Intintoli said that if the findings show that hovercraft technology could work for WETA service, implementation would require basically two systems, with new landings or terminals to support the hovercraft vessels as well as different captains and crews. He said WETA has had the objective of optimizing its assets by working toward a system where all vessels can land at all terminals. Director Intintoli noted that adding hovercraft into the system would create two distinct systems and he noted that if there are some places in the Bay Area that WETA's more traditional vessels cannot land, that this might be what is needed to expand in those areas. He said he would like to know where else this technology is applied in commute service in the country.

Chair Breckenridge said it is becoming increasingly difficult to dredge in the Bay Area and a potential advantage of hovercraft vessels could be no draft challenges for both current and future new service.

Director Josefowitz said that this study proposal was very exciting and that he was enthusiastic about its potential findings that could enhance and expand WETA ferry service in the Bay Area. That said, he added, he was not as enthusiastic about spending \$400,000 on the study when WETA had limited funds. Director Josefowitz said he looked forward to discussing this in the context of WETA's discretionary budget in order to make a more informed decision about moving forward with this proposed study. Ms. Rannells clarified that WETA has access to different types of funds and that some can be used to support studies and others are only available to support capital projects. She noted that WETA's RM2 Planning & Administration funds provide a pool of money that could support this study.

It was agreed that the prospect of hovercraft technology being utilized to offer new service options to expand WETA's operating system was very attractive and worth taking a holistic look at provided that sufficient funds are available to support this effort.

**PUBLIC COMMENT**

John Grubb, Bay Area Council Chief Operating Officer, thanked WETA for scoping out the study update and said he worked at the Bay Area Council for WETA Vice Chair Wunderman who, he noted, was very enthusiastic about the prospect of having this study updated. He said that he thought that the plan to study just three areas of the Bay Area for the hovercraft technology potential would be limiting. Mr. Grubb urged Directors to include more areas of interest in the study and named Moffett Field, the east and west touchdowns of the Dumbarton Bridge, Foster City, San Leandro Harbor, San Francisco International Airport, Oakland International Airport, Larkspur, interoperability at the San Francisco Ferry Terminal, Antioch, Hercules, and Martinez as examples, noting that there were many others throughout the Bay Area. He said there were vendors interested in helping, and he recommended that WETA consider bringing in private companies to help fund the study.

**PUBLIC COMMENT**

Simeon Jewell, Founder and Chief Technology Officer of HOVR California said he wanted to address Director Intintoli's concerns about hovercraft technology. Mr. Jewell said that it was his understanding that hovercrafts can land at any WETA terminal because they float just like normal boats. He added that in the south of England there is a hovercraft service that has been operating since the 1960s, and it is the oldest and longest running hovercraft service in the world. Mr. Jewell said this service makes 40 trips a day between the Isle of Wight and the mainland. Ms. Rannells asked if hovercraft technology was used in any sort of regular, public service anywhere else in the world and Mr. Jewell said no because they were put out of business by bridge and tunnel construction.

It was agreed that staff would further refine the study approach, considering options for a limited and more expansive study as well as how private sector funds might be utilized, and bring forward an item to the Board authorizing releasing an RFP for the study at a future meeting.

Chair Breckenridge recessed the meeting at 2:51 p.m. so Directors and guests could take a short break and she called the meeting back to order at 2:56 p.m.

**9. RECEIVE SMALL VESSEL EXPLORATORY STUDY FINAL REPORT AND AUTHORIZE STAFF TO PROCEED WITH NEXT STEPS IN DEVELOPING A SMALL VESSEL PROGRAM**

Mr. Connolly presented this item for Directors to receive the final report of the Small Vessel Exploratory Committee and authorize staff to proceed with the next steps to develop a WETA Small Vessel Program. He said that the advisory committee had operated at a very high level and now staff looked to Directors for approval to proceed in implementing next steps to move the program forward as outlined in the memorandum.

Chair Breckenridge noted that this small vessel program implementation would increase WETA's flexibility in meeting its emergency response mandate.

Director Josefowitz said the small vessel exploratory study committee was the first WETA committee he had participated in, and that it had been a pleasure to work with Director Intintoli. He asked if it would make sense to combine the hovercraft study update work with the small vessel program work. Chair Breckenridge said the two were connected in that both types of vessels could potentially be able to serve the same areas, so it might make sense. It was agreed that the cost to incorporate the two would be a consideration as the Board works to identify the best way to best utilize WETA's limited funds.

**PUBLIC COMMENT**

Robert Estrada, Inland Boatman's Union Northern California Regional Director, said that in his experience watching WETA work over many years - from the agency's initial concept to its current status – he has witnessed ideal decision making at opportune moments, and he said the agency's leadership has been phenomenal. Mr. Estrada emphasized that this was never clearer to him than WETA's recent efforts to pursue a smaller vessel fleet. He said that adding smaller vessels to WETA's current fleet would give WETA's system a polishing and fine granularity - providing flexibility, versatility, and agility - and he said that it reflected precisely the kind of positive step forward one sees in mature, established organizations. Mr. Estrada said he understood and respected Director Intintoli's concerns about costs and making promises to Bay Area ferry riders that might never be kept due to funding constraints, and he also hoped another cautionary consideration Directors will be taking into account as they look at these ideas is that it would be unwise at this point to release control of the centralized planning for the system, and hand it over to create a franchise outfit with private, for-profit operators. Mr. Estrada cautioned that it could become very difficult for WETA to grow and expand politically, and otherwise, into the future if that control were relinquished. He emphasized that franchising out WETA's operations would likely result in a regrettable and long term lost opportunity.

**PUBLIC COMMENT**

Jerry Bellows of MARAD asked if WETA had decided on the 75 passenger vessel as the actual small vessel size for WETA or if various sizes of smaller vessels would be considered. Mr. Connolly replied that the 75 passenger vessel was used for the study analysis because it was a vessel size already in use in the state down in Long Beach. He added that a 48 passenger vessel model – more common when one thinks of a “small vessel” and with the same general capacity of a bus – was decidedly too small to maximize its use. Mr. Connolly explained that the next step up would be to a capacity of 149 passengers, and WETA already had vessels in their fleet that were pretty close to that size. He reiterated that part of the study's “next steps” would be to identify the right capacity for WETA small vessels as a part of developing design specifications.

**PUBLIC COMMENT**

Mr. Bellows said that if WETA were to combine the hovercraft study update with the next steps in the small vessel program, that it could be more difficult to bring it all together in a helpful way because hovercraft vessels could be larger than the small vessels.

Chair Breckenridge said that the current WETA vessel fleet is comprised primarily of newer, high capacity, larger vessels that have service lives of at least 25 years, and there is no expectation that WETA would begin replacing its fleet with hovercrafts. She said the current WETA fleet cannot reach some locations in the Bay Area that could benefit from a water transportation option, and these areas could possibly be served by either smaller vessels or by hovercraft. Therefore, she further explained, it might make some sense to combine the small vessel program with the hovercraft study update to look at them together for those areas in the scope of future expansion and enhancement of the WETA system. Chair Breckenridge added that this was the consideration and possible objective for a near term period of three to five years.

Director Josefowitz asked what the next steps were for this item and whether that work would require spending more money. Chair Breckenridge said the objective was to approve the study and authorize staff to move forward to develop an implementation plan and program. Further clarification on the cost would be provided as the program is developed and future actions brought forward for Board consideration and action.

Director Josefowitz said he supported approval of the report and authorizing staff to move forward with next steps as proposed with the understanding that staff would consider how the small vessel and hovercraft work might be combined or optimized to best use WETA's financial resources.

Chair Breckenridge seconded the motion and the item passed unanimously.

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

#### **10. TREASURE ISLAND PROJECT UPDATE**

Mr. Connolly presented an update on the Treasure Island project and said that since the last Board discussion on the project in February, staff had met with Treasure Island Mobility Management Agency (TIMMA) staff to discuss service delivery details and costs. As a part of this presentation, Ms. Rannells noted that staff had taken the time to provide more detailed written background information about WETA's long history – spanning well over ten years - in working with various City of San Francisco agency staffs as a partner in developing the Treasure Island ferry terminal and service. She felt this was necessary due to some statements made at the previous meeting that made it seem as if WETA had just recently engaged in work to support this project. She clarified that WETA had led early design work and helped secure some federal funds for the project, and that staff was heavily invested in the project, as was WETA as an agency in its partnering with the City of San Francisco to move the project forward when possible. Ms. Rannells added that an MOU for the project had been first drafted with WETA nearly a decade ago but never finalized.

Mr. Connolly said that at the most recent meeting with TIMMA, operating costs for WETA service and private service were compared, and that the WETA service costs were slightly lower than the private service being considered. He noted that the WETA numbers had been calculated using educated cost estimates, because WETA was not yet operating its small vessels and therefore did not have precise cost details. Mr. Connolly added that the differences in the comparative costs were in labor and fuel.

Mr. Connolly said it was agreed at the most recent meeting that TIMMA and WETA would continue working together, and he said WETA had recently received the design information for the proposed terminal. He explained that WETA had some concerns about the planned terminal design, and would be providing comments detailing those with the hope that the information would be acknowledged and that WETA would be able to work with the terminal designers to address the concerns.

The question was asked as to whether the service would operate as a public transit service, with public money, or as a private service with public money. Mr. Connolly invited Eric Cordoba, Deputy Director for Capital Projects at the San Francisco County Transportation Authority and staff to TIMMA, to speak on the matter.

#### **PUBLIC COMMENTS**

Mr. Cordoba said that what TIMMA had been doing with regard to public and private operators was getting educated with regard to cost. He said to aid in the process, they have been soliciting information from private operators. Mr. Cordoba said he wanted to thank WETA staff for sitting down to talk about costs twice now, because those discussions were important to TIMMA given that the future ferry service was fundamental to transporting people to and from the island. He emphasized that TIMMA wanted to continue those discussions with WETA. Mr. Cordoba acknowledged that draft MOUs had been passed back and forth for several years, and he said TIMMA wanted to continue to work on that. He said while all of this was taking place, numerous entities continued their efforts to try and figure out a toll and parking program, and an affordability program.

Mr. Cordoba said the hope was that details would be sorted and a final plan would be adopted this summer. He said the developer was moving forward with terminal construction, and he was sorry to hear that there were some concerns from WETA about the terminal design. He asked that WETA's terminal design concerns be shared in a more formal discussion as soon as possible because his understanding had been that since the design was done by Moffatt Nichol, a reputable marine engineering firm, they would understand all WETA's requirements. Mr. Cordoba said the terminal

construction would be underway soon because the company that was constructing WETA's new Downtown San Francisco Ferry Terminal project was in the process of signing the Treasure Island construction agreement.

Mr. Cordoba further explained that the objectives for the future ferry service on Treasure Island were that it would be compliant with the Americans with Disabilities Act (ADA) and union friendly with the appropriate unions on board to support the effort. He said TIMMA had provided WETA with information and WETA had responded with information and he wants to see these discussions and this cooperation continue. Mr. Cordoba said this is the intention and he wants to assure that this is in the record. He added that ridership forecasting is in the works and the hope is to be able to share those details with WETA sometime soon.

Ms. Rannells said that it sounded like everyone was pretty much on the same page and that there was much more work to be done. Director Josefowitz said he was glad the discussions were so productive and going so well and he encouraged everyone to continue their efforts and keep talking to each other about this project that was currently the largest transportation development effort happening in the Bay Area in a place where tens of thousands of people and families were expected to be able to live affordably very near to their jobs in San Francisco, Oakland and the surrounding cities. Director Josefowitz emphasized the importance of this project to the Bay Area, and the fundamental need to get it right, most especially in these early planning and development stages.

#### **PUBLIC COMMENT**

Mr. Cordoba said he was impressed with the small boat study because small boats made the most sense for the early Treasure Island service. He reiterated that TIMMA was very interested in WETA's small boats and in hydroelectric boats and even wind powered boats if that's what it is going to take. He said these alternative propulsion boats would bring money to the table and that TIMMA was interested in doing whatever it takes to support that by building infrastructure on the island to support it.

Ms. Rannells said WETA was also interested in these possibilities and that they had been included in the discussions with TIMMA. She said that WETA would continue to emphasize the importance of building the critical infrastructure on the island to support newer technology vessels if alternative propulsion vessels are desired for the service.

Directors agreed that with the desired service start date moved up to 2021, time was scant for these planning efforts, and the execution of a MOU was a critical missing piece of this puzzle which should be signed as soon as possible so that all partners had clarity on their roles and responsibilities.

#### **PUBLIC COMMENT**

Mr. Cordoba explained that many of the discussions about the service with WETA took place prior to his work on the project, and added that he had joined the team only about three and a half years ago. He said that, quite frankly, the most urgent task for his team at this time was solidifying a toll and affordability plan. He said the fifteen month lead time for WETA to build a boat was understood and they were doing the best they can. He thanked Directors for their efforts and their partnership.

#### **11. PUBLIC COMMENTS FOR NON-AGENDA ITEMS**

No additional public comments were shared.

All business having been concluded, the meeting was adjourned at 3:32 p.m.

- Board Secretary

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

MEMORANDUM

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**TO:** Board Members

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

**SUBJECT:** Authorize Filing Applications with the Metropolitan Transportation Commission for FY 2019/20 Regional Measure 1 and Regional Measure 2 Funds

**Recommendation**

Approve the following actions relative to securing operating and capital funds to support WETA's FY2019/20 Operating and Capital Budget:

1. Authorize the Executive Director to file an application with the Metropolitan Transportation Commission (MTC) for a total of \$2,795,370 FY 2019/20 Regional Measure 1 (RM1) operating and capital funds; and
2. Authorize the Executive Director to file applications with MTC for a total of \$19,500,000 FY 2019/20 Regional Measure 2 (RM2) operating funds; and
3. Authorized the Executive Director to take any other related actions as may be required to secure these funds.

**Background**

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

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

Senate Bill 976 amended State law to direct all RM1 and RM2 funds for ferries through MTC to WETA beginning January 1, 2008, in order to support operation of WETA's regional ferry system.

**Discussion**

This item authorizes staff to prepare and submit applications to MTC for available RM1 and RM2 operating and capital funds required to support agency planning, administration, ferry service operations and capital expenditures included in the proposed FY 2019/20 Operating and Capital Budget.



**FY 2019/20 RM1 Funds**

This item includes authorization to file applications with MTC to receive a total of \$2,795,370 in RM1 funds needed to support WETA's FY 2019/20 budget, including \$2,642,300 in operating funds and \$153,070 in capital funds as described below.

RM1 Capital (RM1 – 2%)

WETA is eligible to receive annual allocations of RM1-2% funds dedicated to ferry capital projects. As identified in the proposed FY 2019/20 Capital Budget, RM1 capital funds will be required for the following projects:

- Vessel Engine Overhaul – MV <i>Argo</i> and MV <i>Carina</i>	\$ 48,000
- Vessel Engine Overhaul – MV <i>Gemini</i>	\$ 71,070
- Vessel Engine Overhaul – MV <i>Pyxis</i>	<u>\$ 34,000</u>
Total	\$ 153,070

RM 1 Operating (RM1 – 5%)

WETA is eligible to receive an annual allocation of RM1-5% operating funds to support our transbay ferry services. MTC estimates a total of \$3,341,267 is available to WETA in FY 2019/20 for these services. As identified in the proposed FY 2019/20 Operating Budget, \$2,642,300 RM 1-5% funds will be requested. Excess funds not requested this year can be banked at MTC and utilized to support service operation in future years.

**FY 2019/20 RM2 Operating Funds**

WETA is eligible to receive annual allocations of RM2 operating funds to support 1) general agency administrative and planning activities and 2) transbay ferry services. As identified in the proposed FY 2019/20 Operating Budget, RM2 operating funds will be requested for:

- WETA Planning and General Administration	\$ 3,000,000
- Transbay Ferry Services	<u>\$16,500,000</u>
Total	\$19,500,000

**Fiscal Impact**

This item supports securing RM1 and RM 2 operating and capital funds and State Transit Assistance funds to support WETA's FY 2019/20 Operating and Capital Budget as proposed.

Purpose	Funding Source		
	RM1 - 2%	RM1 - 5%	RM2
<b>Operating Funds:</b>			
WETA Planning and General Administration			\$3,000,000
Alameda/Oakland (AOFS)		1,083,300	5,315,800
Alameda Harbor Bay (AHBF)		-	1,448,800
Vallejo		1,559,000	7,528,300
South San Francisco (SSF)			2,207,100
<b>Capital Funds:</b>			
Vessel Engine Overhaul - M/V <i>Argo</i> and M/V <i>Carina</i>	48,000		
Vessel Engine Overhaul - M/V <i>Gemini</i>	71,070		
Vessel Engine Overhaul - M/V <i>Pyxis</i>	34,000		
<b>Total</b>	<b>\$153,070</b>	<b>\$2,642,300</b>	<b>\$19,500,000</b>

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

**SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY**

**RESOLUTION NO. 2019-06**

**AUTHORIZE FILING AN APPLICATION WITH THE METROPOLITAN TRANSPORTATION COMMISSION FOR FY 2019/20 REGIONAL MEASURE 1-2% BRIDGE TOLL RESERVE CAPITAL, REGIONAL MEASURE 1-5% UNRESTRICTED STATE OPERATING AND REGIONAL MEASURE 2 OPERATING AND CAPITAL FUNDS**

**WHEREAS**, Bay Area voters approved Regional Measure 1 (RM1) in November 1988, which authorized a standard auto toll of \$1.00 for all seven State-owned Bay Area toll bridges; and

**WHEREAS**, up to five-percent (5%) of the revenue derived from the toll increase was made available for allocation by Metropolitan Transportation Commission (MTC) to transportation projects that reduce congestion in the bridge corridors; and

**WHEREAS**, the law was amended in 1997 to direct MTC to allocate an additional 2% of the RM1 toll increase (RM1 – 2%) solely for planning, construction, operation, and acquisition of rapid water transit system; and

**WHEREAS**, the law was further amended in 2007 to name the San Francisco Bay Area Water Emergency Transportation Authority (WETA) as the eligible recipient of these funds; and

**WHEREAS**, staff has identified the need for RM1 – 2% capital assistance for projects necessary for the efficient operation of these ferry services; and

**WHEREAS**, SB 916 (Chapter 715, Statutes 2004), commonly referred to as Regional Measure 2 (RM2), identified projects eligible to receive funding under the Regional Traffic Relief Plan; and

**WHEREAS**, MTC is responsible for funding projects eligible for RM2 funds, pursuant to Streets and Highways Code §30914(c) and (d); and

**WHEREAS**, MTC has established a process whereby eligible transportation project sponsors may submit allocation requests for RM 2 funding; and

**WHEREAS**, allocations to MTC must be submitted consistent with procedures and conditions as outlined in RM2 Policy and Procedures; and

**WHEREAS**, WETA is an eligible sponsor of transportation projects in RM2, Regional Traffic Relief Plan funds; and

**WHEREAS**, WETA's *Transbay Ferry Service (Project #6) and Regional Planning and Operations (Project #11)* are eligible for consideration in the Regional Traffic Relief Plan of RM2, as identified in California Streets and Highways Code §30914(c) or (d); and

**WHEREAS**, the RM 2 allocation requests demonstrates a fully funded operating plan that is consistent with the adopted performance measures, as applicable, for which WETA is requesting that MTC allocate RM2 funds; and

**WHEREAS**, Part 2 of the project application includes the certification by WETA of assurances required for the allocation of funds by MTC; now, therefore, be it

**RESOLVED**, that WETA and its agents shall comply with the provisions of the MTC's RM2 Policy Guidance (MTC Resolution No. 3636); and be it further

**RESOLVED**, that WETA certifies that the project is consistent with the Regional Transportation Plan (RTP); and be it further

**RESOLVED**, that WETA approves the Operating Assistance Proposal; and be it further

**RESOLVED**, that WETA approves the certification of assurances; and be it further

**RESOLVED**, that WETA is authorized to submit an application for RM2 funds for planning and administration of the regional ferry services in accordance with California Streets and Highways Code 30914(d); and be it further

**RESOLVED**, that WETA is authorized to submit an application for RM2 funds for the operation of transbay ferry services in accordance with California Streets and Highways Code 30914(d); and be it further

**RESOLVED**, that WETA certifies that the projects and purposes for which RM2 funds are being requested are in compliance with the requirements of the California Environmental Quality Act (Public Resources Code §21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations §150000 et seq.) and, if relevant the National Environmental Policy Act (NEPA), 42 USC § 4-1 et seq. and the applicable regulations thereunder; and be it further

**RESOLVED**, that there is no legal impediment to WETA making allocation requests for RM2 funds; and be it further

**RESOLVED**, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of WETA to deliver such project; and be it further

**RESOLVED**, that WETA agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution 3866; and be it further

**RESOLVED**, that WETA indemnifies and holds harmless MTC, its Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of the Authority, its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under this allocation of RM2 funds. In addition to any other remedy authorized by law, so much of the funding due under this allocation of RM2 funds as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages; and be it further

**RESOLVED**, that WETA shall, if any revenues or profits from any non-governmental use of property (or project) that those revenues or profits shall be used exclusively for the public transportation services for which the project was initially approved, either for capital improvements or maintenance and operational costs, otherwise MTC is entitled to a proportionate share equal to MTC's percentage participation in the projects(s); and be it further

**RESOLVED**, that assets purchased with RM2 funds including facilities and equipment shall be used for the public transportation uses intended, and should said facilities and equipment cease to be operated or maintained for their intended public transportation purposes for its useful life, that MTC shall be entitled to a present day value refund or credit (at MTC's option) based on MTC's share of

the Fair Market Value of the said facilities and equipment at the time the public transportation uses ceased, which shall be paid back to MTC in the same proportion that RM2 funds were originally used; and be it further

**RESOLVED**, that WETA's Board of Directors hereby approve the applications for operation and capital assistance and authorizes its Executive Director, or her designee, to execute and submit allocation requests with MTC for FY 2018/19 Regional Measure 1-5% Unrestricted State Funds and 2% Bridge Toll Revenue Funds and to enter into all agreements necessary to secure these funds; and be it further

**RESOLVED**, that WETA's Board of Directors authorizes its Executive Director, or her designee, to execute and submit an allocation request with MTC for FY 2019/20 RM2 operating funds in the amount of \$19,500,000, for the project, purposes and amounts included in the project applications attached to this resolution; and be it further

**RESOLVED**, that a copy of this resolution shall be transmitted to MTC in conjunction with the filing of WETA's applications referenced herein.

### **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 May 9, 2019.

YEA:

NAY:

ABSTAIN:

ABSENT:

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/s/ Board Secretary

2019-06

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

MEMORANDUM

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**TO: Board Members**

**FROM: Nina Rannells, Executive Director  
Thomas Hall, Public Information & Marketing Manager**

**SUBJECT: Approve Amendment to Agreement with Nematode Media, LLC for Ferry Ticket Sales and Information Services for FY 2019/20**

**Recommendation**

Approve Amendment No. 12 to Agreement #04-205 with Nematode Media, LLC in the amount of \$83,000 for services July 1, 2019 through June 30, 2020.

**Background/Discussion**

Bay Crossings is a privately owned business with a retail shop inside the Ferry Building Marketplace adjacent to the San Francisco Ferry Terminal. Bay Crossings provides transit-related services to the public including the operation of a Clipper Customer Service Center, selling San Francisco Bay Ferry tickets and MUNI Day Passes, and disseminating public transit and visitor information. Clipper Customer Service Center functions are funded under a contract with the Metropolitan Transportation Commission (MTC). Other services provided by the Bay Crossings store, such as sale of transit tickets and passes, are supported through separate agreements with individual transit agencies.

WETA first entered into a formal agreement with Bay Crossings in September 2004 for ferry service information dissemination through the Bay Crossings newspaper and the Bay Crossings storefront in the downtown San Francisco Ferry Building Terminal. This relationship was later expanded to include ferry ticket sales functions.

Beginning in FY 2015/16, WETA increased its support of Bay Crossings to include enhanced store point-of-sale advertising for WETA materials. At the time, the Board of Directors re-confirmed its interest and support for providing customer service and tickets sales at the Ferry Building and acknowledged that the Bay Crossings store offered a unique opportunity to deliver this service in a straightforward and cost-effective manner for WETA. In 2019, WETA staff has worked with Bay Crossings to update advertising materials and improve communication on customer service issues related to ongoing ferry service.

Staff recommends continuing to utilize Bay Crossings to provide ticket sales and service information in Fiscal Year 2019/20, and proposes that the Board of Directors approve amending Agreement #04-205 with Bay Crossings in the amount of \$83,000 to extend our service agreement from July 1, 2019 through June 30, 2020. This amount is the same as was provided in FY 2018/19 for these services.

**Fiscal Impact**

Funds will be included in the FY 2019/20 operating budget to support this contract amendment.

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

**SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY**

**RESOLUTION NO. 2019-07**

**APPROVE AMENDMENT TO AGREEMENT WITH NEMATODE MEDIA, LLC, FOR SERVICES**

**WHEREAS**, in September 2004 WETA entered into Agreement #04-205 with Nematode Media, LLC, for advertising in Bay Crossings magazine, and for ferry ticket sales and distribution of ferry information at the Ferry Building Bay Crossings store; and

**WHEREAS**, the agreement has been amended over the years to modify the Scope of Work and extend the agreement term, now set to expire June 30, 2019.

**WHEREAS**, the WETA Board of Directors wishes to secure the services of Nematode Media, LLC for FY 2019/20 at the same scope and price; now, therefore, be it

**RESOLVED**, that the Board of Directors hereby approves Amendment No. 12 to Agreement No. 04-205 with Nematode Media, LLC extending the agreement through June 30, 2020 in the amount of \$83,000 and authorizes the Executive Director to execute the amendment.

**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 May 9, 2019.

YEA:

NAY:

ABSTAIN:

ABSENT:

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/s/ Board Secretary

2019-07

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

MEMORANDUM

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**TO:** Board Members

**FROM:** Nina Rannells, Executive Director  
Melanie Jann, Administration & Business Services Manager  
Keith Stahnke, Operations & Maintenance Manager

**SUBJECT:** Approve Purchase of Commercial Insurance Policies for FY 2019/20

**Recommendation**

Approve the purchase of the following commercial insurance policies for FY 2019/20 from Alliant Insurance Services (Alliant), estimated to cost \$444,000 in total:

- 1) Marine Commercial Liability including Terminal Operators and Automobile Liability
- 2) Excess Marine Liabilities
- 3) Property Insurance
- 4) Public Officials Management & Employment Practices Liability
- 5) Crime Insurance

**Background/Discussion**

WETA carries a variety of different insurance policies to protect the agency and its operation from third party claims and loss of property. These policies are renewed annually with WETA Board of Directors approval based upon quotes provided by WETA's insurance broker, Alliant Insurance Services.

This item authorizes the purchase of FY 2019/20 insurance policies consistent with prior year policies and coverage levels, as secured through Alliant Insurance Services. Each type of insurance proposed is described below and policy coverage and pricing is detailed in the 2019/20 Insurance Policy Schedule provided as **Attachment A**.

**Marine Commercial Liability and Excess Marine Liabilities**

These coverages protect against third party claims for bodily injury and property damage at covered locations.

**Property Insurance**

This coverage provides protection against losses due to damage to property from fires, vandalism, accidents, earthquake, flood, etc. including both personal property and business inventory. This coverage also extends to the waterside assets consisting of the docks, floats, gangways, piers, pilings and ramps which are insured for replacement costs subject to the property insurance limits.

**Public Officials Management & Employment Practices Liability**

This coverage is designed to address the significant exposures faced by public entities and responds to claims brought against an insured public entity, its employees and volunteers for any alleged or actual breach of duty, neglect, error, misstatement or omission in the course of public duties. Included is coverage for employment related matters, such as wrongful termination and harassment.

Crime Insurance

Crime insurance covers money, securities and other property against a variety of criminal acts including fraud, employee theft, robbery and forgery.

In addition to this coverage, it is worth noting that there is overlap between WETA's coverage and the coverage of our contract operator, Blue & Gold Fleet, for incidents that occur while passengers embark and debark from the vessels. Blue & Gold Fleet's bumbershoot insurance provides an additional \$49,000,000 of coverage for such incidents, bringing the liability limit up to \$74,000,000 between WETA's Marine Commercial Liability policy (\$25,000,000) and Blue & Gold Fleet's bumbershoot policy (\$49,000,000). Vessel insurance is provided separately through our contract operator Blue & Gold Fleet.

Actual annualized premiums for all policies for FY 2018/19 were \$402,314. Annual premiums for all FY 2019/20 policies are estimated to cost \$444,000 based upon preliminary estimates. This amount includes expanded coverage over the current year for the Downtown San Francisco Ferry Terminal expansion.

**Fiscal Impact**

Sufficient funds are included in the proposed FY 2019/20 Operating Budget to support the purchase of commercial insurance as outlined in this memorandum.

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



San Francisco Bay Area Water Transportation Authority (WETA)  
2019 - 2020 Insurance Policy Schedule

Attachment A

Coverage	Locations	Deductible/Retention	FY 2018/19 Limit	FY 2018/19 Premium (annualized)	FY 2019/20 Limit	FY 2019/20 Estimated Premium
Marine Commercial Liability Terminal Operators Liability Wharfingers Liability Auto Liability	Pier 9 Offices Pier 9 Berthing Facility Central Bay O&M Facility North Bay O&M Facility Vallejo Ferry Ticket Office San Francisco Harbor Bay Alameda Main Street Oakland Clay Street Vallejo Mare Island South San Francisco Richmond	\$2,500 each occurrence	\$1,000,000 Each Occurrence \$3,000,000 Aggregate	\$ 15,938	\$1,000,000 Each Occurrence \$3,000,000 Aggregate	\$ 18,000
Excess Marine Liabilities	Pier 9 Offices Pier 9 Berthing Facility Central Bay O&M Facility North Bay O&M Facility Vallejo Ferry Ticket Office  San Francisco Harbor Bay Alameda Main Street Oakland Clay Street Vallejo Mare Island South San Francisco Richmond	N/A	\$9,000,000 Excess \$1,000,000  Plus  \$15,000,000 Excess \$10,000,000	\$ 11,813    \$ 15,750	\$9,000,000 Excess \$1,000,000  Plus  \$15,000,000 Excess \$10,000,000	\$ 13,500    \$ 17,500
Property Insurance	Pier 9 Offices Pier 9 Berthing Facility Central Bay O&M Facility North Bay O&M Facility Vallejo Ferry Ticket Office San Francisco Harbor Bay Alameda Main Street Oakland Clay Street Vallejo Mare Island South San Francisco Richmond	\$10,000 to \$250,000	Total Insured Value: \$145,350,369	\$ 335,000	Total Insured Value: \$158,242,356	\$ 368,500
Public Officials Management & Employment Practices Liability	N/A	\$15,000 each public officials management \$20,000 each employment practices violation	\$3,000,000 Aggregate	\$ 22,614	\$3,000,000 Aggregate	\$ 24,310
Crime Insurance	N/A	\$2,500 each occurrence	\$1,000,000 Each Occurrence	\$ 1,200	\$1,000,000 Each Occurrence	\$ 1,260
				<b>\$ 402,314</b>	<b>\$ 443,070</b>	

\* NEW for FY 2019/20 - Downtown San Francisco Ferry Terminal Expansion (annualized)  
Premiums for FY 2018/19 were annualized for mid-term additions.

San Francisco Bay Area Water Transportation Authority (WETA)  
2018 - 2019 Insurance Policy Schedule

Attachment A

Coverage	Locations	Deductible/Retention	FY 2017/18 Limit	FY 2017/18 Premium	FY 2018/19 Limit	FY 2018/19 Estimated Premium
Marine Commercial Liability Terminal Operators Liability Wharfingers Liability Auto Liability	Pier 9 Offices Pier 9 Berthing Facility <b>Central Bay O&amp;M Facility</b> North Bay O&M Facility Vallejo Ferry Ticket Office Harbor Bay Alameda Main Street Oakland Clay Street Vallejo Mare Island South San Francisco <b>Richmond</b>	\$2,500 each occurrence	\$1,000,000 Each Occurrence \$3,000,000 Aggregate	\$ 14,438	\$1,000,000 Each Occurrence \$3,000,000 Aggregate	\$ 17,438
Excess Marine Liabilities	Pier 9 Offices Pier 9 Berthing Facility <b>Central Bay O&amp;M Facility</b> North Bay O&M Facility Vallejo Ferry Ticket Office Harbor Bay Alameda Main Street Oakland Clay Street Vallejo Mare Island South San Francisco <b>Richmond</b>	N/A	\$9,000,000 Excess \$1,000,000 Plus	\$ 11,813	\$9,000,000 Excess \$1,000,000 Plus	\$ 13,000
Property Insurance	Pier 9 Offices Pier 9 Berthing Facility <b>Central Bay O&amp;M Facility</b> North Bay O&M Facility Vallejo Ferry Ticket Office Harbor Bay Alameda Main Street Oakland Clay Street Vallejo Mare Island South San Francisco <b>Richmond</b>	\$10,000 each occurrence \$20,000 wind, wind driven water and flood	\$15,000,000 Excess \$10,000,000	\$ 15,750	\$15,000,000 Excess \$10,000,000	\$ 16,500
Public Officials Management & Employment Practices Liability	N/A	\$15,000 each public officials management \$20,000 each employment practices violation	Total Insured Value: \$84,300,000	\$ 202,422	Total Insured Value: \$145,300,000	\$ 357,422
Crime Insurance	N/A	\$2,500 each occurrence	\$3,000,000 Aggregate	\$ 21,120	\$3,000,000 Aggregate	\$ 22,704
			\$1,000,000 Each Occurrence	\$ 1,200	\$1,000,000 Each Occurrence	\$ 1,260
			<b>\$ 266,742</b>	<b>\$</b>	<b>\$</b>	<b>428,323</b>

\* NEW for FY 2018/19 - Central Bay Operations and Maintenance Facility and Richmond Service

San Francisco Bay Area Water Transportation Authority (WETA)  
2019 - 2020 Insurance Policy Schedule

Attachment A

Coverage	Locations	Deductible/Retention	FY 2018/19 Limit	FY 2018/19 Premium (annualized)	FY 2019/20 Limit	FY 2019/20 Estimated Premium
Marine Commercial Liability Terminal Operators Liability Wharfingers Liability Auto Liability	Pier 9 Offices Pier 9 Berthing Facility Central Bay O&M Facility North Bay O&M Facility Vallejo Ferry Ticket Office San Francisco Harbor Bay Alameda Main Street Oakland Clay Street Vallejo Mare Island South San Francisco Richmond	\$2,500 each occurrence	\$1,000,000 Each Occurrence \$3,000,000 Aggregate	\$ 15,938	\$1,000,000 Each Occurrence \$3,000,000 Aggregate	\$ 18,000
Excess Marine Liabilities	Pier 9 Offices Pier 9 Berthing Facility Central Bay O&M Facility North Bay O&M Facility Vallejo Ferry Ticket Office San Francisco Harbor Bay Alameda Main Street Oakland Clay Street Vallejo Mare Island South San Francisco Richmond	N/A	\$9,000,000 Excess \$1,000,000	\$ 11,813	\$9,000,000 Excess \$1,000,000	\$ 13,500
			Plus  \$15,000,000 Excess \$10,000,000	\$ 15,750	Plus  \$15,000,000 Excess \$10,000,000	\$ 17,500
Property Insurance	Pier 9 Offices Pier 9 Berthing Facility Central Bay O&M Facility North Bay O&M Facility Vallejo Ferry Ticket Office San Francisco Harbor Bay Alameda Main Street Oakland Clay Street Vallejo Mare Island South San Francisco Richmond	\$10,000 to \$250,000	Total Insured Value: \$145,350,369	\$ 335,000	Total Insured Value: \$158,242,356	\$ 368,500
Public Officials Management & Employment Practices Liability	N/A	\$15,000 each public officials management \$20,000 each employment practices violation	\$3,000,000 Aggregate	\$ 22,614	\$3,000,000 Aggregate	\$ 24,310
Crime Insurance	N/A	\$2,500 each occurrence	\$1,000,000 Each Occurrence	\$ 1,200	\$1,000,000 Each Occurrence	\$ 1,260
				\$ 402,314	\$ 443,070	

\* NEW for FY 2019/20 - Downtown San Francisco Ferry Terminal Expansion (annualized)  
Premiums for FY 2018/19 were annualized for mid-term additions.

**SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY**

**RESOLUTION NO. 2019-08**

**APPROVE PURCHASE OF COMMERCIAL INSURANCE POLICIES FOR FY 2019/20**

**WHEREAS**, WETA's existing Commercial Insurance Policies expire on July 1, 2019 and WETA seeks to renew the policies through June 30, 2020; and

**WHEREAS**, these policies are being provided through Alliant Insurance Services, WETA's insurance broker, and WETA wishes to continue this arrangement for FY 2019/20; and

**WHEREAS**, WETA has received preliminary estimates for FY 2019/20 insurance coverage, expanded to cover new WETA facilities constructed as a part of the Downtown San Francisco Ferry Terminal Expansion Project; and

**WHEREAS**, the estimated cost of insurance coverage in FY 2019/20, including expanded coverage for the new facilities, is fair and reasonable and consistent with prior year rates; now, therefore, be it

**RESOLVED**, that the Board of Directors hereby approves and authorizes the Executive Director to purchase Commercial Insurance from Alliant Insurance Services at an estimated amount of \$444,000 for FY 2019/20.

**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 May 9, 2019.

YEA:

NAY:

ABSTAIN:

ABSENT:

---

/s/ Board Secretary

2019-08

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

**MEMORANDUM**

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**TO: Board Members**

**FROM: Nina Rannells, Executive Director**  
**Kevin Connolly, Planning & Development Manager**  
**Mike Gougherty, Senior Planner/Project Manager**

**SUBJECT: Approve Memorandum of Understanding with City of Berkeley for Ferry Terminal Planning and Feasibility Study**

**Recommendation**

Approve the attached Memorandum of Understanding (MOU) with the City of Berkeley for ferry terminal planning and feasibility study activities, and authorize the Executive Director to execute the MOU and enter into related funding agreements.

**Background**

The history of Berkeley passenger ferry service dates back to the 1920s when the Berkeley Municipal Pier was constructed. The Pier ultimately extended 3.5 miles into San Francisco Bay and served as an important access point for transbay ferry service to San Francisco until shortly after the opening of the Bay Bridge in 1937. Following the termination of the Berkeley ferry service, much of the Pier was abandoned to decay; however, a portion of the Pier connecting to the shoreline was actively maintained as public access until very recently.

In 2003, the Water Transit Authority adopted its Implementation and Operations Plan (IOP) to create a new regional network of ferry routes on San Francisco Bay, including a potential terminal located along the shoreline of the cities of Albany and Berkeley. In 2005, WETA awarded a consultant contract for environmental review of the proposed project. This review included a site alternatives analysis that identified the Berkeley Marina as the preferred site for the ferry terminal. In 2006, WETA awarded a design and engineering contract for the project. Over the next several years, WETA worked with its consultant team and the City to develop a concept design for the preferred site and publish a draft Environmental Impact Report (EIR) and Environmental Impact Statement (EIS) pursuant to California Environmental Quality Act (CEQA) and National Environmental Protection Act (NEPA) requirements.

In 2013, work on the project was effectively halted as several issues emerged concerning the feasibility of the project. Among the most crucial of these issues was the potential cost of dredging work and the mitigation measures required to offset potential associated impacts. Other significant issues included the lack of a definitive funding source to subsidize service operations, potential conflicts with public access and recreational uses at the Berkeley Marina, and parking requirements. To date, nearly \$2.5 million has been invested by WETA on planning and environmental review efforts to support the project.

In 2016, WETA adopted its Strategic Plan which included a 20-year vision of potential expansion projects. The Berkeley project was included in the Plan, consistent with the written support of the City's Mayor, reaffirming WETA's commitment to continuing to pursue development of a Berkeley ferry service. In 2017, the project was also endorsed by the

multi-agency Core Capacity Transit Study led by the Metropolitan Transportation Commission as a key medium term regional project for enhancing transit capacity in the Bay Bridge transportation corridor.

### **Discussion**

Since work was halted on developing a Berkeley ferry terminal project in 2013, both WETA and the City have identified new opportunities that could address significant issues that emerged during the previous effort to develop the project. Most significantly, the passage of Regional Measure 3 has created a possible source of funding to construct a Berkeley ferry terminal and provide the subsidy required to operate the service for a minimum of 10 years, as required by WETA's System Expansion Policy.

Additionally, several notable changes have occurred at the Berkeley Marina in recent years that could represent new opportunities for the project. Significantly, the Berkeley Municipal Pier was indefinitely closed in 2015 due to structural safety issues. The City has indicated that the repair or replacement of the Pier to restore public access to the Bay is a high community priority. Also, beginning in 2017 the City granted permission for private companies to operate ferry service out of the Berkeley Marina through a pilot program. These services have confirmed the potential market demand for ferry service in Berkeley; however, the current location of the private ferry landing inside the main Marina basin has created some parking conflicts among the different users of the Marina.

In 2017, the City initiated a \$330,000 study to identify feasible options for fixing or replacing the pier as a dual-use facility that would restore public access and serve as a new landing location for small-scale ferry operations. Over the past year, the City and WETA have met to discuss the terms of an agreement whereby the City study would be expanded to consider the feasibility of operating larger scale ferry service from a rebuilt or new dual-use pier.

As a result, a MOU between the City and WETA has been drafted to undertake a planning effort and feasibility study to determine if the strategy of building a dual-use pier could potentially address previous issues with the ferry terminal project, including dredging work, potential impacts of the ferry service on nearby public access and recreational uses, and parking requirements. Additionally, the expanded study would evaluate both current and planned access modes and land-use development in proximity to the proposed project site for compatibility with potential future ferry service. A copy of the MOU is attached as **Attachment A** to this report, key terms and provisions include:

- The MOU covers only the planning phase of the project. General assumptions about the design, construction, and operation phases of the project are provided; however, these phases would not be pursued without future agreement between the parties.
- WETA's financial contribution for the planning phase is limited to an amount not to exceed \$250,000. The City has already contributed over \$330,000 to the existing study and commits through the MOU to contributing up to \$110,000 in additional funds to support the work.
- The City will manage the public engagement process with assistance and participation from WETA.

- If the City or WETA conclude that the project is not feasible, the MOU shall automatically terminate and the parties will have no further obligations.

The execution of this MOU would clearly define the roles and responsibilities for each party and create a formal partnership framework for the two parties. The MOU would also be consistent with WETA's System Expansion Policy, which requires that a feasibility study be undertaken prior to making more significant investments in a project, potentially including environmental review, final design, and construction phases.

On March 12, the Berkeley City Council approved a consent item authorizing the City Manager to execute the MOU with WETA. Staff recommends that the Board authorize the Executive Director to execute the MOU with the City of Berkeley.

**Fiscal Impact**

The approval of the MOU with the City of Berkeley will commit WETA to contributing up to \$250,000 towards the ferry terminal planning and feasibility study activities. Sufficient funds have been included in the proposed FY 2019/20 Operating Budget to support this planning effort.

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

**PROJECT MEMORANDUM OF UNDERSTANDING  
BERKELEY MARINA FERRY FACILITY PROJECT**

March 12, 2019

**Term, Parties**

1. General	<p>This Memorandum of Understanding (“<b>MOU</b>”) establishes the framework for the funding, development and operation of the planned ferry service facility at the Berkeley Marina (the "Project", as further described in paragraph 5 below). The Project is anticipated to be carried out in the following four consecutive phases: (1) Planning; (2) Design; (3) Construction; and (4) Operation.</p> <p>This MOU covers the Planning Phase. City and WETA have secured a portion of the necessary funding needed for the Planning Phase. Although this MOU also provides general assumptions for the Design, Construction, and Operation Phases, the Parties are not obligated to embark on, and have not secured funding for the Design, Construction, or Operation phases. In addition, the Parties anticipate executing either amendments to this MOU, or separate agreements to govern the precise terms of the subsequent phases, each of which shall be subject to the approvals of the City Council and WETA Board.</p>
2. Term	<p>The term (“<b>Term</b>”) of this MOU shall commence on _____, 2019 (“<b>Effective Date</b>”) and shall remain in effect until the first to occur of: (i) _____, 202__ or (ii) the date which is one (1) year following completion of the Planning Phase work, or such later date as the Parties may mutually agree.</p>
3. Parties	<p>This MOU is entered into between the San Francisco Bay Area Water Emergency Transportation Authority (“<b>WETA</b>”) and the City of Berkeley (“<b>City</b>”). City and WETA may be individually referred to herein as a “<b>Party</b>,” and collectively as the “<b>Parties</b>.”</p> <p>WETA was established in 2008 as the successor agency to the Water Transit Authority with a mission to consolidate and operate certain existing publicly operated ferry services on the San Francisco Bay, expand new routes, and coordinate ferry services in the event of an emergency.</p> <p>City is a charter city and municipal corporation located in Alameda County. City has jurisdiction over the property in and around the Berkeley Marina where the proposed Project may be located.</p>
4. WETA System Expansion Policy	<p>On June 4, 2015 the WETA Board of Directors adopted a System Expansion Policy attached hereto as <u>Exhibit A</u> and incorporated herein (“<b>System Expansion Policy</b>”) to serve as a framework for evaluating the feasibility of new ferry projects. This Policy is applicable to the proposed Project.</p>

March 12, 2019



<p>5. Project Objectives</p>	<p>WETA's 2016 WETA Strategic Plan indicates the desire to construct and operate a Berkeley ferry service. It is the intention of both Parties that, upon completion of the Project, WETA will commence public ferry service between San Francisco and the Berkeley Marina. WETA anticipates that it will initially provide direct public ferry service to and from San Francisco during commute times. As ridership grows, WETA may include direct public ferry service to and from the Berkeley Marina to its other facilities. WETA also anticipates that it may provide direct public ferry service for special events. City desires to reconstruct or replace the Berkeley Municipal Pier, which is currently closed due to structural safety concerns, to restore public access to San Francisco Bay. City and WETA agree to work together in good faith to coordinate their efforts in pursuing these objectives.</p> <p>The proposed Berkeley Marina Ferry Facility Project ("<b>Project</b>") contemplated by this MOU would include a new or restored dual-use pier facility that would both serve as a passenger ferry facility for berthing public ferry service vessels and provide public access to San Francisco Bay. WETA may permit non-WETA vessel operators to call on the Berkeley Marina Ferry Facility provided they do not interfere with regularly scheduled WETA service and they meet WETA's private landing requirements, and agree to pay reasonable docking fees, if applicable, to WETA. The Parties anticipate that the dual-use pier will be located at or near the Berkeley Municipal Pier located at the west terminus of University Avenue along Seawall Drive.</p> <p>The Project would also include landside improvements, such as reconfiguration of the existing parking facility, new parking facilities, roadway improvements, bus/ride share drop areas, pedestrian trail improvements, landscaping, and security measures. The Project may also include construction of a breakwater and the dredging of a navigation channel extending west into the Bay.</p>
<p>6. Partnering</p>	<p>Federal, state, regional or local funding may become available during the term of this MOU. WETA and the City commit to collaborate and coordinate to pursue funding for the Project. Such support may include, but will not be limited to: application support letters, provision of ridership data, operating or capital cost information or other technical information required by funders, as well as WETA Board or City Council resolutions in support of one another's funding applications.</p> <p>City and WETA agree to work collaboratively to advocate for and coordinate with AC Transit and other potential local transit operators to provide frequent, reliable, and convenient bus or shuttle service to the Berkeley Marina Ferry Facility.</p>

**Phase 1: Planning Phase (Feasibility Study, Public Engagement, and Funding)**

<p>7. Feasibility Study</p>	<p>The City is currently conducting and has completed a draft feasibility and structural condition assessment to explore options for restoring, rehabilitating or reconstructing the Berkeley Municipal Pier in conjunction with ferry service. That work is nearly complete and has been fully funded by City at a cost to City of approximately \$330,744.</p> <p>In partnership with WETA, City will expand this assessment to consider development of a WETA-scale ferry facility alongside a new or restored pier ("<b>Expanded Feasibility Study</b>").</p> <p>City will serve as the project lead, with assistance from WETA, for the Expanded Feasibility Study that will include technical analyses and a public process. The Expanded Feasibility Study will also develop the conceptual designs for a dual-function facility (ferry and public access) including both waterside and landside improvements. The Expanded Feasibility Study will also include conceptual analysis on wave protection. Landside facilities will include, but are not limited to, parking areas, paths-of-travel, restrooms, bus and shuttle stops, and ride and bike share stations. The Parties will mutually agree to a final scope of work prior to initiating work on the Expanded Feasibility Study.</p>
<p>8. Public Engagement</p>	<p>All interaction with the public as part of the planning phase will be managed by City with assistance and participation from WETA. This coordination includes public notices, scoping meetings, public engagements and comments, City Council and Commission presentations.</p>
<p>9. Contracting</p>	<p>City will contract for professional consultant services for the Expanded Feasibility Study.</p>
<p>10. Funding</p>	<p>WETA will reimburse City for a total amount not to exceed \$250,000 of the cost of the Expanded Feasibility Study unless otherwise agreed to by the Parties. The City will contribute for a total amount not to exceed \$110,000 of the cost of the Expanded Feasibility Study. The Parties will execute a funding agreement in the form attached as Exhibit B. City and WETA will each contribute staff resources to support the Planning Phase.</p>
<p>11. Feasibility Determination</p>	<p>It is anticipated that the Planning Phase will conclude with a determination by the City Council of the City of Berkeley and the WETA Board regarding the feasibility of the proposed Project. If the City Council or WETA Board determines, each in its sole and unfettered discretion, not to proceed with the Project, this MOU shall automatically terminate and the Parties shall have no further obligations under this MOU.</p>

**Phase 2: Design (Design, Environmental Clearance, Permitting, and Funding)**

<p>12. Design Assumptions</p>	<p>If the Parties mutually determine to proceed to the Design Phase, the Parties will prepare an amendment to this MOU to address design, environmental review, permitting, and funding. The MOU amendment shall memorialize the Parties' determination that the proposed Project is feasible, and describe in greater detail the obligations of the Parties in the Design Phase.</p> <p>The Parties anticipate that the City will serve as the lead agency for CEQA review and any associated public outreach or interaction during the Design Phase.</p> <p>The City will also be responsible for project permitting and leading the design process, including contracting for professional design services.</p> <p>WETA will coordinate with the City and provide technical resources and assistance to support the Design Phase.</p> <p>Subject to applicable laws and the Parties' ability to secure adequate funding, WETA will pay all costs associated with Project elements associated with public ferry service, including CEQA (and, if applicable, NEPA) compliance, resource agency permitting, and design costs, City will pay all costs associated with public access aspects of the Project. For aspects of the Project that are required for both types of elements, WETA and City will implement a reasonable cost-sharing method. The City and WETA will each contribute staff resources to support the Design Phase.</p>
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**Phase 3: Construction (Bidding, Construction, Construction Administration, and Funding)**

<p>13. Construction Assumptions</p>	<p>If, after conclusion of the Phase 2 Design Phase, the Parties determine to proceed to the Phase 3 Construction Phase, the Parties will negotiate and enter into appropriate agreements to address bidding, construction, construction management, funding, and related issues, subject to the concurrent approvals of the City Council and WETA Board</p> <p>The Parties anticipate that City will serve as the Project lead, with assistance from WETA to advertise and bid out the construction of the Project in accordance with applicable provisions of the Public Contract Code and any specific funding requirements. The Parties contemplate that the Project will be constructed as soon as possible after necessary permits and regulatory approvals have been approved and 100% of the construction funding has been secured.</p> <p>The City will contract for professional construction management services for inspection, construction support and management for the Project.</p> <p>Subject to applicable laws and the Parties' ability to secure adequate funding, WETA will pay all costs associated with Project elements associated with public ferry service, including any needed dredging work, and City will pay all costs associated with public access elements of the Project. For aspects of the Project that are required for both types of elements, WETA and City will implement a reasonable cost-sharing</p>
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	method. The City and WETA will each contribute staff resources to support the Construction Phase.
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**Phase 4: Operation**

<p>14. Operation Assumptions</p>	<p>Prior to the commencement of construction of the Project, the Parties shall negotiate and execute appropriate agreements to address the use, operation, maintenance and repair of the new Berkeley Marina Ferry Facility, subject to concurrent approvals of the City Council and WETA Board. Issues to be considered include responsibilities for capital rehabilitation, funding, landing and property rights, use by third parties, and related issues. It is anticipated that WETA will own all improvements to the waterside of the access control gate built exclusively to support ferry operations, including, but limited to the gangway, float, guide piles and the access control gate itself, and that City will retain ownership of the waterside improvements related to public access, and all other landside improvements and property upland of the access control gate, including all State public trust lands.</p> <p>City acknowledges that WETA’s initiation of public ferry service between San Francisco and Berkeley is contingent upon City providing parking facilities within a reasonable distance from the access control gate. This reasonable distance and the number of required spaces will be determined and mutually agreed upon after feasibility and other necessary studies have been conducted. The parking facilities will be owned, maintained, and operated by City or its designated representative. City will evaluate the possible implementation of public/private transit connections and potential parking fees, the proceeds of which, if any, would be committed to support maintenance and operation of the landside facilities, including the parking facilities.</p>
<p>15. Public Ferry Service Assumptions</p>	<p>Vessels: The public ferry service contemplated by this MOU will likely require a dedicated vessel and a shared spare vessel to ensure reliable operations. The estimated cost of a dedicated vessel and shared spare is approximately \$22 million (FY 2018 dollars).</p> <p>Initial Ferry Service: A minimum level of service is desired to operate an effective commuter service, which the Parties will endeavor to provide upon the initiation of the San Francisco/Berkeley ferry service consistent with the WETA System Expansion Policy. It is anticipated that the initial service would include a minimum of three departures during the AM peak (6-9 AM) from Berkeley to San Francisco and 3 departures during the PM peak (4-8 PM) from San Francisco to Berkeley. Midday and weekend service is not initially anticipated but may be added as demand warrants and funding is available.</p> <p>Expansion of Service: The initial ferry service level defined for Berkeley Marina service may be expanded as necessary. All service adjustments, including possible 30-minute or faster headways in the peak hour and initiation of midday or weekend services, are anticipated to be consistent with the WETA System Performance Targets Policy adopted by the WETA</p>

*Berkeley Marina Ferry Service Project Agreement*

	<p>Board on June 4, 2015 and other WETA service planning policies in effect at the time of adjustment, as applicable.</p> <p>Emergency Response and Recovery: In the event of a natural disaster or disruptive regional event (“<b>Casualty Event</b>”), WETA ferries may be called upon by the California Office of Emergency Services (“<b>Cal OES</b>”) to provide service from the Berkeley Ferry Terminal for both emergency response and recovery after the Casualty Event.</p> <p>In the immediate aftermath of an event, Cal OES will determine how to allocate regional transportation resources including WETA ferries. The Berkeley Marina Ferry Facility will be an asset in this emergency network and it will be a state and regional decision as to how this asset will be used.</p> <p>In the weeks and months following an event as the Bay Area recovers, WETA ferry service will play a critical role as a component of the regional transit network that can be quickly operationalized at facilities like Berkeley. Decisions regarding funding and asset deployment during the recovery phase will also likely take place at the state and regional level.</p>
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WETA and the City of Berkeley have entered into this Memorandum of Understanding as of the last date set forth below.

**San Francisco Bay Area  
Water Emergency Transportation  
Authority**

By: \_\_\_\_\_  
Nina Rannells  
Executive Director

Date: \_\_\_\_\_

**Reviewed:**

By: \_\_\_\_\_  
Madeline Chun  
Legal Counsel to Authority

**City of Berkeley**

By: \_\_\_\_\_  
Dee Williams-Ridley  
City Manager

Date: \_\_\_\_\_

**Reviewed:**

By: \_\_\_\_\_  
Farimah Brown  
City Attorney

Attachments:

Exhibit A: WETA System Expansion Policy

Exhibit B: Funding Agreement

Exhibit C: Amendment to Consulting Services Agreement

March 12, 2019

**EXHIBIT A**

WETA System Expansion Policy

<https://weta.sanfranciscobayferry.com/strategic-plan>

March 12, 2019

15027302.2

**EXHIBIT B**

Funding Agreement

March 12, 2019

15027302.2

[DATE]

City of Berkeley

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Re: RM2 Funding Agreement - Berkeley Marina Ferry Facility Project

Dear \_\_\_\_\_:

This letter agreement memorializes the understandings between the San Francisco Bay Area Water Emergency Transportation Authority (WETA) and the City of Berkeley (CITY), to fund an expanded feasibility study of the Berkeley Marina, utilizing RM2 operating funds available to WETA.

The City of Berkeley's contractor, GHD, pursuant to an Agreement for Consulting Services between City and GHD dated May 8, 2017 ("GHD Agreement"), has already conducted a feasibility and structural condition assessment to explore options for restoring, rehabilitating or reconstructing the Berkeley Municipal Pier in conjunction with the potential for ferry service.

It is agreed that CITY shall amend the GHD Agreement to expand the scope of the GHD feasibility study to assess the potential for a WETA-scale ferry terminal, and to develop conceptual designs for a dual-function facility (public ferry service and waterfront public access) including both waterside and landside improvements.

CITY will serve as the project lead, with assistance from WETA, for the expanded feasibility study, which will include technical analyses and a public engagement process. The expanded feasibility study will include water technical analysis on wave protection and geotechnical investigation. Landside facilities will include, but are not limited to, parking areas, paths-of-travel, restrooms, bus and shuttle stops, and ride and bike share stations. The parties will mutually agree to a final scope of work prior to initiating work on the expanded feasibility study. CITY will engage professional consultant services, approved by WETA, to conduct the expanded study. CITY and WETA will each contribute staff resources to support the expanded feasibility study, and will confer on a regular basis on the progress of the work. CITY will provide drafts of the study for WETA's review prior to finalizing the work.

WETA will reimburse CITY for CITY's actual costs incurred for authorized and satisfactorily completed work and services rendered by CITY's outside professional consultants, including GHD, for the expanded feasibility study, not to exceed Two Hundred and Fifty Thousand (\$250,000.00). Payment will be made within thirty (30) days of receipt of an invoice, approved by WETA (which approval shall not be unreasonably withheld, conditioned or delayed), describing work performed, itemizing all costs for which reimbursement is requested, and



stating the payment requested and the cumulative amount billed to date. CITY shall also attach to each invoice such receipts, proof of payment, and other supporting documentation as may be reasonably required by WETA.

All invoices must be made in writing and delivered or mailed to WETA as follows:

Attention: Accounting Department  
San Francisco Bay Area Water Emergency Transportation Authority  
Pier 9, Suite 111, The Embarcadero  
San Francisco, CA 94111

Performance will begin on or after \_\_\_\_\_, and be completed by \_\_\_\_\_, unless this Agreement is terminated by either WETA or CITY as provided below. Invoices must be submitted before \_\_\_\_\_, to be paid.

Either CITY or WETA may terminate this Agreement, in each party's sole discretion, for any force majeure event, if such events (i) irrecoverably disrupt or render impossible CITY's performance hereunder; or (ii) disrupt WETA's ability to make payments hereunder. CITY will be entitled to payment for costs of work performed by CITY's outside professional consultants, including GHD, prior to the date of such termination, up to the maximum amount payable under this Agreement.

If CITY fails to perform as specified in this Agreement, WETA may terminate this Agreement for cause by advance ten (10)-day written notice and CITY will only be entitled to costs of work performed by CITY's outside professional consultants, including GHD, in accordance with this Agreement, not to exceed the maximum amount payable under the Agreement for such work.

CITY agrees to retain all documents, working papers, records, accounts and other materials relating to its performance under this Agreement for a minimum of four (4) years following the fiscal year of the last expenditure under this Agreement and WETA and its authorized representatives may inspect and audit such records during that period of time.

In performing services under this Agreement, CITY will be acting as an independent contractor and not as an agent or employee of WETA. CITY will have no authority to contract in the name of WETA, and CITY will be responsible for its own acts and those of its agents, contractors and employees.

CITY agrees that the amendment to the GHD Agreement ("GHD Amendment") shall be substantially in the form attached hereto and shall, among other things, (i) obligate GHD to defend, indemnify and hold harmless WETA and its officers, agents, officials, representatives and employees from and against any and all claims, loss, cost, damage, injury (including, without limitation, injury to or death of an employee of GHD or its subconsultants), expense and liability of every kind, nature and description that arise out of, pertain to or relate to the negligence, recklessness, or willful misconduct of GHD and its subconsultants, anyone directly or indirectly employed by the them, or anyone that they control; (ii) name WETA and its directors, officers, representatives, employees, consultants, subcontractors and agents as additional insureds under GHD's commercial general liability, business automobile liability and

professional liability insurance policies; and (iii) name WETA as a third party beneficiary of the GHD's indemnity and insurance obligations under the GHD Agreement, as amended by the GHD Amendment, and provide that such provisions may not be amended without WETA's consent.

Any amendment of the Agreement must be in writing, specifically identified as an amendment to this agreement, and signed by both CITY's City Manager and WETA's Executive Director, or their designated representatives.

Please sign and date both counterparts of this letter in the space provided below, return one counterpart to WETA, and retain the other counterpart for your files.

Sincerely,

Nina Rannells  
Executive Director

\* \* \* \* \*

Accepted and Agreed this \_\_\_\_\_ day of \_\_\_\_\_, 2019.

CITY OF BERKELEY

By: \_\_\_\_\_  
Name: \_\_\_\_\_  
Title: \_\_\_\_\_

**EXHIBIT C**

**Amendment to Consulting Services  
Agreement**

March 12, 2019

15027302.2

**AMENDMENT TO CONTRACT**

THIS CONTRACT AMENDMENT is entered into DATE, between the CITY OF BERKELEY ("City"), a Charter City organized and existing under the laws of the State of California, and GHD ("Contractor") a California Corporation, doing business at 655 Montgomery Street, Suite 1010, San Francisco, CA 94111.

WHEREAS, City and Contractor previously entered into Contract Number 10632 dated June 21, 2017, for a not to exceed amount of \$214,123, which Contract was authorized by the Berkeley City Council by Resolution No. 67,856- N.S.; and

WHEREAS, on January 23, 2018, by Resolution No. 68,294-N.S., the Berkeley City Council authorized amendment of said contract increasing the scope of work for an additional fee of \$94,744 for a total contract amount not to exceed \$330,744 for the term ending December 31, 2019; and

**WHEREAS, on DATE, by Resolution No. XX,XXX-N.S., the Berkeley City Council authorized amendment of said contract as set forth below.**

THEREFORE, City and Contractor mutually agree to amend said contract as follows:

1. Section 3 is amended to include the additional services described in Exhibit A of this amendment.
2. Section 4 is amended to read as follows:

**COMPENSATION**

For services referred to in Section 3 as amended, City will pay Contractor an additional amount not to exceed \$XX,XXX for a total contract amount not to exceed \$XXX,XXX. City shall make payments to Contractor in accordance with provisions described in Exhibit B, which is attached to and made part of this Contract.

3. **First sentence of Section 7.1 is amended to read as follows:**

**INDEMNIFICATION BY CONSULTANT**

**“To the fullest extent permitted by law (including, without limitation, California Civil Code Sections 2782 and 2782.8), Consultant shall defend (with legal counsel reasonably acceptable to City), indemnify and hold harmless the City and the Water Emergency Transportation Authority (“WETA”) and its and their officers, agents, departments, officials,**

representatives and employees (collectively, “Indemnitees”) from and against any and all claims, loss, cost, damage, injury (including, without limitation, injury to or death of an employee of Consultant or its Subconsultants), expense and liability of every kind, nature and description that arise out of, pertain to or relate to the negligence, recklessness, or willful misconduct of Consultant, and Subconsultant, anyone directly or indirectly employed by the them, or anyone that the control (collectively, “Liabilities”).

4. Section 10.2.1 is amended to read as follows:

**INSURANCE**

“City and WETA, and its and their directors, officers, partners, representatives, employees, consultants, subcontractors and agents, shall be named as additional insureds, but only with respect to the liability arising out of the activities of the named insured, and there shall be a waiver of subrogation as to each named and additional insured.”

5. Section 33 is amended to add as follows:

**MISCELLANEOUS**

“33.5 WETA shall be deemed a third party beneficiary of Consultant’s obligations under Sections 7 and 10 of this Agreement. Any amendment to Section 7 or 10 shall require the written consent of WETA to be effective. Except as provided in this Subsection 33.5, there are no other third party beneficiaries to this Agreement.”

3. Section 2 is amended to read as follows;

**TERM**

a. This Contract shall begin on DATE, and end on DATE. The City Manager of the City may extend the term of this contract by giving written notice.

In all other respects, the contract dated DATE shall remain in full force and effect.

IN WITNESS WHEREOF, City and Contractor have executed this Contract as of the date written on the first paragraph of this Contract.

CITY OF BERKELEY

By \_\_\_\_\_  
City Manager

THIS CONTRACT HAS BEEN  
APPROVED AS TO FORM BY  
THE CITY ATTORNEY FOR  
THE CITY OF BERKELEY  
5/09

Registered by:

\_\_\_\_\_  
City Auditor

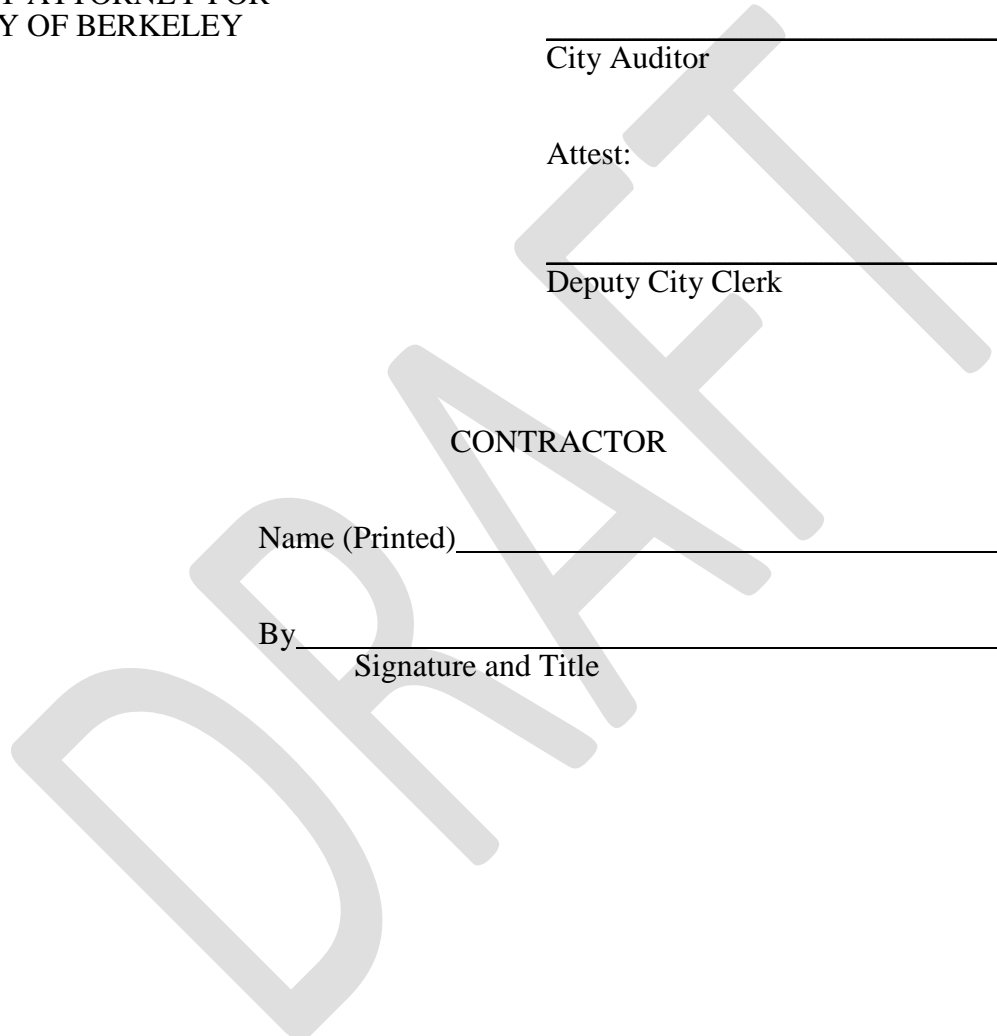
Attest:

\_\_\_\_\_  
Deputy City Clerk

CONTRACTOR

Name (Printed) \_\_\_\_\_

By \_\_\_\_\_  
Signature and Title



**Exhibit A  
Scope of Services  
2<sup>st</sup> Amendment (“10632B”) to Contract No. 10632**

With this amendment, the contractor hereby agrees to perform the following scope of work:

**TO BE INCLUDED AT THE TIME OF AMENDMENT**

DRAFT

**Exhibit B**

**Payment**

**TO BE INCLUDED AT THE TIME OF AMENDMENT**

DRAFT



**SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY**

**RESOLUTION NO. 2019-09**

**APPROVE MEMORANDUM OF UNDERSTANDING WITH CITY OF BERKELEY FOR A  
FERRY TERMINAL PLANNING AND FEASIBILITY STUDY**

**WHEREAS**, WETA is working in partnership with the City of Berkeley to develop a ferry terminal and ferry service in Berkeley, CA consistent with the 2003 Implementation and Operations Plan adopted by the Water Transit Authority (predecessor to WETA), the 20-year vision of potential expansion projects included in the 2016 WETA Strategic Plan, and the multi-agency Core Capacity Transit Study completed by the Metropolitan Transportation Commission in 2017; and

**WHEREAS**, WETA undertook initial environmental and design work for a potential terminal and ferry service in Berkeley, but halted this effort in 2013 due to feasibility concerns including, but limited to, dredging, potential mitigation measures, and lack of a clear funding source; and

**WHEREAS**, WETA and the City of Berkeley have identified several changed conditions since 2013 that could represent new opportunities to create a feasible project to build a ferry terminal and operate ferry service in Berkeley, CA; and

**WHEREAS**, the City of Berkeley has initiated a \$330,000 study to identify feasible options for fixing or replacing the Municipal Pier located in the Berkeley Marina as a dual-use facility that would restore public access and serve as a new landing location for small-scale ferry operations; and

**WHEREAS**, WETA and the City of Berkeley desire to invest up to \$360,000 to expand the study to consider the feasibility of constructing a WETA-scale facility located at or near the Municipal Pier; and

**WHEREAS**, WETA and the City of Berkeley have drafted a Memorandum of Understanding (MOU) setting forth specific roles and responsibilities for each party during the planning phase of the project, including contributions of up to \$250,000 by WETA and \$110,000 by the City to expand the feasibility study; and

**WHEREAS**, the MOU covers only the planning phase of the project, other project phases, including design, construction, and operation, would not be pursued without future agreement between the parties once the feasibility study is completed; and

**WHEREAS**, on March 12, 2019, the Berkeley City Council approved a consent item authorizing the City Manager to execute the MOU with WETA; and

**WHEREAS**, staff recommends that the Board approve moving forward with the project feasibility study consistent with WETA and MTC plans; now, therefore, be it

**RESOLVED**, that the Board approves the MOU with the City of Berkeley for ferry terminal planning and feasibility study activities and authorizes the Executive Director to execute the MOU and enter into related funding agreements.

### **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 May 9, 2019.

YEA:

NAY:

ABSTAIN:

ABSENT:

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/s/ Board Secretary

2019-09

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

MEMORANDUM

**TO: Board Members**

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

**SUBJECT: Approve Fiscal Year 2019/20 Operating and Capital Budget**

**Recommendation**

Approve the following associated with the FY 2019/20 Operating and Capital Budget:

1. Adopt the proposed FY 2019/20 Operating and Capital Budget including the annual staff pay schedule; and
2. Authorize the Executive Director to amend Contract #11-011 with Blue & Gold Fleet, Inc. to support the FY 2019/20 work program and provide for the addition of Cadet Engineers and a Facilities Engineer at Central Bay and a new Manager of Maintenance and Engineering position to support the North Bay operation.

**Background**

Chapter 5, Article 4, Section 66540.41 of the San Francisco Bay Area Water Emergency Transportation Authority's (WETA) administrative code requires preparation and implementation of an annual budget to support the agency's operation. This item contains the proposed FY 2019/20 Operating and Capital Budget.

**Discussion**

The proposed combined FY 2019/20 Operating and Capital Budget contains \$111.4 million in spending proposals and is fully funded with the sources outlined below:

FY 2019/20 Proposed Budget			
Expense		Revenue	
Operating Budget Expenditures	\$50,701,900	Federal Funds	\$33,030,930
- Ferry Service	\$47,701,900	Bridge Tolls	\$29,127,938
- Planning and Administration	\$3,000,000	Passenger Fares	\$24,520,000
		State Funds	\$19,200,622
Capital Budget Expenditures	\$60,708,255	Local Funds	\$5,530,665
<b>Total Budget Expense</b>	<b>\$111,410,155</b>	<b>Total Budget Revenue</b>	<b>\$111,410,155</b>

The primary focus of the budgeted work program is to support the planning, management and operation of WETA's planning and administration functions and the operation of WETA's five San Francisco Bay Ferry (SFBF) routes: Alameda/Oakland to San Francisco, Alameda/Oakland to South San Francisco, Harbor Bay to San Francisco, Vallejo to San Francisco and Richmond to San Francisco. The budget also includes significant funds to support the construction and refurbishment of ferry vessels and core facilities needed to support regular and emergency

response ferry service operations. While the proposed budget includes funds to support a number of new planning efforts, it does not include funds to support implementation of any new Regional Measure 3 (RM3) initiatives. In the event that the RM3 lawsuits are dismissed, staff would bring forward a separate proposal and budget for use of these funds. The operating and capital components of the proposed budget are discussed in further detail below.

**FY 2019/20 OPERATING BUDGET**

The proposed FY 2019/20 Operating Budget, as provided in **Attachment A**, totals \$50.7 million and is funded with \$24.5 million fare revenues, \$22.1 million Bridge Tolls, \$3.3 million Contra Costa Measure J, \$728,000 Alameda local funds, and \$3,400 other local funds. It is made up of two primary components including a \$47.7 million Ferry Service Operating budget and a \$3.0 million Planning and Administration budget, consistent with MTC’s funding of WETA’s separate operational and planning/administrative functions. The proposed FY 2019/20 Operating Budget reflects a \$3.8 million (8.6%) increase over the current year budget of \$46.9 million, in support of the new Richmond Ferry Service for a full year, increased staffing and service requirements and general inflationary cost increases. A detailed budget for Ferry Service operation - by route - and for WETA’s Planning and Administration unit is included in **Appendix 1** to this report.

**Ferry Service Operating Budget - \$47.7 million**

Operating Expense

The proposed budget includes \$47.7 million to support operation of WETA’s San Francisco Bay Ferry (SFBF) services in FY 2019/20. SFBF services are operated on WETA’s behalf by Blue & Gold Fleet (BGF), our contract operator. In FY 2019/20, SFBF will utilize up to 16 vessels to carry a projected 3.3 million passengers on five routes as summarized below:

Route	Proposed Budget		Projected Ridership	
	Total	% of Total	Total	% of Total
Alameda/Oakland	\$14,916,400	31.3%	1,473,580	44.8%
Alameda Harbor Bay	\$3,976,300	8.3%	362,840	11.0%
Vallejo	\$20,966,000	44.0%	1,112,240	33.8%
South San Francisco	\$3,392,600	7.1%	157,020	4.8%
Richmond	\$4,450,600	9.3%	185,760	5.6%
<b>Total</b>	<b>\$47,701,900</b>	<b>100.0%</b>	<b>3,291,440</b>	<b>100.0%</b>

The proposed budget supports continuation of the current level of regularly-scheduled services and the addition of the following:

- Special event services to Giants games at Oracle Park and Warriors games/events at Chase Center (to proposed temporary facility at Pier 48) throughout the year.
- A proposed pilot program to operate summer weekend service between Richmond and downtown San Francisco from August through October, which is subject to Measure J funding approval from the Contra Costa Transportation Authority.

Purchased Transportation (contract operations) and Fuel have historically accounted for between 80% and 85% of WETA’s annual ferry service operating expense. The proposed FY 2019/20 Operating Budget includes \$29.8 million (62.5%) to support Purchased Transportation expenses and \$10.0 million (21.1%) for Fuel, representing a combined 83.6% of the proposed ferry service budget.

	FY 2018/19 - Adopted		FY 2019/20 - Proposed		Change
	Budget	% of Total	Budget	% of Total	
Salaries & Benefits	\$1,089,700	2.5%	\$1,307,200	2.7%	\$217,500
Professional Services	\$2,034,300	4.6%	\$2,736,800	5.7%	\$702,500
<b>Purchased Transportation</b>	<b>\$27,758,500</b>	<b>63.2%</b>	<b>\$29,800,900</b>	<b>62.5%</b>	<b>\$2,042,400</b>
<b>Fuel - Diesel</b>	<b>\$9,272,400</b>	<b>21.1%</b>	<b>\$10,047,000</b>	<b>21.1%</b>	<b>\$774,600</b>
Repair & Operating Supplies	\$209,500	0.5%	\$233,800	0.5%	\$24,300
Utilities	\$286,500	0.7%	\$360,100	0.8%	\$73,600
Insurance	\$1,918,000	4.4%	\$1,795,700	3.8%	(\$122,300)
Other Expenses	\$184,600	0.4%	\$320,900	0.7%	\$136,300
Lease, Rental & Docking Fees	\$300,500	0.7%	\$184,400	0.4%	(\$116,100)
Admin Overhead Expense	\$861,200	2.0%	\$915,100	1.9%	\$53,900
<b>Total Budget Expense</b>	<b>\$43,915,200</b>	<b>100.0%</b>	<b>\$47,701,900</b>	<b>100.0%</b>	<b>\$3,786,700</b>

**Purchased Transportation** - Purchased Transportation includes such items as vessel crews, maintenance staff and supplies, ticket office operations, dispatch, operations management and support services and contractor profit, as provided by WETA's ferry service contract operator, Blue & Gold Fleet (BGF).

Purchased Transportation expense is budgeted to increase \$2.0 million (7.4%), from \$27.8 million to \$29.8 million, in FY 2019/20. This increase is the result of six primary changes including:

- 1) A budget increase to support the Richmond Ferry Service for the full year and the addition of the proposed Summer weekend pilot service (August through October);
- 2) Pre-negotiated wage increases for Blue & Gold union workers between 2.2% and 3%;
- 3) The addition of one full time vessel crew to support game day and special event services to Oracle Park and Pier 48/Chase Center Arena;
- 4) The addition of one facilities engineer to support facility maintenance and repairs at the Central Bay Facility as well as WETA's six central bay terminals in San Francisco and the East Bay;
- 5) The addition of four half-time cadet engineers from Cal Maritime to support maintenance activities at the Central Bay Facility. This new initiative will help boost the workforce at the Central Bay while also providing a valuable hands-on training and career exploration opportunity for Cal Maritime students; and
- 6) The addition of a new BGF position, Manager of Maintenance and Engineering, to supervise vessel maintenance and ensure compliance with regulatory requirements at WETA's North Bay (Vallejo) maintenance facility, consistent with the Central Bay management structure.

**Fuel** – Fuel expense is budgeted at \$3.00 per gallon for FY 2019/20, consistent with the price used in the FY 2018/19 budget. Per gallon fuel prices have fluctuated over the past several years, ranging from as low as \$1.35 to \$3.50. The average price per gallon for fuel in FY 2017/18 was \$2.32 and the average price for the first nine months of the current fiscal year, through March 2019, is \$2.54. Due to the uncertainty and potential volatility of fuel prices, an average price per gallon of \$3.00 has been used in computing the proposed fuel budget in the FY 2019/20 Operating Budget. Total fuel usage in FY 2019/20 for the five routes is expected to be approximately 3.3 million gallons, an increase of 260,000 gallons or

a 4.2% increase, at a total cost of \$10.0 million. This increase is due to the full year of the new Richmond service, expanded special event services to Pier 48 and the operation of our new, slightly larger vessels.

### Operating Revenue

Fare revenue is projected to make up 52% of the Ferry Service operating budget. Fares are budgeted to increase \$1.5 million in FY 2019/20 due to the projected 5.1% ridership growth and the 3% fare increase scheduled for July 1, consistent with the Board approved 5-year Fare Program. Regional Bridge Tolls, Contra Costa Measure J and Alameda Property Tax/Assessment funds will make up the balance of the required operating revenue to support service operation in FY 2019/20.

### **Planning and Administration Operating Budget - \$3 million**

#### Operating Expense

The proposed budget includes \$3.0 million to support agency general planning and administrative expenses for staff wages and benefits, professional support services such as planning consultants, legal and lobbying services, and other general items associated with WETA's planning and administration activities housed at Pier 9. This budget supports a staffing level of 17 full time positions as identified in the Organizational Chart provided in **Appendix 2**. This includes one additional Transportation Planner position to support the increased planning activities required to support WETA's diverse and growing work program. The proposed budget provides for a 3.5% cost of living increase for WETA staff positions based upon the most recent one-year (February 2018 to February 2019) change in the Consumer Price Index for the San Francisco Bay Area, consistent with prior years. This change is reflected in the WETA Pay Schedule for FY 2019/20 included in **Appendix 2**.

Agency planning, administration and development efforts in FY 2019/20 will focus on the following activities as proposed in the FY 2019/20 work program:

- **System Planning and Service Development** – Planning activities will focus on general service and system development, monitoring and input on new developments such as the Oakland Athletics Howard Terminal Stadium Proposal, support of the development of regional and local plans such as MTC's Plan Bay Area 2050, and specialized work and studies including the development of a Short Range Transportation Plan, Five Year Fare Program, Hovercraft Feasibility Study, and work to further develop a Small Vessel implementation strategy.
- **Terminal Development** – Staff will investigate and develop a program to rehabilitate the Main Street terminal, develop weather protection concepts for terminals, improve signage and wayfinding at East Bay terminals and consider modifications to the Vallejo terminal to decrease the dredging requirement. Staff will continue to monitor and support project study and development activities associated with new ferry terminals and services such as the construction of Seaplane Lagoon terminal and the development of new services, development of a temporary terminal at Pier 48, the construction of new terminals at Treasure Island and Mission Bay and the development of related services, and planning and study work for potential new terminals in Berkeley and Redwood City.
- **Fleet Development** – In addition to supporting WETA's ongoing fleet construction and rehabilitation program, staff will continue efforts to identify options and opportunities to implement new vessel emission technology for existing and future vessels. Staff will

work to develop an approach for introducing hybrid-electric or all electric vessels into WETA's fleet utilizing the newest battery technology.

- **Emergency Response Program/Training** – Staff will continue to participate in local, regional and state exercises, meetings and discussions. Staff will continue internal training exercises and will work with Bay Area partners to support activities to exercise the San Francisco Bay Area Port Recovery Plan.
- **Public Relations and Communications** – Staff will develop public events for major project delivery milestones such as the acceptance of new vessels, the new Seaplane Lagoon terminal/service, Mission Bay Terminal construction groundbreaking and the opening of the Downtown San Francisco Terminal Expansion project. Staff will further develop and improve public information customer relations materials and communication systems.
- **Marketing WETA Services** – Staff will continue to market services with a focus on the new Richmond service and the South San Francisco service, which has peak period capacity.
- **Organizational Review** – Staff will work closely with the Board of Directors to develop plans for organizational development and growth to meet the agency's current and future work demands and regional responsibilities associated with RM3.

#### Operating Revenue

WETA's Planning and Administration budget is funded with \$3 million Regional Measure 2 funds established for and allocated annually by MTC for this specific purpose.

#### **FY 2019/20 CAPITAL BUDGET**

The proposed FY 2019/20 Capital Budget, as provided in **Attachment B**, includes 14 new and continuing projects necessary to maintain existing services and facilities and to further develop WETA's near-term expansion services. These projects total \$199.2 million with budgeted FY 2019/20 expenditures in the amount of \$60.7 million.

Major capital project activity and expense in FY 2019/20 will include the following:

- **San Francisco Berthing Expansion** – As of January 2019, the new Gates F and G are complete and in service. The gangway and passenger loading float for Gate E have been removed and transported to a local shipyard for rehabilitation. The remaining on-site construction work is now focused on the new plaza that will function as a passenger waiting and queuing area located at the north side of the Agriculture Building. The project is scheduled to be fully completed by January 2020.
- **Vessel Purchase, Replacement and Rehabilitation** – The FY 2019/20 Capital program includes a number of new and ongoing vessel rehabilitation, purchase and replacement projects necessary to maintain WETA's fleet of existing vessels in a "state of good repair" and support our ability to deliver uninterrupted safe, reliable and efficient ferry transportation services. These projects include:
  - Continued construction of 2 new 445-Pax expansion vessels;
  - Continued construction of 1 new commuter class vessel;
  - Construction of 1 replacement vessel for the end-of-life MV *Bay Breeze*;
  - Rehabilitation of major system components including engine overhaul work on the vessels *Intintoli*, *Mare Island*, *Taurus*, *Argo*, *Carina*, *Gemini* and *Pyxis*;
  - Quarter-Life Refurbishment of the MV *Peralta*;
  - Service Life Extension of the MV *Solano*.

**Capital Revenue**

The proposed FY 2019/20 Capital Budget is funded with a variety of ferry transportation grant revenues made available to WETA for specific projects contained in the budget. FY 2019/20 capital expenditures will be funded with \$33.0 million Federal, \$19.2 million State, \$7.0 million Bridge Toll and \$1.5 million Local grant revenue sources.

**Fiscal Impact**

The proposed FY 2019/20 Operating and Capital Budget is \$111.3 million, including \$50.6 million in Operating and \$60.7 million in Capital. The proposed budget is fully funded through fare revenues and various federal, state and local grant funds available to support WETA's ferry services and capital projects.

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

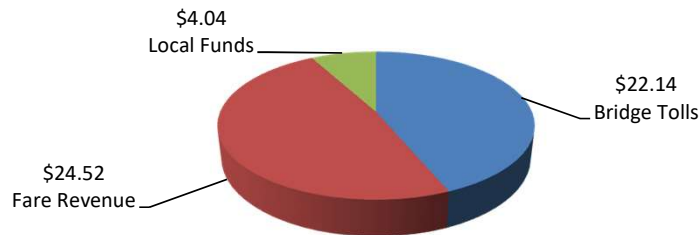


# Attachment A

## San Francisco Bay Area Water Emergency Transportation Authority FY 2019/20 Operating Budget - Proposed *(figures in millions)*

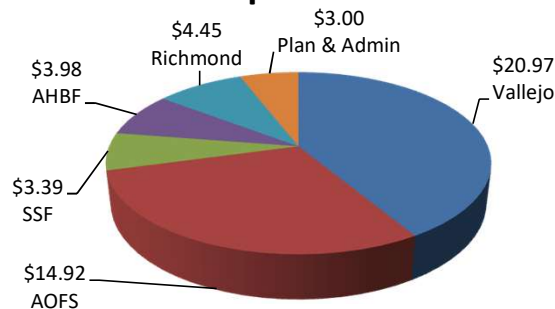
	Proposed FY 2019/20	Percentage (%) of Total
<b>Revenues</b>		
<b>Fare Revenue:</b>	<b>\$24.52</b>	<b>48%</b>
- Vallejo Ferry Service (Vallejo)	11.88	
- Alameda/Oakland Ferry Service (AOFS)	8.52	
- Alameda Harbor Bay Ferry Service (AHBF)	1.80	
- South San Francisco Ferry Service (SSF)	1.19	
- Richmond Ferry Service (Richmond)	1.14	
<b>Bridge Tolls</b>	<b>22.14</b>	<b>44%</b>
<b>Local Subsidies/Assessments and Other Revenue</b>	<b>4.04</b>	<b>8%</b>
<b>Total Revenues</b>	<b>\$50.70</b>	<b>100%</b>

### Revenues



	Proposed FY 2019/20	Percentage (%) of Total
<b>Expenses</b>		
<b>Ferry Service</b>	<b>\$47.70</b>	<b>94%</b>
- Vallejo Ferry Service (Vallejo)	20.97	
- Alameda/Oakland Ferry Service (AOFS)	14.92	
- Richmond Ferry Service (Richmond)	4.45	
- Alameda Harbor Bay Ferry Service (AHBF)	3.98	
- South San Francisco Ferry Service (SSF)	3.39	
<b>Planning and Administrations</b>	<b>3.00</b>	<b>6%</b>
<b>Total Expenses</b>	<b>\$50.70</b>	<b>100%</b>

### Expenses



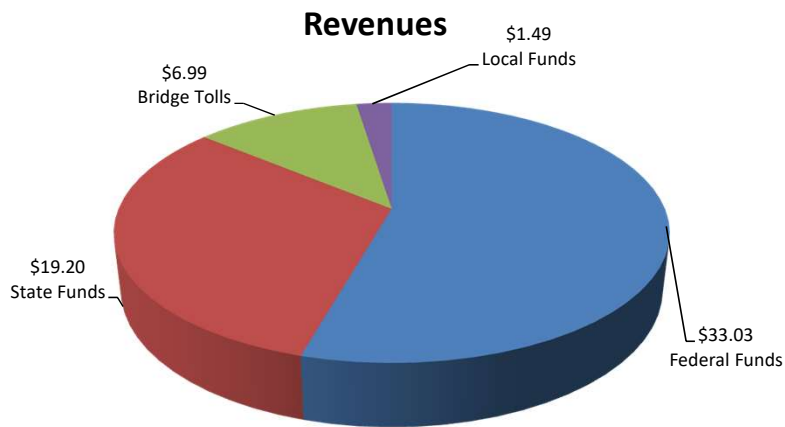
**San Francisco Bay Area Water Emergency  
Transportation Authority  
FY 2019/20 Operating Budget - Proposed  
Summary**

<b>FY 2019/20 Operating Budget - Proposed</b>			
	<b>Planning &amp; Administrations</b>	<b>Ferry Services</b>	<b>Total</b>
<b>Revenues</b>			
Fare Revenue	-	24,520,000	24,520,000
Local - Bridge Toll Revenue	3,000,000	19,142,300	22,142,300
- <i>Regional Measure 1 - 5%</i>	-	2,642,300	2,642,300
- <i>Regional Measure 2</i>	3,000,000	16,500,000	19,500,000
Local Subsidies and Assessments		4,036,200	4,036,200
Other Revenue	-	3,400	3,400
<b>Total Revenues</b>	<b>3,000,000</b>	<b>47,701,900</b>	<b>50,701,900</b>
<b>Expenses</b>			
Salaries, Wages & Fringe Benefits	1,508,900	1,307,200	2,816,100
Professional / Contract Services	1,768,900	2,736,800	4,505,700
Purchased Transportation	-	29,800,900	29,800,900
- <i>Vessel Expense - Crew</i>	-	15,332,900	15,332,900
- <i>Vessel Expense - Maintenance</i>	-	9,010,600	9,010,600
- <i>Non-Vessel Expense</i>	-	2,879,900	2,879,900
- <i>Fixed Fees and Profit</i>	-	2,577,500	2,577,500
Fuel - Diesel	-	10,047,000	10,047,000
- <i># of gallons</i>		3,348,960	3,348,960
- <i>Per gallon cost</i>		\$3.00	\$3.00
Repair, Operating & Promotional Supplies	62,400	233,800	296,200
Utilities	51,500	360,100	411,600
Insurance	28,600	1,795,700	1,824,300
Dues, Subscriptions, Media & Other Expenses	109,600	320,900	430,500
Leases, Rentals and Docking Fees	385,200	184,400	569,600
Admin Overhead Expense Transfer	(915,100)	915,100	-
<b>Total Expenses</b>	<b>3,000,000</b>	<b>47,701,900</b>	<b>50,701,900</b>
<b># of Passengers</b>	<b>-</b>	<b>3,291,440</b>	
<i>Average Fare</i>		\$7.45	
<i>Farebox Recovery - Combined</i>		51%	

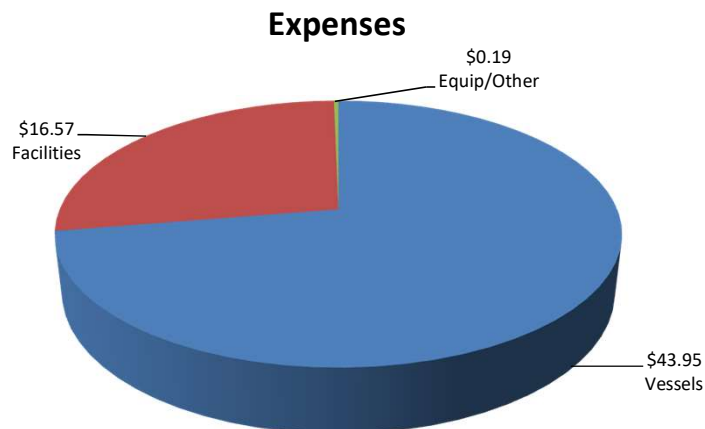
# Attachment B

## San Francisco Bay Area Water Emergency Transportation Authority FY 2019/20 Capital Budget - Proposed *(figures in millions)*

	Total FY 2019/20	Percentage (%) of Total
<b>Revenues</b>		
Federal Funds	\$33.03	54%
State Funds	19.20	32%
Bridge Tolls	6.99	12%
Local Funds	1.49	2%
<b>Total Revenues</b>	<b>\$60.71</b>	<b>100.0%</b>



	Total FY 2019/20	Percentage (%) of Total
<b>Expenses</b>		
Ferry Vessels	\$43.95	73%
Facilities	16.57	27%
Capital Equipment/Other	0.19	0%
<b>Total Expenses</b>	<b>\$60.71</b>	<b>100.0%</b>



**San Francisco Bay Area Water Emergency  
Transportation Authority  
FY 2019/20 Capital Budget - Proposed**

	Total Project	Prior Year	FY 2019/20 Budget	Future Years
<b>CAPITAL REVENUES:</b>				
Federal Funds	\$55,246,689	\$10,295,759	\$33,030,930	\$11,920,000
State Funds	97,850,546	77,562,096	19,200,622	1,087,828
Bridge Toll Revenues	42,364,068	34,798,430	6,985,638	580,000
Local Funds	3,690,897	887,660	1,491,065	1,312,172
<b>Total Capital Revenues</b>	<b>\$199,152,200</b>	<b>\$123,543,945</b>	<b>\$60,708,255</b>	<b>\$14,900,000</b>
<b>CAPITAL EXPENDITURES:</b>				
<b>FACILITIES:</b>	<b>\$98,351,500</b>	<b>\$81,780,727</b>	<b>\$16,570,773</b>	<b>\$0</b>
<b>Terminal Construction</b>				
Downtown Ferry Terminal Expansion - South Basin	97,965,000	81,780,727	16,184,273	-
<b>Terminal Improvement</b>				
Install Mooring Piles - Harbor Bay Ferry Terminal *	251,500	-	251,500	-
Terminal Signage and Wayfinding - East Bay Terminals *	135,000	-	135,000	-
<b>FERRY VESSELS:</b>	<b>100,615,700</b>	<b>41,763,218</b>	<b>43,952,482</b>	<b>14,900,000</b>
<b>Vessel Construction</b>				
445-Pax Expansion (Waterjet) Vessels - 2 each	46,745,000	30,517,443	16,227,557	-
New Commuter Class Vessel	15,300,000	9,501,075	5,798,925	-
Replacement Vessel for M/V Bay Breeze*	18,000,000	-	6,000,000	12,000,000
<b>Vessel Quarter-Life/Mid-Life Refurbishment</b>				
Vessel Engine Overhaul - M/V Intintoli and M/V Mare Island	3,000,000	1,005,500	1,994,500	-
Vessel Quarter-Life Refurbishment - M/V Scorpio **	3,005,350	38,300	2,967,050	-
Vessel Engine Overhaul - M/V Taurus	800,000	600,900	199,100	-
Vessel Service Life Extension - M/V Solano	13,000,000	100,000	10,000,000	2,900,000
Vessel Engine Overhaul - M/V Argo and M/V Carina *	240,000	-	240,000	-
Vessel Engine Overhaul - M/V Gemini *	355,350	-	355,350	-
Vessel Engine Overhaul - M/V Pyxis *	170,000	-	170,000	-
<b>CAPITAL EQUIPMENT/OTHER:</b>	<b>\$185,000</b>	<b>\$0</b>	<b>\$185,000</b>	<b>\$0</b>
Purchase Service Vehicles **	185,000	-	185,000	-
<b>Total Capital Expenditures</b>	<b>\$199,152,200</b>	<b>\$123,543,945</b>	<b>\$60,708,255</b>	<b>\$14,900,000</b>

\* Denotes new project

\*\* Denotes revised project scope and budget

# FY 2019/20 Capital Project Detail

## **FACILITIES:**

### **Terminal Construction**

#### Downtown Ferry Terminal Expansion – South Basin

This project expands berthing capacity at the Downtown San Francisco Ferry Terminal to ensure that adequate facilities are available in downtown San Francisco to accommodate current and future planned ferry services and support emergency response. The project includes the construction of two new ferry berths, Gates F and G, south of the Ferry Building, refurbishment and modification of the existing southern terminal Gate E, installation of amenities such as weather-protected areas for queuing, improvements to pedestrian circulation and covering of current “lagoon” area. Site work began in February 2017 and the project is scheduled to be completed in January 2020.

### **Terminal Improvement**

#### Install Mooring Piles – Harbor Bay Ferry Terminal

This project will install two additional mooring piles with roller guard fenderings at the west end of the passenger boarding float to prevent damage to the vessels and float. The additional piles and fenderings will also allow for fleet compatibility and improve docking times in rough weather.

#### Terminal Signage and Wayfinding – East Bay Terminals

This project will design, fabricate and install new signs and rider information displays at the East Bay ferry terminals. This project will provide improved access to information concerning WETA services, terminals, fares, intermodal transit connections, schedules and nearby points of interest.

## **FERRY VESSELS:**

### **Vessel Construction**

#### 445-Pax Expansion (Waterjet) Vessels – 2

This project designs and constructs two new 445 passenger-only vessels to add to WETA’s North Bay fleet. In September 2016, WETA Board of Directors approved the contract award to Dakota Creek Industries for vessel construction. The hull and superstructure of the first vessel, *M/V Vela*, are complete. Work on the engine and jet room of the second vessel, *M/V Lyra*, is underway. The *M/V Vela* is expected to be completed and ready for transit to the San Francisco Bay Area by Summer 2019 follow by *M/V Lyra* in late 2019.

#### New Commuter Class Vessel

A contract to design and construct a mid-sized high-speed passenger vessel, with potential options, was awarded to Mavrik Marine, Inc. in March 2018. The new 250 passenger high speed, shallow draft vessel will establish a new class of WETA vessel with the versatility to support WETA’s diverse system of services. Nearly all Mavrik resources have been assigned to the project in order to expedite construction. The current construction schedule anticipates vessel completion by March 2020.

#### Replacement Vessel for *M/V Bay Breeze*

This project will design and construct a replacement vessel for the *M/V Bay Breeze* currently utilized in the Central Bay services. This 250 passenger vessel has reached the end of its useful life.

## **Vessel Rehabilitation and Refurbishment**

### Vessel Engines Overhaul – *M/V Intintoli* and *M/V Mare Island*

The project supports the complete overhaul of the main propulsion engines on the *M/V Intintoli* and *M/V Mare Island* in accordance with original equipment manufacturer (OEM) preventative maintenance requirements. This engine work is necessary to ensure that the engines are operating safely, reliably, and efficiently over their economic useful life.

### Vessel Quarter-Life Refurbishment – *M/V Scorpio*

This project provides for a general refurbishment of the *M/V Scorpio*. The scope of work necessary to achieve full useful life of the asset includes: major dry-dock, passenger cabin and seating rehabilitation, and running gear and HVAC overhaul. This project has been revised to include the renewal of the Selective Catalyst Reduction (SCR) System and major engine overhaul work.

### Vessel Engine Overhaul – *M/V Taurus*

The project supports the complete overhaul of the *M/V Taurus*'s main engines in accordance with original equipment manufacturer (OEM) preventative maintenance requirements. The required work includes the removal of the engines from the vessel and the replacement of internal sub-components. This engine work is necessary to ensure engines operate reliably over their economic useful life.

### Vessel Service Life Extension – *M/V Solano*

This project supports the complete refurbishment and repowering of the *M/V Solano*. The *M/V Solano* was constructed and entered service in July 2004. Its main propulsion engines are due for mandatory retirement in late 2019 as required by the Harborcraft Regulations of the California Air Resources Board. All other equipment and machinery on the vessel is nearing the end of its useful life. After project completion, the *M/V Solano* will be fully compliant with EPA and CARB marine diesel engine exhaust emissions regulations. With the completion of this work, the overall reliability and efficiency of the vessel will be greatly improved, to a level that is comparable to a newly constructed ferry vessel.

### Vessel Engine Overhaul – *M/V Argo*, *M/V Carina*, *M/V Gemini*, and *M/V Pyxis*

These projects will support the complete overhaul of the vessels' main propulsion engines in accordance with the original equipment manufacturer (OEM) preventative maintenance requirements. The completion of the projects will ensure that the engines operate safety, reliably, and efficiently over their economic useful life.

## **CAPITAL EQUIPMENT/OTHER:**

### Purchase Service Vehicles

This project was included in the FY 2018/19 Capital Budget to purchase service vehicles to serve both the North Bay and Central Bay operations and maintenance facilities. The project has been revised to include only vehicles that will be purchased in FY 2019/20, including 1) stake truck and 2) staff van for facility and terminal inspections. The purchase of these vehicles will support the maintenance and operational work at these facilities.

# Appendix 1

## San Francisco Bay Area Water Emergency Transportation Authority FY 2019/20 Ferry Service Operating Budget - Proposed Summary

FY 2019/20 Operating Budget - Proposed						
	Alameda/ Oakland	Alameda Harbor Bay	Vallejo	South San Francisco	Richmond	Total
<b>Revenues</b>						
Fare Revenue	\$8,517,300	\$1,796,100	\$11,878,700	\$1,185,500	\$1,142,400	\$24,520,000
Bridge Toll Revenue	6,399,100	1,448,800	9,087,300	2,207,100	-	19,142,300
- Regional Measure 1 - 5%	1,083,300	-	1,559,000	-	-	2,642,300
- Regional Measure 2	5,315,800	1,448,800	7,528,300	2,207,100	-	16,500,000
Local - Contra Costa Measure J	-	-	-	-	3,308,200	3,308,200
Local - Alameda Property Tax and Assessments	-	728,000	-	-	-	728,000
Other Revenue - Landing Fee	-	3,400	-	-	-	3,400
<b>Total Revenues</b>	<b>\$14,916,400</b>	<b>\$3,976,300</b>	<b>\$20,966,000</b>	<b>\$3,392,600</b>	<b>\$4,450,600</b>	<b>\$47,701,900</b>
<b>Expenses</b>						
Salaries, Wages & Fringe Benefits	\$585,200	\$144,100	\$441,700	\$62,400	\$73,800	\$1,307,200
Professional / Contract Services	1,114,700	340,300	995,900	162,300	123,600	2,736,800
Purchased Transportation	9,588,500	2,529,900	11,867,800	2,405,900	3,408,800	29,800,900
- Vessel Expense - Crew	5,087,100	1,390,600	5,489,000	1,342,400	2,023,800	15,332,900
- Vessel Expense - Maintenance	2,631,400	751,200	4,070,600	726,900	830,500	9,010,600
- Non-Vessel Expense	1,107,900	180,000	1,289,100	84,700	218,200	2,879,900
- Fixed Fees and Profit	762,100	208,100	1,019,100	251,900	336,300	2,577,500
Fuel - Diesel	2,158,200	556,500	6,332,600	447,300	552,400	10,047,000
- # of gallons	719,390	185,500	2,110,850	149,100	184,120	3,348,960
- Per gallon cost	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00
Repair, Operating & Promo Supplies	95,300	41,600	38,100	42,900	15,900	233,800
Utilities	112,900	36,300	145,600	26,900	38,400	360,100
Insurance	645,800	183,900	634,800	174,500	156,700	1,795,700
Advertising Media & Other Expenses	151,700	32,900	97,400	18,200	20,700	320,900
Leases, Rentals and Docking Fees	54,500	9,900	102,900	8,500	8,600	184,400
Admin Overhead Expense Transfer	409,600	100,900	309,200	43,700	51,700	915,100
<b>Total Expenses</b>	<b>\$14,916,400</b>	<b>\$3,976,300</b>	<b>\$20,966,000</b>	<b>\$3,392,600</b>	<b>\$4,450,600</b>	<b>\$47,701,900</b>
<b># of Passengers</b>	<b>1,473,580</b>	<b>362,840</b>	<b>1,112,240</b>	<b>157,020</b>	<b>185,760</b>	<b>3,291,440</b>
Average Fare	\$5.78	\$4.95	\$10.68	\$7.55	\$6.15	\$7.45
Farebox Recovery	57%	45%	57%	35%	26%	51%

### Assumptions:

- ▶ The total proposed FY2019/20 Ferry Service Operating Budget of \$47.7 million reflects a total increase of \$3.8 million or 8.6% over FY2018/19 Budget.
- ▶ The proposed budget supports current level of service for Alameda Harbor Bay, Vallejo and South San Francisco. It also includes Pier 48 service for Alameda/Oakland and weekend service from August to October 2019 for Richmond.
- ▶ The projected increase of \$2.0 million for Purchased Transportation includes Vessel Expense - Crew billing rate increase of 2.2% to 2.5%. Vessel Expense - Maintenance is also projected to increase due to the addition of 4 part-time cadet engineers, and 1 full-time facility engineer at the new Ron Cowan Central Bay Operations and Maintenance Facility. A 3% billing rate increase for Engineers is also anticipated.
- ▶ System-wide average cost per gallon of Fuel for the first 9 months of FY2018/19, through March 2019, was \$2.54. Due to the volatility and uncertainty of fuel prices, Fuel is budgeted at \$3.00 per gallon for FY2019/20. The total fuel usage in FY2019/20 for the five routes is expected to be approximately 3.3 million gallons, an increase of 260,000 gallons or 4.2% over FY2018/19 Budget.

**San Francisco Bay Area Water Emergency  
Transportation Authority  
FY 2019/20 Operating Budget - Proposed  
Alameda Oakland Ferry Service (AOFS)**

	FY 2017/18	FY 2018/19	FY 2018/19	FY 2019/20
	Actual	Budget	Projected Actual	Proposed Budget
<b>Revenues</b>				
Fare Revenue	\$7,082,600	\$8,061,200	\$7,665,100	\$8,517,300
Bridge Toll Revenue	4,429,800	6,210,800	4,910,800	6,399,100
- Regional Measure 1 - 5%	-	709,000	-	1,083,300
- Regional Measure 2	4,429,800	5,501,800	4,910,800	5,315,800
Other Revenue - Landing Fees	12,600	-	6,800	-
<b>Total Revenues</b>	<b>\$11,525,000</b>	<b>\$14,272,000</b>	<b>\$12,582,700</b>	<b>\$14,916,400</b>
<b>Expenses</b>				
Salaries, Wages & Fringe Benefits	\$413,300	\$485,400	\$494,900	\$585,200
Professional / Contract Services	356,600	813,900	497,600	1,114,700
Purchased Transportation	8,211,200	9,335,400	8,507,900	9,588,500
- Vessel Expense - Crew	4,413,800	4,626,500	4,580,800	5,087,100
- Vessel Expense - Maintenance	2,425,600	2,815,300	2,180,900	2,631,400
- Non-Vessel Expense	841,700	983,500	977,100	1,107,900
- Fixed Fees and Profit	530,100	910,100	769,100	762,100
Fuel - Diesel	1,528,300	2,013,900	1,824,900	2,158,200
- # of gallons	642,143	671,300	689,330	719,390
- Per gallon cost	\$2.38	\$3.00	\$2.65	\$3.00
Repair, Operating & Promo Supplies	216,400	97,300	139,100	95,300
Utilities	18,700	108,800	90,200	112,900
Insurance	332,000	848,100	574,200	645,800
Advertising Media & Other Expenses	39,200	77,200	32,600	151,700
Leases, Rentals and Docking Fees	70,100	108,500	83,300	54,500
Admin Overhead Expense Transfer	339,200	383,500	338,000	409,600
<b>Total Expenses</b>	<b>\$11,525,000</b>	<b>\$14,272,000</b>	<b>\$12,582,700</b>	<b>\$14,916,400</b>
<b>Percent Change (from prior year's Budget)</b>				<b>4.52%</b>
<b># of Passengers</b>	<b>1,311,041</b>	<b>1,439,500</b>	<b>1,366,961</b>	<b>1,473,580</b>
Average Fare	\$5.40	\$5.60	\$5.61	\$5.78
Farebox Recovery	61%	56%	61%	57%

**Assumptions & Budget Changes:**

- ▶ The proposed FY2019/20 Budget assumes ridership growth of 7.8% and average fare increase of 3%, consistent with the Board approved 5-year Fare Program.
- ▶ The increase in Professional/Contract Services is due to the following new expenses: \$75,000 to explore new propulsion technology, \$50,000 for weather protection options, and \$150,000 for engineering support for Main Street float and gangway rehabilitation and \$37,000 for security services at the SF Ferry Terminal.
- ▶ Vessel Expense - Crew includes an extra crew to support special event services to Oracle Park and Pier 48 at a projected cost of \$400,000. It also includes a 2.2% billing rate increase.
- ▶ Vessel Expense - Maintenance includes Alameda/Oakland's share of 12 full-time engineers and 4 half-time cadet engineers at the Central Bay operations and maintenance facility. It also includes a 3% billing rate increase.
- ▶ Increase in Non-Vessel Expense is mainly attributed to the addition of 1 engineer to support maintenance of the Central Bay operations and maintenance facility, East Bay terminals and Gates E, F and G at the SF Ferry Terminal.
- ▶ Assumes \$3.00 per gallon Fuel cost.
- ▶ Decrease in Leases, Rentals and Docking Fees is due to the termination of landing fee payments to the Port of San Francisco.



**San Francisco Bay Area Water Emergency  
Transportation Authority  
FY 2019/20 Operating Budget - Proposed  
Alameda Harbor Bay Ferry Service (AHBF)**

	FY 2017/18	FY 2018/19	FY 2018/19	FY 2019/20
	Actual	Budget	Projected Actual	Proposed Budget
<b>Revenues</b>				
Fare Revenue	\$1,480,700	\$1,676,900	\$1,651,800	\$1,796,100
Bridge Toll Revenue	1,458,100	1,335,800	1,949,600	1,448,800
- Regional Measure 2	1,458,100	1,335,800	1,949,600	1,448,800
Local - Alameda Property Tax and Assessments	-	728,000	-	728,000
Other Revenue - Landing Fees	-	-	7,100	3,400
<b>Total Revenues</b>	<b>\$2,938,800</b>	<b>\$3,740,700</b>	<b>\$3,608,500</b>	<b>\$3,976,300</b>
<b>Expenses</b>				
Salaries, Wages & Fringe Benefits	\$120,800	\$127,500	\$137,600	\$144,100
Professional / Contract Services	145,400	342,900	195,600	340,300
Purchased Transportation	1,975,200	2,280,000	2,447,500	2,529,900
- Vessel Expense - Crew	1,092,300	1,266,700	1,336,400	1,390,600
- Vessel Expense - Maintenance	606,000	636,700	726,100	751,200
- Non-Vessel Expense	119,300	129,100	176,300	180,000
- Fixed Fees and Profit	157,600	247,500	208,700	208,100
Fuel - Diesel	432,100	607,500	491,200	556,500
- # of gallons	181,555	202,503	185,458	185,500
- Per gallon cost	\$2.38	\$3.00	\$2.65	\$3.00
Repair, Operating & Promo Supplies	41,000	20,300	63,400	41,600
Utilities	9,400	30,600	26,000	36,300
Insurance	83,700	170,300	123,400	183,900
Advertising Media & Other Expenses	200	18,600	2,000	32,900
Leases, Rentals and Docking Fees	31,900	42,200	27,600	9,900
Admin Overhead Expense Transfer	99,100	100,800	94,200	100,900
<b>Total Expenses</b>	<b>\$2,938,800</b>	<b>\$3,740,700</b>	<b>\$3,608,500</b>	<b>\$3,976,300</b>
<b>Percent Change (from prior year's Budget)</b>				<b>6.30%</b>
<b># of Passengers</b>	<b>332,283</b>	<b>360,640</b>	<b>345,565</b>	<b>362,840</b>
Average Fare	\$4.46	\$4.65	\$4.78	\$4.95
Farebox Recovery	50%	45%	46%	45%

**Assumptions & Budget Changes:**

- ▶ Assumes ridership growth of 5.0% and average fare increase of 3%, consistent with the Board approved 5-year Fare Program.
- ▶ Professional/Contract Services is anticipated to increase when compared to FY2018/19's projected actual. The increase includes \$50,000 Advertising expenses, \$50,000 to explore weather protection options, \$19,000 security services at the SF Ferry Terminal, and \$25,000 for IT services related to Clipper equipment.
- ▶ Vessel Expense - Crew includes additional 500 crew hours for the Harbor Bay to/from South San Francisco trips. It also includes a 2.2% billing rate per the operations and maintenance contract with Blue and Gold Fleet.
- ▶ Vessel Expense - Maintenance is consistent with FY2018/19 budget plus billing rate increase.
- ▶ Fuel usage is projected to increase slightly, 5%, for the Harbor Bay to/from South San Francisco trips. Cost per gallon is budgeted at \$3.00 per gallon.
- ▶ Increases in Utilities expense and Insurance expense are due to cost related to the new gates at the SF Ferry Terminal.
- ▶ Leases, Rentals and Docking Fees includes Harbor Bay's share of the rent for the Central Bay operations and maintenance facility.

**San Francisco Bay Area Water Emergency  
Transportation Authority  
FY 2019/20 Operating Budget - Proposed  
Vallejo Ferry Service (Vallejo)**

	FY 2017/18	FY 2018/19	FY 2018/19	FY 2019/20
	Actual	Budget	Projected Actual	Proposed Budget
<b>Revenues</b>				
Fare Revenue	\$10,776,200	\$11,650,300	\$10,993,400	\$11,878,700
Bridge Toll Revenue	6,614,700	8,333,700	6,851,800	9,087,300
- Regional Measure 1 - 5%	-	939,300	-	1,559,000
- Regional Measure 2	6,614,700	7,394,400	6,851,800	7,528,300
Other Revenue	2,400	-	-	-
<b>Total Revenues</b>	<b>\$17,393,300</b>	<b>\$19,984,000</b>	<b>\$17,845,200</b>	<b>\$20,966,000</b>
<b>Expenses</b>				
Salaries, Wages & Fringe Benefits	\$355,200	\$398,000	\$413,500	\$441,700
Professional / Contract Services	576,700	644,800	438,100	995,900
Purchased Transportation	11,018,000	11,936,100	10,835,400	11,867,800
- Vessel Expense - Crew	5,000,000	5,166,200	5,410,900	5,489,000
- Vessel Expense - Maintenance	4,241,800	4,656,300	3,487,800	4,070,600
- Non-Vessel Expense	1,176,300	1,482,100	1,101,300	1,289,100
- Fixed Fees and Profit	599,900	631,500	835,400	1,019,100
Fuel - Diesel	4,374,600	5,748,000	5,099,200	6,332,600
- # of gallons	1,902,000	1,916,000	1,938,330	2,110,850
- Per gallon cost	\$2.30	\$3.00	\$2.63	\$3.00
Repair, Operating and Promo Supplies	87,900	71,600	55,400	38,100
Utilities	100,000	86,000	132,600	145,600
Insurance	430,100	585,900	426,900	634,800
Advertising Media & Other Expenses	50,400	76,400	37,000	97,400
Leases, Rentals and Docking Fees	109,100	122,700	124,600	102,900
Admin Overhead Expense Transfer	291,300	314,500	282,500	309,200
<b>Total Expenses</b>	<b>\$17,393,300</b>	<b>\$19,984,000</b>	<b>\$17,845,200</b>	<b>\$20,966,000</b>
<b>Percent Change (from prior year's Budget)</b>				<b>4.91%</b>
<b># of Passengers</b>	<b>1,056,341</b>	<b>1,109,550</b>	<b>1,060,283</b>	<b>1,112,240</b>
Average Fare	\$10.20	\$10.50	\$10.37	\$10.68
Farebox Recovery	62%	58%	62%	57%

**Assumptions & Budget Changes:**

- ▶ Assumes ridership growth of 4.9% and average fare increase of 3%, consistent with the Board approved 5-year Fare Program.
- ▶ Professional/Contract Services is projected to increase \$350,000 over FY2018/19's budget. This increase includes an additional \$75,000 for Marketing and Public Relations expenses, \$150,000 for technical services related to the possible float relocation, \$50,000 to explore options for weather protection at the terminal and \$75,000 to explore new propulsion technology.
- ▶ Total FY2019/20 crew hours, under Vessel Expense - Crew, is expected to be consistent with FY2018/19's projected actual. The proposed budget includes a 2.1% billing rate increase.
- ▶ The proposed Vessel Expense - Maintenance budget is based on FY2018/19's projected actual plus an additional 1,920 engineer hours assuming full staffing, billing rate increase of 3%, \$285,000 for Urea, and an additional \$200,000 for other vessel maintenance costs/contingency.
- ▶ Increase in Purchased Transportation - Fixed Fees and Profit is due to the addition of a Manager of Maintenance and Engineering at a cost of \$150,000.
- ▶ Increases in Utilities and Insurance are related Vallejo's share of costs related to the new and refurbished gates at the SF Ferry Terminal.

**San Francisco Bay Area Water Emergency  
Transportation Authority  
FY 2019/20 Operating Budget - Proposed  
South San Francisco Ferry Service (SSF)**

	FY 2017/18	FY 2018/19	FY 2018/19	FY 2019/20
	Actual	Budget	Projected Actual	Proposed Budget
<b>Revenues</b>				
Fare Revenue	\$1,063,600	\$1,251,200	\$1,052,400	\$1,185,500
Bridge Toll Revenue	2,117,900	2,268,000	2,224,900	2,207,100
- Regional Measure 1 - 5%	-	-	-	-
- Regional Measure 2	2,117,900	2,268,000	2,224,900	2,207,100
Other Revenue	300	-	-	-
<b>Total Revenues</b>	<b>\$3,181,800</b>	<b>\$3,519,200</b>	<b>\$3,277,300</b>	<b>\$3,392,600</b>
<b>Expenses</b>				
Salaries, Wages & Fringe Benefits	\$65,300	\$55,000	\$71,400	\$62,400
Professional / Contract Services	101,700	169,200	114,100	162,300
Purchased Transportation	2,302,100	2,400,000	2,408,500	2,405,900
- Vessel Expense - Crew	1,216,900	1,218,500	1,306,200	1,342,400
- Vessel Expense - Maintenance	758,300	772,100	723,600	726,900
- Non-Vessel Expense	114,500	117,500	128,800	84,700
- Fixed Fees and Profit	212,400	291,900	249,900	251,900
Fuel - Diesel	408,300	577,200	395,100	447,300
- # of gallons	171,515	192,405	149,041	149,100
- Per gallon cost	\$2.38	\$3.00	\$2.65	\$3.00
Repair, Operating & Promo Supplies	46,300	12,900	31,100	42,900
Utilities	21,000	32,600	24,900	26,900
Insurance	157,900	196,700	161,600	174,500
Advertising Media & Other Expenses	13,100	8,600	14,100	18,200
Leases, Rentals and Docking Fees	12,600	23,500	8,300	8,500
Admin Overhead Expense Transfer	53,500	43,500	48,200	43,700
<b>Total Expenses</b>	<b>\$3,181,800</b>	<b>\$3,519,200</b>	<b>\$3,277,300</b>	<b>\$3,392,600</b>
<b>Percent Change (from prior year's Budget)</b>				<b>-3.60%</b>
<b># of Passengers</b>	<b>144,735</b>	<b>164,700</b>	<b>145,000</b>	<b>157,020</b>
Average Fare	\$7.35	\$7.60	\$7.26	\$7.55
Farebox Recovery	33%	36%	32%	35%

**Assumptions & Budget Changes:**

- ▶ Assumes ridership growth of 9.4% and average fare increase of 3%, consistent with the Board approved 5-year Fare Program.
- ▶ Increase in Professional/Contract Services when compared to FY2018/19's projected actual is mainly attributed an added \$20,000 for Advertising. The budget also includes \$23,000 contingency for other waterside and vessel maintenance.
- ▶ Vessel Expense - Crew for FY2019/20 is expected to be consistent with FY2018/19's projected actual plus 3% billing rate increase.
- ▶ The proposed FY2019/20 budget assumes a total decrease of \$82,500 or 2.34%, when compared to FY2018/19's budget. This decrease is mainly attributed to decreases in project Fuel usage, Insurance cost, and Leases, Rentals and Docking Fees based on FY2018/19's projected actual.

**San Francisco Bay Area Water Emergency  
Transportation Authority  
FY 2019/20 Operating Budget - Proposed  
Richmond Ferry Service (Richmond)**

	FY 2018/19 <i>(Jan to Jun 2019 - 6 months)</i>	FY 2018/19 <b>Projected Actual</b>	FY 2019/20 <b>Proposed Budget</b>
	<b>Budget</b>		
<b>Revenues</b>			
Fare Revenue	\$365,300	\$482,600	\$1,142,400
Local - Contra Costa Measure J	2,034,000	1,258,200	3,308,200
Other Revenue	-	-	-
<b>Total Revenues</b>	<b>\$2,399,300</b>	<b>\$1,740,800</b>	<b>\$4,450,600</b>
<b>Expenses</b>			
Salaries, Wages & Fringe Benefits	\$23,800	\$18,000	\$73,800
Professional / Contract Services	63,500	23,900	123,600
Purchased Transportation	1,807,000	1,389,000	3,408,800
- Vessel Expense - Crew	1,177,000	829,000	2,023,800
- Vessel Expense - Maintenance	409,400	285,800	830,500
- Non-Vessel Expense	58,400	112,000	218,200
- Fixed Fees and Profit	162,200	162,200	336,300
Fuel - Diesel	325,800	194,100	552,400
- # of gallons	108,600	71,924	184,120
- Per gallon cost	\$3.00	\$2.70	\$3.00
Repair, Operating & Promo Supplies	7,400	10,100	15,900
Utilities	28,500	15,100	38,400
Insurance	117,000	74,400	156,700
Advertising Media & Other Expenses	3,800	-	20,700
Leases, Rentals and Docking Fees	3,600	4,300	8,600
Admin Overhead Expense Transfer	18,900	11,900	51,700
<b>Total Expenses</b>	<b>\$2,399,300</b>	<b>\$1,740,800</b>	<b>\$4,450,600</b>
<b>Percent Change (from prior year's Budget)</b>			<b>20.05%</b>
<b># of Passengers</b>	<b>-</b>	<b>58,440</b>	<b>80,764</b>
<b>Average Fare</b>	<b>\$6.25</b>	<b>\$5.98</b>	<b>\$6.15</b>
<b>Farebox Recovery</b>	<b>15%</b>	<b>28%</b>	<b>26%</b>

**Assumptions:**

- ▶ The proposed FY2019/20 Budget assumes ridership growth of 15% and average fare increase of 3%, consistent with the Board approved 5-year Fare Program.
- ▶ Vessel Expense - Crew assumes 683.50 crew hours per week at \$53.90 per hour. It also includes an estimated 2,000 crew hours to operate weekend services from August to October 2019.
- ▶ Vessel Expense - Maintenance includes Richmond's share of 12 full-time engineers and 4 half-time cadet engineers at the Central Bay operations and maintenance facility. It also includes \$470,000 for vessel repair expenses and \$20,000 for vessel repair supplies/consumables.
- ▶ Non-Vessel Expense includes Richmond's share of facility engineer, security at the Richmond ferry terminal and Customer Assistance Representatives.

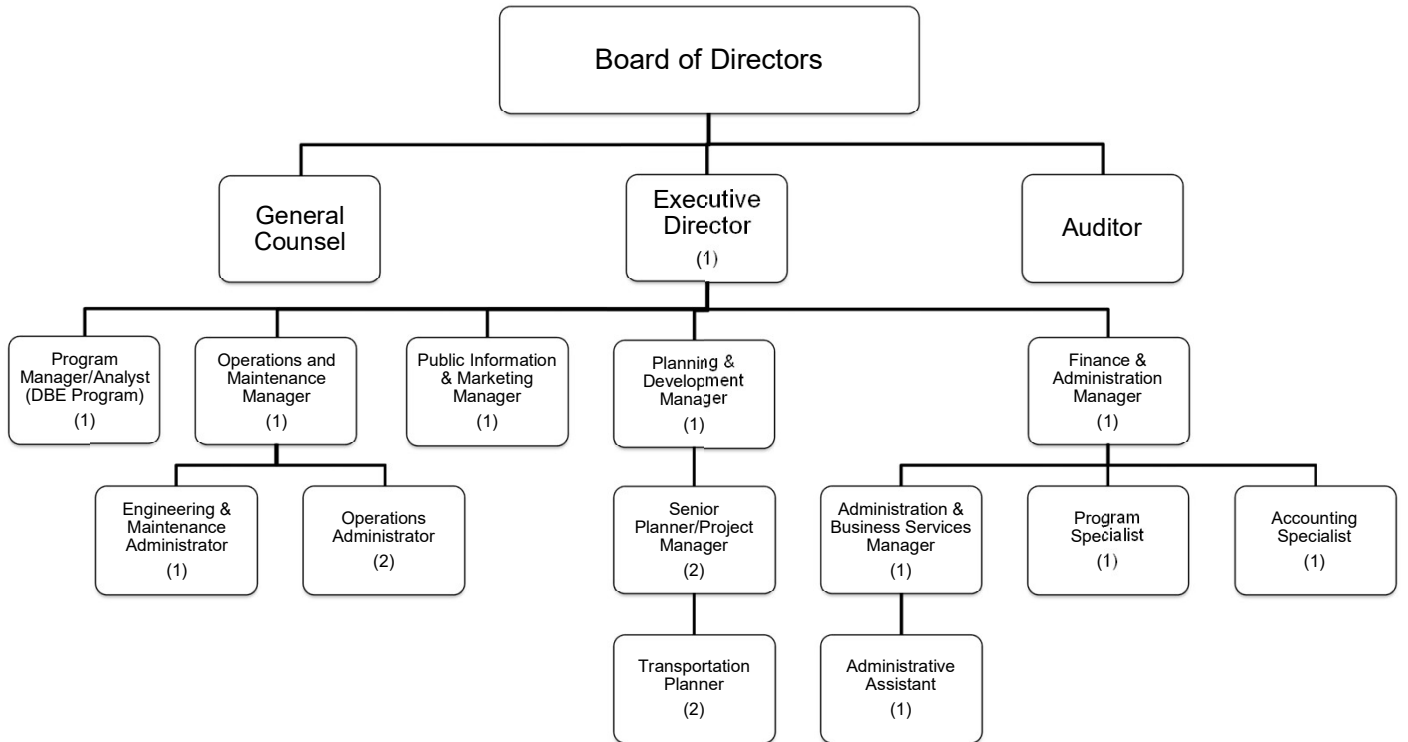
**San Francisco Bay Area Water Emergency  
Transportation Authority  
FY 2019/20 Operating Budget - Proposed  
Planning & Administrations**

	FY 2017/18	FY 2018/19	FY 2018/19	FY 2019/20
	Actual	Budget	Projected Actual	Proposed Budget
<b>Revenues</b>				
Bridge Toll Revenue	\$2,841,400	\$3,000,000	\$2,501,900	\$3,000,000
<b>Total Revenues</b>	<b>\$2,841,400</b>	<b>\$3,000,000</b>	<b>\$2,501,900</b>	<b>\$3,000,000</b>
<b>Expenses</b>				
Salaries, Wages & Fringe Benefits	\$1,407,500	\$1,551,800	\$1,328,000	\$1,508,900
- Salaries & Wages	1,500,200	1,986,800	1,638,300	2,084,600
- Fringe Benefits	1,168,700	1,285,000	1,070,400	1,352,700
- Less Direct Charges to Ferry Services & Capital	(1,261,400)	(1,720,000)	(1,380,700)	(1,928,400)
Professional / Contract Services	1,208,400	1,366,800	1,145,300	1,768,900
- Management Svcs	479,900	596,000	457,700	531,000
- Advertising Fees	155,600	-	13,500	34,000
- Professional & Technical Svcs	477,000	654,400	573,300	1,140,300
- Other Services	95,900	116,400	100,800	63,600
Repair, Operating & Promo Supplies	328,900	180,500	151,300	62,400
Utilities	40,400	41,500	45,900	51,500
Insurance	25,000	28,300	27,700	28,600
Advertising Media & Other Expenses	241,700	313,000	194,500	109,600
Leases, Rentals and Docking Fees	372,600	388,700	384,000	385,200
<b>Subtotal Expenses</b>	<b>\$3,624,500</b>	<b>\$3,870,600</b>	<b>\$3,276,700</b>	<b>\$3,915,100</b>
<b>Overhead Expense Transfers</b>				
Alameda/Oakland Service	(\$339,200)	(\$383,500)	(\$338,000)	(\$409,600)
Alameda Harbor Bay Service	(99,100)	(100,800)	(94,200)	(100,900)
South San Francisco Service	(53,500)	(43,500)	(48,200)	(43,700)
Vallejo Service	(291,300)	(314,500)	(282,500)	(309,200)
Richmond Service	-	(28,300)	(11,900)	(51,700)
<b>Subtotal Expense Transfers</b>	<b>(\$783,100)</b>	<b>(\$870,600)</b>	<b>(\$774,800)</b>	<b>(\$915,100)</b>
<b>Total Expenses</b>	<b>\$2,841,400</b>	<b>\$3,000,000</b>	<b>\$2,501,900</b>	<b>\$3,000,000</b>

**Assumptions & Budget Changes:**

- ▶ Includes a 3.5% cost of living increase for staff positions based on the one-year (February 2018 to February 2019) change in the Consumer Price Index for the San Francisco Bay Area.
- ▶ Total Salaries, Wages & Fringe Benefits represents one additional Transportation Planner position - bringing total staffing level to 17. Currently 1 position is unfilled.
- ▶ The decrease in total Salaries, Wages & Fringe Benefits to prior year budget is due to the increase in direct charges to Ferry Services as staff resources to support ferry operations increase.
- ▶ Includes Employer Public Employee Retirement System (PERS) contribution of up to 11.43% and Other Post Employment Benefits (OPEB) contribution of 5.00%.
- ▶ Professional & Technical Services includes funds for contract planning services to support such activities as Berkeley feasibility study, green vessel program development, hovercraft feasibility study and small vessel program development.
- ▶ Repair, Operating & Promo Supplies is expected to decrease as outfitting the Central Bay EOC was completed in FY2018/19.

# Appendix 2



**WETA Pay Schedule**  
**Fiscal Year 2019/20**  
*(effective date 7/1/2019)*

<b>Position</b>	<b>Salary Range: Annually</b>	
	<b>Low</b>	<b>High</b>
Accounting Specialist (non-exempt)	58,250	83,210
Administration & Business Services Manager	83,160	118,800
Administrative Assistant (non-exempt)	54,370	77,670
Engineering & Maintenance Administrator	102,420	146,310
Finance & Administration Manager	125,590	179,420
Operations & Maintenance Manager	125,590	179,420
Operations Administrator	83,460	119,230
Planning & Development Manager	134,760	192,520
Program Manager/Analyst	102,420	146,310
Program Specialist	66,830	95,470
Public Information & Marketing Manager	110,850	158,360
Senior Planner/Project Manager	106,630	152,330
Transportation Planner	82,120	117,310

**SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY**

**RESOLUTION NO. 2019-10**

**APPROVE ADOPTION OF THE FY 2019/20  
OPERATING AND CAPITAL BUDGET**

**WHEREAS**, Chapter 5, Article 4, Section 66540.41 of the San Francisco Bay Area Water Emergency Transportation Authority's (WETA) administrative code requires preparation and implementation of an annual budget to support the agency's operation; and

**WHEREAS**, the FY 2019/20 Operating and Capital Budget (Budget) contains \$111.4 million in expenditures including \$50.7 million to support system operations and \$60.7 to support capital projects; and

**WHEREAS**, the Budget is funded with \$33.0 million Federal funds, \$29.1 million Bridge Tolls, \$24.5 million passenger fares, \$19.2 million State funds, and \$5.6 million other regional and local funds;

**WHEREAS**, the FY 2019/20 Budget reflects a spending plan to support the work activities necessary to deliver WETA's operating program of projects, plans and services utilizing WETA staff, consultants and WETA's contract operator Blue & Gold Fleet; and

**WHEREAS**, the FY 2019/20 Budget includes an Organizational Chart and Pay Schedule for staff developed consistent with WETA's Human Resources Guide and California Public Employees' Retirement Law; now, therefore, be it

**RESOLVED**, that WETA Board of Directors (Board) hereby approves the adoption of the FY 2019/20 Budget including the annual pay schedule; and be it further

**RESOLVED**, that the Board authorizes the Executive Director to amend Contract #11-011 with Blue & Gold Fleet, Inc. to support the FY 2019/20 work program and provide for the addition of Cadet Engineers and a Facilities Engineer position at the Central Bay operation and a new Manager of Maintenance and Engineering position to support the North Bay operation.

**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 May 9, 2019.

YEA:

NAY:

ABSTAIN:

ABSENT:

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/s/ Board Secretary

2019-10

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



**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, May 9, 2019 at 1:30 p.m.  
Port of San Francisco  
Pier 1  
San Francisco, CA**

*The full agenda packet is available for download at [weta.sanfranciscobayferry.com](http://weta.sanfranciscobayferry.com)*

**AGENDA**

1. CALL TO ORDER – BOARD CHAIR
2. PLEDGE OF ALLEGIANCE/ROLL CALL
3. REPORT OF BOARD CHAIR **Information**
4. 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.
5. REPORTS OF STAFF **Information**
  - a. Executive Director’s Report on Agency Projects, Activities and Services
  - b. Monthly Review of Financial Statements
  - c. Legislative Update
6. CONSENT CALENDAR **Action**
  - a. Board Meeting Minutes – April 4, 2019
  - b. Authorize Filing Applications with the Metropolitan Transportation Commission for FY 2019/20 Regional Measure 1 and Regional Measure 2 Funds
  - c. Approve Amendment to Agreement with Nematode Media, LLC for Ferry Ticket Sales and Information Services for FY 2019/20
  - d. Approve Purchase of Commercial Insurance Policies for FY 2019/20
7. APPROVE MEMORANDUM OF UNDERSTANDING WITH CITY OF BERKELEY FOR FERRY TERMINAL PLANNING AND FEASIBILITY STUDY **Action**
8. APPROVE FISCAL YEAR 2019/20 OPERATING AND CAPITAL BUDGET **Action**

**Water Emergency Transportation Authority  
May 9, 2019 Meeting of the Board of Directors**

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9. PUBLIC COMMENTS FOR NON-AGENDA ITEMS

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](mailto:contactus@watertransit.org); or by telephone: (415) 291-3377.

## MEMORANDUM

TO: WETA Board Members

FROM: Nina Rannells, Executive Director

DATE: May 9, 2019

RE: Executive Director's Report

### **CAPITAL PROJECT IMPLEMENTATION UPDATE**

#### **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.

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.

The first vessel, the MV *Pyxis*, entered service on March 1. The second vessel, the MV *Vela*, is expected to roll out of the fabrication building on May 17 and launch the next day. The vessel is expected to be completed and ready for transit to the San Francisco Bay Area in July 2019. Work is well underway on the third vessel, the MV *Lyra*. Completion is expected in December 2019.

#### **New Commuter Class Vessel**

In December 2017, the Board of Directors approved the release of a Request For Proposals (RFP) to procure a mid-sized high-speed 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. 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 March 1, 2018, the Board of Directors approved a contract award to Glosten for Construction Management Services to support vessel construction. On October 4, 2018, the Board of Directors approved award of a contract for the vessel to Mavrik Marine, Inc. Keel laying and construction commenced on December 18.

Mavrik Marine is working closely with their design team, One2Three Naval Architects, to complete the superstructure design and issue parts for NC cutting. The engineering team is working through machinery arrangements and designing vessel systems. Nearly all Mavrik resources have been assigned to the WETA project in order to expedite construction. Workmanship appeared very good on the parts under construction, and Mavrik is using

established procedures to meet our expectations for quality. The "raft" is nearly complete and first level of house sidshell is being installed. The current construction schedule anticipates Mavrik completing the vessel on time in March 2020 using appropriate resource-loading and allowing enough float to account for unforeseen problems.

### **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 service expansion and 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 Jacobs Engineering.

Construction began in February 2017 and is scheduled to be fully completed by January 2020. As of January of this year, Gates F & G are now both complete and WETA service has been fully transitioned from existing Gate E to the new gates. The construction fencing surrounding the south portion of the construction site has been removed and this area is now open to the public. The gangway and float for Gate E were removed last month and transported to Bay Ship & Yacht, a local shipyard, for rehabilitation. The remaining on-site construction work will now be focused on the north side of the Agriculture Building where the contractor is proceeding with construction of a new plaza that will function as a passenger waiting and queuing area.

### **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, establishing roles and responsibilities for the joint development of this project. Staff has worked together with Port staff and their consultants on initial design and environmental testing activities. The environmental document and final design are now complete and final permitting is expected in the next several months. The Port is working to identify funds to move the project forward to construction this fall and has submitted a request for WETA to program \$25 million in Regional Measure 3 (RM3) funding to support project construction, estimated to cost approximately \$40 million. Staff will bring forward an item in June providing the Board with an overview of the project and discussion of the funding request.

#### **Temporary Service to Golden State Warriors Chase Center Events**

WETA staff is currently working with a team consisting of the Golden State Warriors, the Port of San Francisco and Golden Gate Ferry to develop plans to construct a temporary ferry terminal at Pier 48. The temporary terminal would utilize WETA's spare float currently located on Mare Island and be in place for two years – unless needed earlier for an emergency event - when it will be needed for the next dredging event in Vallejo. Engineering studies have been completed and the team has concluded that a single-sided float configuration is the only option for the terminal. Marine construction firms have been approached to determine the potential cost to move WETA equipment in place and perform the limited landside construction necessary. Staff plans to bring forward an item in June identifying the actions necessary to support establishing this temporary terminal for use until the permanent Mission Bay Ferry Landing is built.

### **Oakland Athletics Howard Terminal Stadium Proposal**

WETA staff has met with the Oakland Athletics organization and the Howard Terminal stadium development team. Discussions thus far have been high level and have not been detailed to the point of developing service plans or evaluating infrastructure needs. However, WETA staff anticipates being an active participant in the project transportation discussions moving forward. WETA submitted a comment letter during the scoping phase for the anticipated Environmental Impact Report (EIR) identifying terminal capacity limitations at the existing Jack London Square terminal in Oakland for consideration during the EIR process.

### **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 contracted with Marcy Wong Donn Logan Architects to complete the final design of the ferry terminal.

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. In September 2018, the WETA Board of Directors authorized a commitment of \$2 million to the project to close a funding gap and keep the project on schedule for construction. Alameda Point Partners (APP) has begun construction on the overall Site A project, including the Seaplane Lagoon terminal. The terminal float will be constructed by Bay Ship & Yacht, with oversight from Power Engineering. WETA staff is working with APP and City staff to support the construction effort and to plan for the anticipated service enhancement for Seaplane Lagoon and related restructuring of Alameda/Oakland service between the Alameda Main Street Terminal, Oakland Jack London Square and San Francisco.

### **Redwood City Ferry Terminal**

WETA prepared a draft Redwood City ferry terminal site feasibility report 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 a ferry project and pursue feasibility study funds to move the project toward implementation.

Board Chair Breckenridge, 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 was 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 is currently leading an effort to prepare a Financial Feasibility Study and Cost Benefit Analysis Report for the Redwood City Ferry Terminal Construction and Service utilizing \$450,000 in San Mateo County Measure A transportation sales tax funds. The City has entered into an agreement with the San Mateo County Transportation Authority to develop and adopt

the Feasibility Study and Business Plan. The feasibility study, which kicked off in February 2019 with a meeting that included a consultant team and staff from the City and Port of Redwood City along with WETA, is expected to take 12 to 14 months to complete. Concurrent with this activity, Redwood City, Port of Redwood City and WETA staff are working to develop a draft MOU for future Board consideration that defines agency roles and responsibilities for working together to advance the terminal planning and development.

### **Berkeley Ferry Terminal**

The proposed Berkeley service will provide an alternative transportation link between Berkeley and downtown San Francisco. WETA previously worked to develop a draft environmental assessment for a project to build a new ferry terminal and service in Berkeley at a site just south of the Berkeley Fishing Pier. This work was ultimately suspended due to extraordinary mitigation measures required by National Marine Fisheries related to project dredging and due to the lack of full funding for project construction and operation; a prerequisite to Federal Transit Administration (FTA) completion of the federal environmental process (NEPA).

City of Berkeley staff recently initiated a study to explore strategies for rebuilding the city's Municipal Fishing Pier, including a concept for a dual-use pier facility that would serve as both a ferry terminal and public access space. This study seeks to address issues related to not only the City's loss of public access to waterfront, but also conflicts that have emerged with the operation of private ferry service within the Berkeley Marina. The study was not originally scoped to consider WETA as the primary ferry service operator; however, both City and WETA staff have expressed a mutual interest in expanding the study to do so consistent with WETA's plans and 2018/19 work program. To this end, staff from WETA and the City have drafted an MOU to re-initiate a planning effort and assess the feasibility of the Berkeley ferry service in the context of the proposed dual-use pier concept. On March 12, 2019, the Berkeley City Council approved the MOU. A draft MOU is included in the May Board packet for Board consideration.

### **Treasure Island Ferry Service**

This project - which will be implemented by the Treasure Island Development Authority (TIDA), the San Francisco County Transportation Authority (SFCTA), acting in its capacity as the Treasure Island Mobility Management Authority (TIMMA), and Lennar Urban, the prospective developer - had committed to implementing new ferry service between Treasure Island and downtown San Francisco in the 2011 Treasure Island Transportation Implementation Plan, currently posted on the SFCTA web site. SFCTA recently announced that it is hoping to advance the opening of the new ferry service from 2023 to 2021.

WETA staff has worked with City of San Francisco staff over the years to support development of this project. Staff from SFCTA/TIMMA provided an update on the project and the transportation plan at the February 7 Board meeting. SFCTA staff indicated at that meeting that the planned transportation program funds to be provided through a new Treasure Island toll program, parking fees, fare revenues and developer subsidy would not be sufficient to fully cover the cost of their planned transportation program, including ferry service - especially in the early years - with an anticipated early start date of 2021. As a result, they noted that they were looking for additional funding and that they had reached out to private operators about operating ferry service. WETA staff has met with SFCTA and discussed service operating costs and capital needs. SFCTA is working towards a toll measure for TIMMA Board consideration this summer. Both agencies are exploring the possibilities for securing grant funds for the construction of a vessel for the service. Additionally, WETA staff is working with the developer of the Treasure Island ferry terminal, Wilson Meany, to review and provide WETA comments on

terminal plans. Staff provided an update on the work to the Board in April and will plan to provide periodic updates as the project evolves.

### **Tideline Marine Group Private Shuttle Pilot Status**

In September 2018, the WETA Board approved Tideline Marine Group's request to conduct scheduled, small vessel, private charter landings with the vessel *Osprey* at the Harbor Bay Ferry Terminal for the exclusive use of Exelixis employees on a six month demonstration basis subject to meeting WETA's conditions and requirements. These include meeting WETA's landing agreement requirements, providing WETA with all appropriate vessel documentation, completion a successful fit-up of the vessel *Osprey* at the Harbor Bay terminal, receipt of required approvals from the Harbor Bay Isle Associates and the City of Alameda, and execution of a landing agreement by all parties. These requirements have been met and Tideline began service operation on Wednesday, February 27. Based upon the March ridership report from Tideline, the service is carrying an average of 10 round-trip passengers per day.

## **SYSTEM PLANS/STUDIES**

### **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 completed by the end of 2019. Staff will provide the Board with a briefing as the study progresses.

### **Small Vessel Service Study**

An Advisory Committee of the Board was formed and met on four occasions to initiate study of small vessels as a complement to WETA's service. The Advisory Committee consists of Board members Josefowitz and Intintoli. A transportation consultant, ARUP, was engaged to perform the analysis and has produced a draft report. Staff also convened and met with a Technical Advisory Committee (TAC) to solicit input on the project and held meetings with individual stakeholders. An item to discuss the small vessel study work was presented by the consultant at the January 10, 2019 WETA Board of Director's meeting. The Board received the final report at its March meeting and authorized staff to begin the next steps toward implementation of the plan.

## **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. The following emergency response related activities are currently underway:

- WETA is participating in the development of the San Francisco Bay Area Port Recovery Plan which is the combined effort of seven Bay Area port authorities and WETA in coordination with port stakeholders at the local, state, and federal levels. The goal of the plan is to establish operational capability at Bay Area port authorities in response to a disaster and to set the conditions for port recovery. This plan is intended to provide a unifying structure to all major Bay Area ports through the use of a common set of processes and principles. Staff has arranged for the core team behind the plan, including CalOES, FEMA, USCG, Port of Oakland and Port of San Francisco staff, to provide a presentation of the plan at the July WETA Board of Directors meeting.
- Staff is scheduled to participate in the San Francisco Bay Area Port Recovery Plan table top exercise scheduled for June 12. This table top exercise will introduce all participants

to the Bay Area Port Recovery Plan and engage them in a scenario based discussion of the operational requirements of port recovery.

- The agency will conduct its annual functional exercise on September 24, 2019 as part of a larger exercise to validate the San Francisco Bay Area Port Recovery Plan during Fleet Week activities.
- Staff is preparing a series of staff training sessions which will take place over the next several months ahead of the September 24 exercise.

## **OPERATIONS REPORT**

**Monthly Operating Statistics** - The Monthly Operating Statistics Report for March 2019 is provided as **Attachment A**.

## **KEY BUSINESS MEETINGS AND EXTERNAL OUTREACH**

On April 8, WETA staff members Kevin Connolly, Keith Stahnke, Kevin Donnelly, Chad Mason and Taylor Rutsch met with staff from the New York City Economic Development Corporation, operators of NYC Ferry. Staff provided a tour of the Central Bay maintenance facility and there was a healthy exchange of information and best practices among staff members.

On April 8, Thomas Hall attended a meeting of the Bay Planning Coalition's Sustainable Waterfronts Committee in Oakland. Richmond Mayor Tom Butt spoke to the committee about the success of WETA's Richmond ferry service.

On April 8, Lauren Gularte attended the Vallejo Emergency Managers meeting to discuss how agencies in Vallejo and Solano County can coordinate and prepare ahead of disasters.

On April 9, Executive Director Nina Rannells and Kevin Connolly met with a Vice President from the New York City Economic Development Corporation to discuss capital projects and operational considerations common to each agency.

On April 10, Thomas Hall met with representatives from the Rosie the Riveter/World War II Homefront Museum Visitor's Center Richmond to discuss promotional opportunities and summer ferry service.

On April 12, Lauren Gularte attended the monthly Business Outreach Committee meeting.

On April 15, Nina Rannells attended the Clipper Executive Board meeting in Oakland.

On April 15, Kevin Connolly, Chad Mason, Michael Gougherty and Taylor Rutsch hosted a tour of the Downtown San Francisco and Richmond terminals for a group of 60 from the American Planning Association, which was holding its National conference in San Francisco. The event was cosponsored and hosted by staff from the City of Richmond and the Rosie the Riveter National Park.

On April 17, Kevin Connolly attended the quarterly meeting of the City of Alameda/AC Transit Interagency Liaison Committee.

On April 25, Thomas Hall participated in a virtual training on the Bay Area Joint Information System with regional public information officers and emergency managers.



On May 1, Thomas Hall tabled at a Commute.org employee transportation fair in the Oyster Point Business Park in South San Francisco.

On May 3, Thomas Hall presented on the early success of Richmond ferry service at the Richmond Rotary Club's monthly meeting.

On May 9, Lauren Gularte will attend the Oakland International Airport's full scale exercise to test their Water Rescue Plan in the event of a plane landing in the San Francisco Bay. The exercise will focus on the Airport's plan for transporting survivors to a secure facility that will be used to facilitate reunification activities.

## **OTHER BUSINESS**

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

Since its passage, RM3 has been challenged by two lawsuits in the Superior Court in the City and County of San Francisco. In the case of *Howard Jarvis Taxpayers Association, et al v. The Bay Area Toll Authority and the California State Legislature*, the Court granted BATA's and the Legislature's motions to dismiss the complaint without leave to amend. This ruling was finalized through the Court's submission of a Notice of Entry of Judgement filed on April 23, 2019. The Jarvis group is able to appeal the decision until June 24th and a similar lawsuit, *Randall Whitney v. MTC*, is still pending in San Francisco Superior Court. MTC is pursuing dismissal of the Whitney suit as well, and is hopeful that this issue can be closed out within the next several months. If this happens, MTC will be in a position to start allocating RM3 toll revenues to eligible projects in late summer/early fall of this year.

On January 1, 2019 BATA began collecting the first dollar of the approved toll increase. Toll revenues collected are being placed into an escrow account and will not be allocated to project sponsors until the lawsuits are settled.

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



**MEMORANDUM**

**TO: Board Members**

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

**SUBJECT: Monthly Review of FY 2018/19 Financial Statements for Nine Months  
Ending March 31, 2019**

**Recommendation**

There is no recommendation associated with this informational item.

**Summary**

This report provides the attached FY 2018/19 Financial Statements for nine months ending March 31, 2019.

**Operating Budget vs. Actual**

	Prior Actual	Current Budget	Current Actual
<b>Revenues - Year To Date:</b>			
Fare Revenues	\$14,928,920	\$17,101,467	\$15,965,368
Bridge Toll Revenues	12,666,369	15,861,226	14,048,118
Contra Costa Measure J	-	678,000	696,735
Other Revenues	12,810	546,000	10,238
<b>Total Operating Revenues</b>	<b>\$27,608,099</b>	<b>\$34,186,693</b>	<b>\$30,720,460</b>
<b>Expenses - Year To Date:</b>			
Planning & Administration	\$1,416,882	\$2,250,000	\$1,681,481
Ferry Services	26,191,218	31,936,693	29,038,979
<b>Total Operatings Expenses</b>	<b>\$27,608,099</b>	<b>\$34,186,693</b>	<b>\$30,720,460</b>
<b>System-Wide Farebox Recovery %</b>	<b>57%</b>	<b>54%</b>	<b>55%</b>

**Capital Actual and % of Total Budget**

	YTD Actual	% of FY 2018/19 Budget
<b>Revenues:</b>		
Federal Funds	\$12,043,381	
State Funds	51,361,823	
Bridge Toll Revenues	10,835,734	
Other Revenues	851,477	
<b>Total Capital Revenues</b>	<b>\$75,092,415</b>	<b>64.30%</b>
<b>Expenses:</b>		
<b>Total Capital Expenses</b>	<b>\$75,092,415</b>	<b>64.30%</b>

**Fiscal Impact**

There is no fiscal impact associated with this informational item.

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**San Francisco Bay Area Water Emergency Transportation Authority**  
**FY 2018/19 Statement of Revenues and Expenses**  
**For Nine Months Ending 3/31/2019**

% of Year Elapsed 75%

	Mar-19 Actual	Year - To - Date			Total FY2018/19 Budget	% of Total Budget
		FY2017/18 Actual	FY2018/19 Budget	FY2018/19 Actual		
<b>OPERATING EXPENSES</b>						
<b>PLANNING &amp; GENERAL ADMIN:</b>						
Wages and Fringe Benefits	\$108,804	\$800,766	\$1,163,850	\$941,785	\$1,551,800	60.7%
Services	72,726	712,879	1,025,550	737,051	1,367,400	53.9%
Materials and Supplies	36,493	28,566	135,375	74,037	180,500	41.0%
Utilities	3,418	25,005	30,825	32,573	41,100	79.3%
Insurance	-	1,201	21,225	1,200	28,300	4.2%
Miscellaneous	10,992	160,855	234,600	173,314	312,800	55.4%
Leases and Rentals	32,825	278,431	291,525	287,207	388,700	73.9%
Admin Overhead Expense Transfer	(69,578)	(590,822)	(652,950)	(565,685)	(870,600)	65.0%
<b>Sub-Total Planning &amp; Gen Admin</b>	<b>\$195,681</b>	<b>\$1,416,882</b>	<b>\$2,250,000</b>	<b>\$1,681,481</b>	<b>\$3,000,000</b>	<b>56.0%</b>
<b>FERRY OPERATIONS:</b>						
<b>Harbor Bay FerryService (AHBF)</b>						
Purchased Transportation	\$229,476	\$1,457,030	\$1,710,000	\$1,964,278	\$2,280,000	86.2%
Fuel - Diesel & Urea	40,343	304,809	455,625	352,456	607,500	58.0%
Other Direct Operating Expenses	40,284	307,905	564,300	409,137	752,400	54.4%
Admin Overhead Expense Transfer	8,368	74,762	75,600	68,998	100,800	68.5%
<b>Total Harbor Bay</b>	<b>\$318,471</b>	<b>\$2,144,506</b>	<b>\$2,805,525</b>	<b>\$2,794,869</b>	<b>\$3,740,700</b>	<b>74.7%</b>
<b>Farebox Recovery - AHBF</b>	<b>45%</b>	<b>51%</b>	<b>45%</b>	<b>45%</b>	<b>45%</b>	
<b>Alameda/Oakland Ferry Service (AOFS)</b>						
Purchased Transportation	\$926,784	\$6,145,099	\$7,001,550	\$6,790,635	\$9,335,400	72.7%
Fuel - Diesel & Urea	151,182	1,095,862	1,510,425	1,339,868	2,013,900	66.5%
Other Direct Operating Expenses	150,695	941,276	1,904,400	1,409,225	2,539,200	55.5%
Admin Overhead Expense Transfer	29,897	256,161	287,625	247,969	383,500	64.7%
<b>Total Alameda/Oakland</b>	<b>\$1,258,559</b>	<b>\$8,438,398</b>	<b>\$10,704,000</b>	<b>\$9,787,697</b>	<b>\$14,272,000</b>	<b>68.6%</b>
<b>Farebox Recovery - AOFS</b>	<b>41%</b>	<b>61%</b>	<b>56%</b>	<b>57%</b>	<b>56%</b>	
<b>Vallejo FerryService (Vallejo)</b>						
Purchased Transportation	\$850,706	\$8,526,178	\$8,952,075	\$8,029,543	\$11,936,100	67.3%
Fuel - Diesel & Urea	454,816	3,066,988	4,311,000	3,685,052	5,748,000	64.1%
Other Direct Operating Expenses	123,012	1,344,036	1,489,050	1,142,886	1,985,400	57.6%
Admin Overhead Expense Transfer	24,997	290,064	235,875	207,103	314,500	65.9%
<b>Total Vallejo</b>	<b>\$1,453,531</b>	<b>\$13,227,266</b>	<b>\$14,988,000</b>	<b>\$13,064,583</b>	<b>\$19,984,000</b>	<b>65.4%</b>
<b>Farebox Recovery - Vallejo</b>	<b>58%</b>	<b>60%</b>	<b>58%</b>	<b>62%</b>	<b>58%</b>	
<b>South San Francisco FerryService (SSF)</b>						
Purchased Transportation	\$211,409	\$1,757,332	\$1,800,000	\$1,872,327	\$2,400,000	78.0%
Fuel - Diesel & Urea	30,009	287,480	432,900	265,426	577,200	46.0%
Other Direct Operating Expenses	23,630	295,844	373,875	314,876	498,500	63.2%
Admin Overhead Expense Transfer	4,450	40,391	32,625	35,419	43,500	81.4%
<b>Total South San Francisco</b>	<b>\$269,498</b>	<b>\$2,381,047</b>	<b>\$2,639,400</b>	<b>\$2,488,048</b>	<b>\$3,519,200</b>	<b>70.7%</b>
<b>Farebox Recovery - SSF</b>	<b>34%</b>	<b>33%</b>	<b>36%</b>	<b>31%</b>	<b>36%</b>	
<b>Richmond FerryService (Richmond)</b>						
Purchased Transportation	\$295,505	-	\$602,334	\$729,674	\$1,807,000	40.4%
Fuel - Diesel & Urea	35,224	-	\$108,600	85,052	325,800	26.1%
Other Direct Operating Expenses	25,361	-	\$82,534	82,860	247,600	33.5%
Admin Overhead Expense Transfer	1,866	-	\$6,300	6,196	18,900	32.8%
<b>Total Richmond</b>	<b>\$357,957</b>	<b>\$0</b>	<b>\$799,768</b>	<b>\$903,783</b>	<b>\$2,399,300</b>	<b>37.7%</b>
<b>Farebox Recovery - Richmond</b>	<b>22%</b>	<b>0%</b>	<b>15%</b>	<b>23%</b>	<b>15%</b>	
<b>Sub-Total Ferry Operations</b>	<b>\$3,658,015</b>	<b>\$26,191,218</b>	<b>\$31,936,693</b>	<b>\$29,038,979</b>	<b>\$43,915,200</b>	<b>66.1%</b>
<b>Farebox Recovery - Systemwide</b>	<b>46%</b>	<b>57%</b>	<b>54%</b>	<b>55%</b>	<b>52%</b>	
<b>Total Operating Expenses</b>	<b>\$3,853,697</b>	<b>\$27,608,099</b>	<b>\$34,186,693</b>	<b>\$30,720,460</b>	<b>\$46,915,200</b>	<b>65.5%</b>
<b>OPERATING REVENUES</b>						
Fare Revenue	1,674,010	\$14,928,920	17,101,467	15,965,368	\$23,004,900	69.4%
Regional - Bridge Toll	1,895,929	12,666,369	15,861,226	14,048,118	21,148,300	66.4%
Regional - Contra Costa Measure J	280,270	-	678,000	696,735	2,034,000	34.3%
Regional - Alameda Tax & Assessment	-	-	546,000	-	728,000	0.0%
Other Revenue	3,488	12,810	-	10,238	-	0.0%
<b>Total Operating Revenues</b>	<b>\$3,853,697</b>	<b>\$27,608,099</b>	<b>\$34,186,693</b>	<b>\$30,720,460</b>	<b>\$46,915,200</b>	<b>65.5%</b>

**San Francisco Bay Area Water Emergency Transportation Authority**  
**FY 2018/19 Statement of Revenues and Expenses**  
**For Nine Months Ending 3/31/2019**

Project Description	Mar-19 Total	Total Project Budget	Total Prior Expense	Total FY2018/19 Budget	Total FY2018/19 Expense	Total Future Year	% of Total Project Budget Spent
<b>CAPITAL EXPENSES:</b>							
<b>FACILITIES:</b>							
<b>Terminal Construction</b>							
Downtown Ferry Terminal Expansion - South Basin	\$1,081,418	\$97,965,000	\$46,780,727	\$34,556,273	26,722,370	\$16,628,000	75%
Richmond Ferry Terminal	-	21,000,000	11,134,262	9,865,738	9,636,703	-	99%
<b>Maintenance and Operations Facilities</b>							
Ron Cowan Central Bay Operations & Maintenance Facility	38,815	69,500,000	60,723,722	8,776,278	2,421,875	-	91%
<b>Terminal Improvement</b>							
Terminal Dredging - Vallejo and South San Francisco	643,314	5,165,000	106,999	5,058,001	3,910,268	-	78%
<b>FERRY VESSELS:</b>							
<b>Vessel Construction</b>							
445-Pax Replacement Vessel - M/V Vallejo	1,636,271	23,372,000	12,443,000	10,929,000	8,675,581	-	90%
445-Pax Expansion (Waterjet) Vessels - 2 vessels	1,270,400	46,745,000	15,557,743	20,187,257	9,010,255	11,000,000	53%
400-Pax Expansion (Propeller) Vessels - 2 vessels	1,372,558	33,400,000	26,533,692	6,866,308	6,057,609	-	98%
New Commuter Class High-Speed Vessel	227,087	15,300,000	93,374	9,106,626	5,964,418	6,100,000	40%
<b>Vessel Rehabilitation and Refurbishment</b>							
Vessel Mid-Life Refurbishment - M/V Peralta	-	5,117,000	2,929,906	2,187,094	2,026,465	-	97%
Vessel Engine Overhaul - M/V Intintoli and M/V Mare Island	363,454	3,000,000	-	1,500,000	368,929	1,500,000	12%
Vessel Qtr-Life Refurbishment - M/V Scorpio	1,573	2,500,000	-	2,500,000	30,900	-	1%
Vessel Engine Overhaul - M/V Taurus	66,523	800,000	-	800,000	67,498	-	8%
Vessel Service Life Extension - M/V Solano	13,518	13,000,000	-	3,375,000	85,060	9,625,000	1%
<b>CAPITAL EQUIPMENT / OTHER:</b>							
CCTV Install and Network Intergration - East Bay Terminals	-	400,000	-	400,000	-	-	0%
Purchase Service Vehicles	492	500,000	27,088	472,912	114,485	-	28%
Purchase Selective Catalyst Reduction (SCR) System	-	200,000	-	200,000	-	-	0%
<b>Total Capital Expenses</b>	<b>\$6,715,423</b>	<b>\$337,964,000</b>	<b>\$176,330,514</b>	<b>\$116,780,486</b>	<b>\$75,092,415</b>	<b>\$44,853,000</b>	
<b>CAPITAL REVENUES:</b>							
Federal Funds	\$2,179,722	\$79,972,140	\$33,033,731	\$38,038,409	\$12,043,381	\$8,900,000	56%
State Funds	4,303,760	201,533,450	112,665,044	61,852,046	51,361,823	27,016,360	81%
Regional - Bridge Toll	231,626	53,235,010	29,605,664	14,912,706	10,835,734	8,716,640	76%
Regional - Alameda Sales Tax Measure B / BB	315	1,723,400	586,075	1,137,325	411,477	-	58%
Regional - Alameda TIF / LLAD	-	400,000	-	400,000	-	-	0%
Regional - San Francisco Sales Tax Prop K	-	1,100,000	440,000	440,000	440,000	220,000	80%
<b>Total Capital Revenues</b>	<b>\$6,715,423</b>	<b>\$337,964,000</b>	<b>\$176,330,514</b>	<b>\$116,780,486</b>	<b>\$75,092,415</b>	<b>\$44,853,000</b>	

**TO: WETA Board Members**

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

**SUBJECT: WETA Federal Legislative Board Report – May 2019**

This report covers the following topics:

1. SF Bay Area Members of Congress Support WETA FTA Grant Application
2. Additional Movement on Infrastructure Legislation

**SF Bay Area Members of Congress Support WETA FTA Grant Application**

The Federal Transit Administration (FTA) issued a Notice of Funding Opportunity (NOFA) for \$30 million in FY2019 competitive grant funding for public ferry systems. WETA submitted an application to the FTA for \$4,456,000 to refurbish the Alameda Main Street Ferry Terminal. We worked over the past few weeks to have members of the Bay Area Congressional delegation send letters to FTA supporting WETA's grant application. To date, letters have been sent by Speaker Nancy Pelosi and Representatives Mark DeSaulnier, Anna Eshoo, John Garamendi, Barbara Lee, Zoe Lofgren, Jerry McNerney, Jackie Speier, Eric Swalwell and Mike Thompson. These letters have been conveyed to FTA. We are also expecting letters from Senators Feinstein and Harris.

**Additional Movement on Infrastructure Legislation**

After months of talking about infrastructure legislation, the House Transportation and Infrastructure (T&I) Committee is finally taking action. In the only the past few weeks, Committee leaders have asked committee members to submit their requests for the legislation, they have hosted a hearing for non-committee members to convey their priorities and they have held a stakeholder listening session to allow transportation advocates to lobby for their priorities.

WETA priorities have been front and center throughout this process. The Public Ferry Coalition spoke at the stakeholder listening session about the need for additional funding for the Federal Transit Administration (FTA) ferry grant program and the Federal Highway Administration (FHWA) ferry formula program. We are also working with other members of the Public Ferry Coalition to get members of Congress from the San Francisco Bay area and from around the nation to send a letter to T&I Committee leaders to request additional funding for the FTA and FHWA programs.

We expect committee staff to begin drafting infrastructure legislation in the coming weeks and could see the committee take up legislation covering highways, bridges and transit this summer. Surface transportation legislation could be paired with other legislation related to water infrastructure (dredging federal navigation channels and

maintaining jetty infrastructure, flood control and environmental restoration), airports, rail, broadband deployment and wastewater and drinking water infrastructure.

How (and when) all of these various things get packaged together will be dictated largely by House Speaker Nancy Pelosi, whose office we are also coordinating with.

Respectfully Submitted,

Peter Friedmann and Ray Bucheger



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

*(April 4, 2019)*

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, Director Anthony Intintoli, and Director Nick Josefowitz were in attendance.

**3. REPORT OF BOARD CHAIR**

Chair Breckenridge said that she, the Vice Chair, and Executive Director had met with representatives from the Contra Costa County Transportation Authority regarding the Richmond ferry service operating funds and other future ferry services in Contra Costa County. Chair Breckenridge requested that staff bring forward an item for Board discussion at a future meeting to discuss the San Francisco Port Recovery Plan. Chair Breckenridge said that many letters and emails had been received regarding Berkeley ferry service and that all feedback received would be made part of the record to be included in the item for discussion when the matter is agendized for a future Board discussion.

**4. REPORTS OF DIRECTORS**

Director Intintoli had no report to share.

Director Josefowitz said that he had the opportunity to visit with the City of Berkeley staff responsible for planning, economic development, and the redevelopment of the city's marina - where the city is considering a WETA ferry terminal be built - and he said he remained convinced that a Berkeley ferry service at the marina would be a mistake because of the dearth of housing and employers at the Berkeley Marina. He added that he would have much more to share with Directors when this item is agendized for a future meeting discussion.

Director Josefowitz followed up on a question raised at the March Board meeting and reported that fewer than 30% of BART riders drive to BART stations alone or as part of a carpool. He said this information had been culled from a BART survey of 50,000 or 60,000 commuters and that the data was collected regularly, every five or six years, across the entire BART system.

**5. REPORTS OF STAFF**

Ms. Rannells shared her written report with Directors.

**PUBLIC COMMENT**

Jerry Bellows of MARAD asked if there was any information to share about how the Tideline service landings at the Harbor Bay WETA Terminal were going. Ms. Rannells said that because the service had just begun, staff only had received a few days of information to date. She said that she would have ridership information to share at the next Board meeting.

## **6. CONSENT CALENDAR**

Director Intintoli made a motion to approve the consent calendar:

- a. Board Meeting Minutes – March 7, 2019
- b. Authorize Staff to Issue a Request for Proposals for State Legislative Representation Services

Director Josefowitz seconded the motion and the item passed unanimously.

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

## **7. OVERVIEW OF DRAFT FY 2019/20 WORK PROGRAM**

Ms. Rannells presented this overview of the Draft FY 2019/20 Work Program that outlined the major work items and initiatives anticipated to be undertaken in the coming year and that would be used in building the FY 2019/20 Operating and Capital Budget to be brought forward in May. She noted that this item was intended to provide the Board with a preview of the anticipated work for their discussion and input.

With regard to developing a temporary landing at Pier 48 in Mission Bay, Director Josefowitz extended thanks to staff for their work to accommodate the Chase Center plans for the temporary service in light of the threats and barriers to the RM3 money expected to fund the service. He asked if Golden Gate Ferry was also interested in providing service and Ms. Rannells said yes, and that WETA has a float that could be put in place temporarily to support the service but that the space would only allow for one vessel to land at a time, requiring careful and collaborative scheduling.

With regard to the new Seaplane Lagoon terminal in Alameda, Director Josefowitz said that he and the Vice Chair were very interested in the development of a system wide parking fee program. Ms. Rannells said that WETA staff was working with the City of Alameda to discuss a comprehensive parking program at all Alameda ferry terminals to be managed by the City. Director Josefowitz emphasized his desire for the program and policy to have a general framework that is consistent across the system and noted that this doesn't necessarily mean that the price for parking would need to be the same at every terminal. It was noted that the Vallejo City Council mandated that the parking fees at the Vallejo Ferry Terminal would be enough to cover the cost of maintaining the lot, including security, and that the objective of the fees was never to earn profits from WETA ferry riders.

It was agreed that some of the projects and programs presented in the draft work plan for the coming fiscal year, such as those required to maintain and sustain safe, efficient operation of services, would need to happen whether RM3 funding becomes available or not. The Board noted that new projects related to planning future services or vessels could also move forward but that the Board may need to set priorities for these projects moving forward if RM3 funds are not forthcoming.

Director Josefowitz suggested that staff learn more about the impending work that will be done on the MacArthur Maze highway interchange and how that might affect increased ferry ridership in the WETA system. Mr. Connolly said he had been informed and continually works with Caltrans planners to keep up to date on projects, such as the MacArthur Maze project, that could affect the WETA system.

## **PUBLIC COMMENT**

Charlie Bogue, Director of Development and Marketing Strategy for Wind & Wing Technologies (WWT) said that WWT would have a demonstration vessel in Richmond that was 30' long with a 40' wing on it the coming weekend. Mr. Bogue noted that this vessel had an electric drive with wind assist and could travel at a speed of 15-20 knots. He further noted that WWT was currently in the design phase of a zero emission 100 passenger electric and wind vessel that was expected to be completed in 2020. Mr. Bogue

said the WWT technology could possibly support WETA in its small vessel program development, as well as provide incentives that could prove beneficial to WETA in its funding endeavors.

Chair Breckenridge asked Mr. Bogue what area of the bay in Richmond the demonstration vessel could be viewed and he said the predicted weather wasn't that great for going out with the demonstration vessel but that it could be seen at the WWT booth at a boat show that would be taking place in Richmond over the weekend.

#### **8. REVIEW AND PROVIDE INPUT TO HOVERCRAFT FEASIBILITY STUDY SCOPE**

Mr. Connolly presented a proposed scope of work for an update of WETA's 2011 Hovercraft Feasibility Study for Directors' review and feedback. He explained that the draft scope of work was intended to update and build on the 2011 WETA study of hovercraft technology as a first portion of work. He said the proposal is to study up to three corridors in detail to provide a real-world test of a hovercraft concept. Mr. Connolly said the study would be performed by a qualified consultant team with expertise in maritime engineering, hovercraft technology, transportation planning, and environmental analysis. In addition to updating the costs and the technology assessment, the study would examine the environmental implications of hovercraft operations in San Francisco Bay, with an emphasis on the sensitive shoreline habitats. Mr. Connolly further explained that the scope proposed that a committee of stakeholders be assembled to meet at key points during the course of the study update and that this group would be made up of representatives from policy advocacy organizations, from the maritime industry, and from environmental groups, as well as public agency officials.

Mr. Connolly explained that with guidance from the Board regarding the proposed scope, staff would bring forward a request for authorization to release a Request for Proposals (RFP) for a qualified consultant. Mr. Connolly explained that once the consultant was selected, staff estimated the effort would take between 9 and twelve months to complete. He said the cost for the consultant portion of the work was expected to be between \$200,000 and \$400,000, depending upon the extent of the study work.

Director Intintoli said that if the findings show that hovercraft technology could work for WETA service, implementation would require basically two systems, with new landings or terminals to support the hovercraft vessels as well as different captains and crews. He said WETA has had the objective of optimizing its assets by working toward a system where all vessels can land at all terminals. Director Intintoli noted that adding hovercraft into the system would create two distinct systems and he noted that if there are some places in the Bay Area that WETA's more traditional vessels cannot land, that this might be what is needed to expand in those areas. He said he would like to know where else this technology is applied in commute service in the country.

Chair Breckenridge said it is becoming increasingly difficult to dredge in the Bay Area and a potential advantage of hovercraft vessels could be no draft challenges for both current and future new service.

Director Josefowitz said that this study proposal was very exciting and that he was enthusiastic about its potential findings that could enhance and expand WETA ferry service in the Bay Area. That said, he added, he was not as enthusiastic about spending \$400,000 on the study when WETA had limited funds. Director Josefowitz said he looked forward to discussing this in the context of WETA's discretionary budget in order to make a more informed decision about moving forward with this proposed study. Ms. Rannells clarified that WETA has access to different types of funds and that some can be used to support studies and others are only available to support capital projects. She noted that WETA's RM2 Planning & Administration funds provide a pool of money that could support this study.

It was agreed that the prospect of hovercraft technology being utilized to offer new service options to expand WETA's operating system was very attractive and worth taking a holistic look at provided that sufficient funds are available to support this effort.

**PUBLIC COMMENT**

John Grubb, Bay Area Council Chief Operating Officer, thanked WETA for scoping out the study update and said he worked at the Bay Area Council for WETA Vice Chair Wunderman who, he noted, was very enthusiastic about the prospect of having this study updated. He said that he thought that the plan to study just three areas of the Bay Area for the hovercraft technology potential would be limiting. Mr. Grubb urged Directors to include more areas of interest in the study and named Moffett Field, the east and west touchdowns of the Dumbarton Bridge, Foster City, San Leandro Harbor, San Francisco International Airport, Oakland International Airport, Larkspur, interoperability at the San Francisco Ferry Terminal, Antioch, Hercules, and Martinez as examples, noting that there were many others throughout the Bay Area. He said there were vendors interested in helping, and he recommended that WETA consider bringing in private companies to help fund the study.

**PUBLIC COMMENT**

Simeon Jewell, Founder and Chief Technology Officer of HOVR California said he wanted to address Director Intintoli's concerns about hovercraft technology. Mr. Jewell said that it was his understanding that hovercrafts can land at any WETA terminal because they float just like normal boats. He added that in the south of England there is a hovercraft service that has been operating since the 1960s, and it is the oldest and longest running hovercraft service in the world. Mr. Jewell said this service makes 40 trips a day between the Isle of Wight and the mainland. Ms. Rannells asked if hovercraft technology was used in any sort of regular, public service anywhere else in the world and Mr. Jewell said no because they were put out of business by bridge and tunnel construction.

It was agreed that staff would further refine the study approach, considering options for a limited and more expansive study as well as how private sector funds might be utilized, and bring forward an item to the Board authorizing releasing an RFP for the study at a future meeting.

Chair Breckenridge recessed the meeting at 2:51 p.m. so Directors and guests could take a short break and she called the meeting back to order at 2:56 p.m.

**9. RECEIVE SMALL VESSEL EXPLORATORY STUDY FINAL REPORT AND AUTHORIZE STAFF TO PROCEED WITH NEXT STEPS IN DEVELOPING A SMALL VESSEL PROGRAM**

Mr. Connolly presented this item for Directors to receive the final report of the Small Vessel Exploratory Committee and authorize staff to proceed with the next steps to develop a WETA Small Vessel Program. He said that the advisory committee had operated at a very high level and now staff looked to Directors for approval to proceed in implementing next steps to move the program forward as outlined in the memorandum.

Chair Breckenridge noted that this small vessel program implementation would increase WETA's flexibility in meeting its emergency response mandate.

Director Josefowitz said the small vessel exploratory study committee was the first WETA committee he had participated in, and that it had been a pleasure to work with Director Intintoli. He asked if it would make sense to combine the hovercraft study update work with the small vessel program work. Chair Breckenridge said the two were connected in that both types of vessels could potentially be able to serve the same areas, so it might make sense. It was agreed that the cost to incorporate the two would be a consideration as the Board works to identify the best way to best utilize WETA's limited funds.

**PUBLIC COMMENT**

Robert Estrada, Inland Boatman's Union Northern California Regional Director, said that in his experience watching WETA work over many years - from the agency's initial concept to its current status – he has witnessed ideal decision making at opportune moments, and he said the agency's leadership has been phenomenal. Mr. Estrada emphasized that this was never clearer to him than WETA's recent efforts to pursue a smaller vessel fleet. He said that adding smaller vessels to WETA's current fleet would give WETA's system a polishing and fine granularity - providing flexibility, versatility, and agility - and he said that it reflected precisely the kind of positive step forward one sees in mature, established organizations. Mr. Estrada said he understood and respected Director Intintoli's concerns about costs and making promises to Bay Area ferry riders that might never be kept due to funding constraints, and he also hoped another cautionary consideration Directors will be taking into account as they look at these ideas is that it would be unwise at this point to release control of the centralized planning for the system, and hand it over to create a franchise outfit with private, for-profit operators. Mr. Estrada cautioned that it could become very difficult for WETA to grow and expand politically, and otherwise, into the future if that control were relinquished. He emphasized that franchising out WETA's operations would likely result in a regrettable and long term lost opportunity.

**PUBLIC COMMENT**

Jerry Bellows of MARAD asked if WETA had decided on the 75 passenger vessel as the actual small vessel size for WETA or if various sizes of smaller vessels would be considered. Mr. Connolly replied that the 75 passenger vessel was used for the study analysis because it was a vessel size already in use in the state down in Long Beach. He added that a 48 passenger vessel model – more common when one thinks of a “small vessel” and with the same general capacity of a bus – was decidedly too small to maximize its use. Mr. Connolly explained that the next step up would be to a capacity of 149 passengers, and WETA already had vessels in their fleet that were pretty close to that size. He reiterated that part of the study's “next steps” would be to identify the right capacity for WETA small vessels as a part of developing design specifications.

**PUBLIC COMMENT**

Mr. Bellows said that if WETA were to combine the hovercraft study update with the next steps in the small vessel program, that it could be more difficult to bring it all together in a helpful way because hovercraft vessels could be larger than the small vessels.

Chair Breckenridge said that the current WETA vessel fleet is comprised primarily of newer, high capacity, larger vessels that have service lives of at least 25 years, and there is no expectation that WETA would begin replacing its fleet with hovercrafts. She said the current WETA fleet cannot reach some locations in the Bay Area that could benefit from a water transportation option, and these areas could possibly be served by either smaller vessels or by hovercraft. Therefore, she further explained, it might make some sense to combine the small vessel program with the hovercraft study update to look at them together for those areas in the scope of future expansion and enhancement of the WETA system. Chair Breckenridge added that this was the consideration and possible objective for a near term period of three to five years.

Director Josefowitz asked what the next steps were for this item and whether that work would require spending more money. Chair Breckenridge said the objective was to approve the study and authorize staff to move forward to develop an implementation plan and program. Further clarification on the cost would be provided as the program is developed and future actions brought forward for Board consideration and action.

Director Josefowitz said he supported approval of the report and authorizing staff to move forward with next steps as proposed with the understanding that staff would consider how the small vessel and hovercraft work might be combined or optimized to best use WETA's financial resources.

Chair Breckenridge seconded the motion and the item passed unanimously.

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

#### **10. TREASURE ISLAND PROJECT UPDATE**

Mr. Connolly presented an update on the Treasure Island project and said that since the last Board discussion on the project in February, staff had met with Treasure Island Mobility Management Agency (TIMMA) staff to discuss service delivery details and costs. As a part of this presentation, Ms. Rannells noted that staff had taken the time to provide more detailed written background information about WETA's long history – spanning well over ten years - in working with various City of San Francisco agency staffs as a partner in developing the Treasure Island ferry terminal and service. She felt this was necessary due to some statements made at the previous meeting that made it seem as if WETA had just recently engaged in work to support this project. She clarified that WETA had led early design work and helped secure some federal funds for the project, and that staff was heavily invested in the project, as was WETA as an agency in its partnering with the City of San Francisco to move the project forward when possible. Ms. Rannells added that an MOU for the project had been first drafted with WETA nearly a decade ago but never finalized.

Mr. Connolly said that at the most recent meeting with TIMMA, operating costs for WETA service and private service were compared, and that the WETA service costs were slightly lower than the private service being considered. He noted that the WETA numbers had been calculated using educated cost estimates, because WETA was not yet operating its small vessels and therefore did not have precise cost details. Mr. Connolly added that the differences in the comparative costs were in labor and fuel.

Mr. Connolly said it was agreed at the most recent meeting that TIMMA and WETA would continue working together, and he said WETA had recently received the design information for the proposed terminal. He explained that WETA had some concerns about the planned terminal design, and would be providing comments detailing those with the hope that the information would be acknowledged and that WETA would be able to work with the terminal designers to address the concerns.

The question was asked as to whether the service would operate as a public transit service, with public money, or as a private service with public money. Mr. Connolly invited Eric Cordoba, Deputy Director for Capital Projects at the San Francisco County Transportation Authority and staff to TIMMA, to speak on the matter.

#### **PUBLIC COMMENTS**

Mr. Cordoba said that what TIMMA had been doing with regard to public and private operators was getting educated with regard to cost. He said to aid in the process, they have been soliciting information from private operators. Mr. Cordoba said he wanted to thank WETA staff for sitting down to talk about costs twice now, because those discussions were important to TIMMA given that the future ferry service was fundamental to transporting people to and from the island. He emphasized that TIMMA wanted to continue those discussions with WETA. Mr. Cordoba acknowledged that draft MOUs had been passed back and forth for several years, and he said TIMMA wanted to continue to work on that. He said while all of this was taking place, numerous entities continued their efforts to try and figure out a toll and parking program, and an affordability program.

Mr. Cordoba said the hope was that details would be sorted and a final plan would be adopted this summer. He said the developer was moving forward with terminal construction, and he was sorry to hear that there were some concerns from WETA about the terminal design. He asked that WETA's terminal design concerns be shared in a more formal discussion as soon as possible because his understanding had been that since the design was done by Moffatt Nichol, a reputable marine engineering firm, they would understand all WETA's requirements. Mr. Cordoba said the terminal

construction would be underway soon because the company that was constructing WETA's new Downtown San Francisco Ferry Terminal project was in the process of signing the Treasure Island construction agreement.

Mr. Cordoba further explained that the objectives for the future ferry service on Treasure Island were that it would be compliant with the Americans with Disabilities Act (ADA) and union friendly with the appropriate unions on board to support the effort. He said TIMMA had provided WETA with information and WETA had responded with information and he wants to see these discussions and this cooperation continue. Mr. Cordoba said this is the intention and he wants to assure that this is in the record. He added that ridership forecasting is in the works and the hope is to be able to share those details with WETA sometime soon.

Ms. Rannells said that it sounded like everyone was pretty much on the same page and that there was much more work to be done. Director Josefowitz said he was glad the discussions were so productive and going so well and he encouraged everyone to continue their efforts and keep talking to each other about this project that was currently the largest transportation development effort happening in the Bay Area in a place where tens of thousands of people and families were expected to be able to live affordably very near to their jobs in San Francisco, Oakland and the surrounding cities. Director Josefowitz emphasized the importance of this project to the Bay Area, and the fundamental need to get it right, most especially in these early planning and development stages.

#### **PUBLIC COMMENT**

Mr. Cordoba said he was impressed with the small boat study because small boats made the most sense for the early Treasure Island service. He reiterated that TIMMA was very interested in WETA's small boats and in hydroelectric boats and even wind powered boats if that's what it is going to take. He said these alternative propulsion boats would bring money to the table and that TIMMA was interested in doing whatever it takes to support that by building infrastructure on the island to support it.

Ms. Rannells said WETA was also interested in these possibilities and that they had been included in the discussions with TIMMA. She said that WETA would continue to emphasize the importance of building the critical infrastructure on the island to support newer technology vessels if alternative propulsion vessels are desired for the service.

Directors agreed that with the desired service start date moved up to 2021, time was scant for these planning efforts, and the execution of a MOU was a critical missing piece of this puzzle which should be signed as soon as possible so that all partners had clarity on their roles and responsibilities.

#### **PUBLIC COMMENT**

Mr. Cordoba explained that many of the discussions about the service with WETA took place prior to his work on the project, and added that he had joined the team only about three and a half years ago. He said that, quite frankly, the most urgent task for his team at this time was solidifying a toll and affordability plan. He said the fifteen month lead time for WETA to build a boat was understood and they were doing the best they can. He thanked Directors for their efforts and their partnership.

#### **11. PUBLIC COMMENTS FOR NON-AGENDA ITEMS**

No additional public comments were shared.

All business having been concluded, the meeting was adjourned at 3:32 p.m.

- Board Secretary

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

MEMORANDUM

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**TO:** Board Members

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

**SUBJECT:** Authorize Filing Applications with the Metropolitan Transportation Commission for FY 2019/20 Regional Measure 1 and Regional Measure 2 Funds

**Recommendation**

Approve the following actions relative to securing operating and capital funds to support WETA's FY2019/20 Operating and Capital Budget:

1. Authorize the Executive Director to file an application with the Metropolitan Transportation Commission (MTC) for a total of \$2,795,370 FY 2019/20 Regional Measure 1 (RM1) operating and capital funds; and
2. Authorize the Executive Director to file applications with MTC for a total of \$19,500,000 FY 2019/20 Regional Measure 2 (RM2) operating funds; and
3. Authorized the Executive Director to take any other related actions as may be required to secure these funds.

**Background**

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

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

Senate Bill 976 amended State law to direct all RM1 and RM2 funds for ferries through MTC to WETA beginning January 1, 2008, in order to support operation of WETA's regional ferry system.

**Discussion**

This item authorizes staff to prepare and submit applications to MTC for available RM1 and RM2 operating and capital funds required to support agency planning, administration, ferry service operations and capital expenditures included in the proposed FY 2019/20 Operating and Capital Budget.



**FY 2019/20 RM1 Funds**

This item includes authorization to file applications with MTC to receive a total of \$2,795,370 in RM1 funds needed to support WETA's FY 2019/20 budget, including \$2,642,300 in operating funds and \$153,070 in capital funds as described below.

RM1 Capital (RM1 – 2%)

WETA is eligible to receive annual allocations of RM1-2% funds dedicated to ferry capital projects. As identified in the proposed FY 2019/20 Capital Budget, RM1 capital funds will be required for the following projects:

- Vessel Engine Overhaul – MV <i>Argo</i> and MV <i>Carina</i>	\$ 48,000
- Vessel Engine Overhaul – MV <i>Gemini</i>	\$ 71,070
- Vessel Engine Overhaul – MV <i>Pyxis</i>	<u>\$ 34,000</u>
Total	\$ 153,070

RM 1 Operating (RM1 – 5%)

WETA is eligible to receive an annual allocation of RM1-5% operating funds to support our transbay ferry services. MTC estimates a total of \$3,341,267 is available to WETA in FY 2019/20 for these services. As identified in the proposed FY 2019/20 Operating Budget, \$2,642,300 RM 1-5% funds will be requested. Excess funds not requested this year can be banked at MTC and utilized to support service operation in future years.

**FY 2019/20 RM2 Operating Funds**

WETA is eligible to receive annual allocations of RM2 operating funds to support 1) general agency administrative and planning activities and 2) transbay ferry services. As identified in the proposed FY 2019/20 Operating Budget, RM2 operating funds will be requested for:

- WETA Planning and General Administration	\$ 3,000,000
- Transbay Ferry Services	<u>\$16,500,000</u>
Total	\$19,500,000

**Fiscal Impact**

This item supports securing RM1 and RM 2 operating and capital funds and State Transit Assistance funds to support WETA's FY 2019/20 Operating and Capital Budget as proposed.

Purpose	Funding Source		
	RM1 - 2%	RM1 - 5%	RM2
<b>Operating Funds:</b>			
WETA Planning and General Administration			\$3,000,000
Alameda/Oakland (AOFS)		1,083,300	5,315,800
Alameda Harbor Bay (AHBF)		-	1,448,800
Vallejo		1,559,000	7,528,300
South San Francisco (SSF)			2,207,100
<b>Capital Funds:</b>			
Vessel Engine Overhaul - M/V <i>Argo</i> and M/V <i>Carina</i>	48,000		
Vessel Engine Overhaul - M/V <i>Gemini</i>	71,070		
Vessel Engine Overhaul - M/V <i>Pyxis</i>	34,000		
<b>Total</b>	<b>\$153,070</b>	<b>\$2,642,300</b>	<b>\$19,500,000</b>

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

**SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY**

**RESOLUTION NO. 2019-06**

**AUTHORIZE FILING AN APPLICATION WITH THE METROPOLITAN TRANSPORTATION COMMISSION FOR FY 2019/20 REGIONAL MEASURE 1-2% BRIDGE TOLL RESERVE CAPITAL, REGIONAL MEASURE 1-5% UNRESTRICTED STATE OPERATING AND REGIONAL MEASURE 2 OPERATING AND CAPITAL FUNDS**

**WHEREAS**, Bay Area voters approved Regional Measure 1 (RM1) in November 1988, which authorized a standard auto toll of \$1.00 for all seven State-owned Bay Area toll bridges; and

**WHEREAS**, up to five-percent (5%) of the revenue derived from the toll increase was made available for allocation by Metropolitan Transportation Commission (MTC) to transportation projects that reduce congestion in the bridge corridors; and

**WHEREAS**, the law was amended in 1997 to direct MTC to allocate an additional 2% of the RM1 toll increase (RM1 – 2%) solely for planning, construction, operation, and acquisition of rapid water transit system; and

**WHEREAS**, the law was further amended in 2007 to name the San Francisco Bay Area Water Emergency Transportation Authority (WETA) as the eligible recipient of these funds; and

**WHEREAS**, staff has identified the need for RM1 – 2% capital assistance for projects necessary for the efficient operation of these ferry services; and

**WHEREAS**, SB 916 (Chapter 715, Statutes 2004), commonly referred to as Regional Measure 2 (RM2), identified projects eligible to receive funding under the Regional Traffic Relief Plan; and

**WHEREAS**, MTC is responsible for funding projects eligible for RM2 funds, pursuant to Streets and Highways Code §30914(c) and (d); and

**WHEREAS**, MTC has established a process whereby eligible transportation project sponsors may submit allocation requests for RM 2 funding; and

**WHEREAS**, allocations to MTC must be submitted consistent with procedures and conditions as outlined in RM2 Policy and Procedures; and

**WHEREAS**, WETA is an eligible sponsor of transportation projects in RM2, Regional Traffic Relief Plan funds; and

**WHEREAS**, WETA's *Transbay Ferry Service (Project #6) and Regional Planning and Operations (Project #11)* are eligible for consideration in the Regional Traffic Relief Plan of RM2, as identified in California Streets and Highways Code §30914(c) or (d); and

**WHEREAS**, the RM 2 allocation requests demonstrates a fully funded operating plan that is consistent with the adopted performance measures, as applicable, for which WETA is requesting that MTC allocate RM2 funds; and

**WHEREAS**, Part 2 of the project application includes the certification by WETA of assurances required for the allocation of funds by MTC; now, therefore, be it

**RESOLVED**, that WETA and its agents shall comply with the provisions of the MTC's RM2 Policy Guidance (MTC Resolution No. 3636); and be it further

**RESOLVED**, that WETA certifies that the project is consistent with the Regional Transportation Plan (RTP); and be it further

**RESOLVED**, that WETA approves the Operating Assistance Proposal; and be it further

**RESOLVED**, that WETA approves the certification of assurances; and be it further

**RESOLVED**, that WETA is authorized to submit an application for RM2 funds for planning and administration of the regional ferry services in accordance with California Streets and Highways Code 30914(d); and be it further

**RESOLVED**, that WETA is authorized to submit an application for RM2 funds for the operation of transbay ferry services in accordance with California Streets and Highways Code 30914(d); and be it further

**RESOLVED**, that WETA certifies that the projects and purposes for which RM2 funds are being requested are in compliance with the requirements of the California Environmental Quality Act (Public Resources Code §21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations §150000 et seq.) and, if relevant the National Environmental Policy Act (NEPA), 42 USC § 4-1 et seq. and the applicable regulations thereunder; and be it further

**RESOLVED**, that there is no legal impediment to WETA making allocation requests for RM2 funds; and be it further

**RESOLVED**, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of WETA to deliver such project; and be it further

**RESOLVED**, that WETA agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution 3866; and be it further

**RESOLVED**, that WETA indemnifies and holds harmless MTC, its Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of the Authority, its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under this allocation of RM2 funds. In addition to any other remedy authorized by law, so much of the funding due under this allocation of RM2 funds as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages; and be it further

**RESOLVED**, that WETA shall, if any revenues or profits from any non-governmental use of property (or project) that those revenues or profits shall be used exclusively for the public transportation services for which the project was initially approved, either for capital improvements or maintenance and operational costs, otherwise MTC is entitled to a proportionate share equal to MTC's percentage participation in the projects(s); and be it further

**RESOLVED**, that assets purchased with RM2 funds including facilities and equipment shall be used for the public transportation uses intended, and should said facilities and equipment cease to be operated or maintained for their intended public transportation purposes for its useful life, that MTC shall be entitled to a present day value refund or credit (at MTC's option) based on MTC's share of

the Fair Market Value of the said facilities and equipment at the time the public transportation uses ceased, which shall be paid back to MTC in the same proportion that RM2 funds were originally used; and be it further

**RESOLVED**, that WETA's Board of Directors hereby approve the applications for operation and capital assistance and authorizes its Executive Director, or her designee, to execute and submit allocation requests with MTC for FY 2018/19 Regional Measure 1-5% Unrestricted State Funds and 2% Bridge Toll Revenue Funds and to enter into all agreements necessary to secure these funds; and be it further

**RESOLVED**, that WETA's Board of Directors authorizes its Executive Director, or her designee, to execute and submit an allocation request with MTC for FY 2019/20 RM2 operating funds in the amount of \$19,500,000, for the project, purposes and amounts included in the project applications attached to this resolution; and be it further

**RESOLVED**, that a copy of this resolution shall be transmitted to MTC in conjunction with the filing of WETA's applications referenced herein.

### **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 May 9, 2019.

YEA:

NAY:

ABSTAIN:

ABSENT:

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/s/ Board Secretary

2019-06

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

MEMORANDUM

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**TO: Board Members**

**FROM: Nina Rannells, Executive Director  
Thomas Hall, Public Information & Marketing Manager**

**SUBJECT: Approve Amendment to Agreement with Nematode Media, LLC for Ferry Ticket Sales and Information Services for FY 2019/20**

**Recommendation**

Approve Amendment No. 12 to Agreement #04-205 with Nematode Media, LLC in the amount of \$83,000 for services July 1, 2019 through June 30, 2020.

**Background/Discussion**

Bay Crossings is a privately owned business with a retail shop inside the Ferry Building Marketplace adjacent to the San Francisco Ferry Terminal. Bay Crossings provides transit-related services to the public including the operation of a Clipper Customer Service Center, selling San Francisco Bay Ferry tickets and MUNI Day Passes, and disseminating public transit and visitor information. Clipper Customer Service Center functions are funded under a contract with the Metropolitan Transportation Commission (MTC). Other services provided by the Bay Crossings store, such as sale of transit tickets and passes, are supported through separate agreements with individual transit agencies.

WETA first entered into a formal agreement with Bay Crossings in September 2004 for ferry service information dissemination through the Bay Crossings newspaper and the Bay Crossings storefront in the downtown San Francisco Ferry Building Terminal. This relationship was later expanded to include ferry ticket sales functions.

Beginning in FY 2015/16, WETA increased its support of Bay Crossings to include enhanced store point-of-sale advertising for WETA materials. At the time, the Board of Directors re-confirmed its interest and support for providing customer service and tickets sales at the Ferry Building and acknowledged that the Bay Crossings store offered a unique opportunity to deliver this service in a straightforward and cost-effective manner for WETA. In 2019, WETA staff has worked with Bay Crossings to update advertising materials and improve communication on customer service issues related to ongoing ferry service.

Staff recommends continuing to utilize Bay Crossings to provide ticket sales and service information in Fiscal Year 2019/20, and proposes that the Board of Directors approve amending Agreement #04-205 with Bay Crossings in the amount of \$83,000 to extend our service agreement from July 1, 2019 through June 30, 2020. This amount is the same as was provided in FY 2018/19 for these services.

**Fiscal Impact**

Funds will be included in the FY 2019/20 operating budget to support this contract amendment.

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

**SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY**

**RESOLUTION NO. 2019-07**

**APPROVE AMENDMENT TO AGREEMENT WITH NEMATODE MEDIA, LLC, FOR SERVICES**

**WHEREAS**, in September 2004 WETA entered into Agreement #04-205 with Nematode Media, LLC, for advertising in Bay Crossings magazine, and for ferry ticket sales and distribution of ferry information at the Ferry Building Bay Crossings store; and

**WHEREAS**, the agreement has been amended over the years to modify the Scope of Work and extend the agreement term, now set to expire June 30, 2019.

**WHEREAS**, the WETA Board of Directors wishes to secure the services of Nematode Media, LLC for FY 2019/20 at the same scope and price; now, therefore, be it

**RESOLVED**, that the Board of Directors hereby approves Amendment No. 12 to Agreement No. 04-205 with Nematode Media, LLC extending the agreement through June 30, 2020 in the amount of \$83,000 and authorizes the Executive Director to execute the amendment.

**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 May 9, 2019.

YEA:

NAY:

ABSTAIN:

ABSENT:

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/s/ Board Secretary

2019-07

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

MEMORANDUM

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TO: Board Members

FROM: Nina Rannells, Executive Director  
Melanie Jann, Administration & Business Services Manager  
Keith Stahnke, Operations & Maintenance Manager

SUBJECT: Approve Purchase of Commercial Insurance Policies for FY 2019/20

**Recommendation**

Approve the purchase of the following commercial insurance policies for FY 2019/20 from Alliant Insurance Services (Alliant), estimated to cost \$444,000 in total:

- 1) Marine Commercial Liability including Terminal Operators and Automobile Liability
- 2) Excess Marine Liabilities
- 3) Property Insurance
- 4) Public Officials Management & Employment Practices Liability
- 5) Crime Insurance

**Background/Discussion**

WETA carries a variety of different insurance policies to protect the agency and its operation from third party claims and loss of property. These policies are renewed annually with WETA Board of Directors approval based upon quotes provided by WETA's insurance broker, Alliant Insurance Services.

This item authorizes the purchase of FY 2019/20 insurance policies consistent with prior year policies and coverage levels, as secured through Alliant Insurance Services. Each type of insurance proposed is described below and policy coverage and pricing is detailed in the 2019/20 Insurance Policy Schedule provided as **Attachment A**.

Marine Commercial Liability and Excess Marine Liabilities

These coverages protect against third party claims for bodily injury and property damage at covered locations.

Property Insurance

This coverage provides protection against losses due to damage to property from fires, vandalism, accidents, earthquake, flood, etc. including both personal property and business inventory. This coverage also extends to the waterside assets consisting of the docks, floats, gangways, piers, pilings and ramps which are insured for replacement costs subject to the property insurance limits.

Public Officials Management & Employment Practices Liability

This coverage is designed to address the significant exposures faced by public entities and responds to claims brought against an insured public entity, its employees and volunteers for any alleged or actual breach of duty, neglect, error, misstatement or omission in the course of public duties. Included is coverage for employment related matters, such as wrongful termination and harassment.

Crime Insurance

Crime insurance covers money, securities and other property against a variety of criminal acts including fraud, employee theft, robbery and forgery.

In addition to this coverage, it is worth noting that there is overlap between WETA's coverage and the coverage of our contract operator, Blue & Gold Fleet, for incidents that occur while passengers embark and debark from the vessels. Blue & Gold Fleet's bumbershoot insurance provides an additional \$49,000,000 of coverage for such incidents, bringing the liability limit up to \$74,000,000 between WETA's Marine Commercial Liability policy (\$25,000,000) and Blue & Gold Fleet's bumbershoot policy (\$49,000,000). Vessel insurance is provided separately through our contract operator Blue & Gold Fleet.

Actual annualized premiums for all policies for FY 2018/19 were \$402,314. Annual premiums for all FY 2019/20 policies are estimated to cost \$444,000 based upon preliminary estimates. This amount includes expanded coverage over the current year for the Downtown San Francisco Ferry Terminal expansion.

**Fiscal Impact**

Sufficient funds are included in the proposed FY 2019/20 Operating Budget to support the purchase of commercial insurance as outlined in this memorandum.

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



San Francisco Bay Area Water Transportation Authority (WETA)  
2019 - 2020 Insurance Policy Schedule

Attachment A

Coverage	Locations	Deductible/Retention	FY 2018/19 Limit	FY 2018/19 Premium (annualized)	FY 2019/20 Limit	FY 2019/20 Estimated Premium
Marine Commercial Liability Terminal Operators Liability Wharfingers Liability Auto Liability	Pier 9 Offices Pier 9 Berthing Facility Central Bay O&M Facility North Bay O&M Facility Vallejo Ferry Ticket Office San Francisco Harbor Bay Alameda Main Street Oakland Clay Street Vallejo Mare Island South San Francisco Richmond	\$2,500 each occurrence	\$1,000,000 Each Occurrence \$3,000,000 Aggregate	\$ 15,938	\$1,000,000 Each Occurrence \$3,000,000 Aggregate	\$ 18,000
Excess Marine Liabilities	Pier 9 Offices Pier 9 Berthing Facility Central Bay O&M Facility North Bay O&M Facility Vallejo Ferry Ticket Office  San Francisco Harbor Bay Alameda Main Street Oakland Clay Street Vallejo Mare Island South San Francisco Richmond	N/A	\$9,000,000 Excess \$1,000,000  Plus  \$15,000,000 Excess \$10,000,000	\$ 11,813    \$ 15,750	\$9,000,000 Excess \$1,000,000  Plus  \$15,000,000 Excess \$10,000,000	\$ 13,500    \$ 17,500
Property Insurance	Pier 9 Offices Pier 9 Berthing Facility Central Bay O&M Facility North Bay O&M Facility Vallejo Ferry Ticket Office San Francisco Harbor Bay Alameda Main Street Oakland Clay Street Vallejo Mare Island South San Francisco Richmond	\$10,000 to \$250,000	Total Insured Value: \$145,350,369	\$ 335,000	Total Insured Value: \$158,242,356	\$ 368,500
Public Officials Management & Employment Practices Liability	N/A	\$15,000 each public officials management \$20,000 each employment practices violation	\$3,000,000 Aggregate	\$ 22,614	\$3,000,000 Aggregate	\$ 24,310
Crime Insurance	N/A	\$2,500 each occurrence	\$1,000,000 Each Occurrence	\$ 1,200	\$1,000,000 Each Occurrence	\$ 1,260
				<b>\$ 402,314</b>	<b>\$ 443,070</b>	

\* NEW for FY 2019/20 - Downtown San Francisco Ferry Terminal Expansion (annualized)

Premiums for FY 2018/19 were annualized for mid-term additions.

San Francisco Bay Area Water Transportation Authority (WETA)  
2018 - 2019 Insurance Policy Schedule

Attachment A

Coverage	Locations	Deductible/Retention	FY 2017/18 Limit	FY 2017/18 Premium	FY 2018/19 Limit	FY 2018/19 Estimated Premium
Marine Commercial Liability Terminal Operators Liability Wharfingers Liability Auto Liability	Pier 9 Offices Pier 9 Berthing Facility <b>Central Bay O&amp;M Facility</b> North Bay O&M Facility Vallejo Ferry Ticket Office Harbor Bay Alameda Main Street Oakland Clay Street Vallejo Mare Island South San Francisco <b>Richmond</b>	\$2,500 each occurrence	\$1,000,000 Each Occurrence \$3,000,000 Aggregate	\$ 14,438	\$1,000,000 Each Occurrence \$3,000,000 Aggregate	\$ 17,438
Excess Marine Liabilities	Pier 9 Offices Pier 9 Berthing Facility <b>Central Bay O&amp;M Facility</b> North Bay O&M Facility Vallejo Ferry Ticket Office Harbor Bay Alameda Main Street Oakland Clay Street Vallejo Mare Island South San Francisco <b>Richmond</b>	N/A	\$9,000,000 Excess \$1,000,000  Plus	\$ 11,813	\$9,000,000 Excess \$1,000,000  Plus	\$ 13,000
			\$15,000,000 Excess \$10,000,000	\$ 15,750	\$15,000,000 Excess \$10,000,000	\$ 16,500
Property Insurance	Pier 9 Offices Pier 9 Berthing Facility <b>Central Bay O&amp;M Facility</b> North Bay O&M Facility Vallejo Ferry Ticket Office Harbor Bay Alameda Main Street Oakland Clay Street Vallejo Mare Island South San Francisco <b>Richmond</b>	\$10,000 each occurrence \$20,000 wind, wind driven water and flood	Total Insured Value: \$84,300,000	\$ 202,422	Total Insured Value: \$145,300,000	\$ 357,422
Public Officials Management & Employment Practices Liability	N/A	\$15,000 each public officials management \$20,000 each employment practices violation	\$3,000,000 Aggregate	\$ 21,120	\$3,000,000 Aggregate	\$ 22,704
Crime Insurance	N/A	\$2,500 each occurrence	\$1,000,000 Each Occurrence	\$ 1,200	\$1,000,000 Each Occurrence	\$ 1,260
				\$ 266,742	\$ 428,323	

\* NEW for FY 2018/19 - Central Bay Operations and Maintenance Facility and Richmond Service

San Francisco Bay Area Water Transportation Authority (WETA)  
2019 - 2020 Insurance Policy Schedule

Attachment A

Coverage	Locations	Deductible/Retention	FY 2018/19 Limit	FY 2018/19 Premium (annualized)	FY 2019/20 Limit	FY 2019/20 Estimated Premium
Marine Commercial Liability Terminal Operators Liability Wharfingers Liability Auto Liability	Pier 9 Offices Pier 9 Berthing Facility Central Bay O&M Facility North Bay O&M Facility Vallejo Ferry Ticket Office San Francisco Harbor Bay Alameda Main Street Oakland Clay Street Vallejo Mare Island South San Francisco Richmond	\$2,500 each occurrence	\$1,000,000 Each Occurrence \$3,000,000 Aggregate	\$ 15,938	\$1,000,000 Each Occurrence \$3,000,000 Aggregate	\$ 18,000
Excess Marine Liabilities	Pier 9 Offices Pier 9 Berthing Facility Central Bay O&M Facility North Bay O&M Facility Vallejo Ferry Ticket Office San Francisco Harbor Bay Alameda Main Street Oakland Clay Street Vallejo Mare Island South San Francisco Richmond	N/A	\$9,000,000 Excess \$1,000,000	\$ 11,813	\$9,000,000 Excess \$1,000,000	\$ 13,500
			Plus  \$15,000,000 Excess \$10,000,000	\$ 15,750	Plus  \$15,000,000 Excess \$10,000,000	\$ 17,500
Property Insurance	Pier 9 Offices Pier 9 Berthing Facility Central Bay O&M Facility North Bay O&M Facility Vallejo Ferry Ticket Office San Francisco Harbor Bay Alameda Main Street Oakland Clay Street Vallejo Mare Island South San Francisco Richmond	\$10,000 to \$250,000	Total Insured Value: \$145,350,369	\$ 335,000	Total Insured Value: \$158,242,356	\$ 368,500
Public Officials Management & Employment Practices Liability	N/A	\$15,000 each public officials management \$20,000 each employment practices violation	\$3,000,000 Aggregate	\$ 22,614	\$3,000,000 Aggregate	\$ 24,310
Crime Insurance	N/A	\$2,500 each occurrence	\$1,000,000 Each Occurrence	\$ 1,200	\$1,000,000 Each Occurrence	\$ 1,260
				\$ 402,314	\$ 443,070	

\* NEW for FY 2019/20 - Downtown San Francisco Ferry Terminal Expansion (annualized)  
Premiums for FY 2018/19 were annualized for mid-term additions.

**SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY**

**RESOLUTION NO. 2019-08**

**APPROVE PURCHASE OF COMMERCIAL INSURANCE POLICIES FOR FY 2019/20**

**WHEREAS**, WETA's existing Commercial Insurance Policies expire on July 1, 2019 and WETA seeks to renew the policies through June 30, 2020; and

**WHEREAS**, these policies are being provided through Alliant Insurance Services, WETA's insurance broker, and WETA wishes to continue this arrangement for FY 2019/20; and

**WHEREAS**, WETA has received preliminary estimates for FY 2019/20 insurance coverage, expanded to cover new WETA facilities constructed as a part of the Downtown San Francisco Ferry Terminal Expansion Project; and

**WHEREAS**, the estimated cost of insurance coverage in FY 2019/20, including expanded coverage for the new facilities, is fair and reasonable and consistent with prior year rates; now, therefore, be it

**RESOLVED**, that the Board of Directors hereby approves and authorizes the Executive Director to purchase Commercial Insurance from Alliant Insurance Services at an estimated amount of \$444,000 for FY 2019/20.

**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 May 9, 2019.

YEA:

NAY:

ABSTAIN:

ABSENT:

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/s/ Board Secretary

2019-08

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

**MEMORANDUM**

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**TO: Board Members**

**FROM: Nina Rannells, Executive Director**  
**Kevin Connolly, Planning & Development Manager**  
**Mike Gougherty, Senior Planner/Project Manager**

**SUBJECT: Approve Memorandum of Understanding with City of Berkeley for Ferry Terminal Planning and Feasibility Study**

**Recommendation**

Approve the attached Memorandum of Understanding (MOU) with the City of Berkeley for ferry terminal planning and feasibility study activities, and authorize the Executive Director to execute the MOU and enter into related funding agreements.

**Background**

The history of Berkeley passenger ferry service dates back to the 1920s when the Berkeley Municipal Pier was constructed. The Pier ultimately extended 3.5 miles into San Francisco Bay and served as an important access point for transbay ferry service to San Francisco until shortly after the opening of the Bay Bridge in 1937. Following the termination of the Berkeley ferry service, much of the Pier was abandoned to decay; however, a portion of the Pier connecting to the shoreline was actively maintained as public access until very recently.

In 2003, the Water Transit Authority adopted its Implementation and Operations Plan (IOP) to create a new regional network of ferry routes on San Francisco Bay, including a potential terminal located along the shoreline of the cities of Albany and Berkeley. In 2005, WETA awarded a consultant contract for environmental review of the proposed project. This review included a site alternatives analysis that identified the Berkeley Marina as the preferred site for the ferry terminal. In 2006, WETA awarded a design and engineering contract for the project. Over the next several years, WETA worked with its consultant team and the City to develop a concept design for the preferred site and publish a draft Environmental Impact Report (EIR) and Environmental Impact Statement (EIS) pursuant to California Environmental Quality Act (CEQA) and National Environmental Protection Act (NEPA) requirements.

In 2013, work on the project was effectively halted as several issues emerged concerning the feasibility of the project. Among the most crucial of these issues was the potential cost of dredging work and the mitigation measures required to offset potential associated impacts. Other significant issues included the lack of a definitive funding source to subsidize service operations, potential conflicts with public access and recreational uses at the Berkeley Marina, and parking requirements. To date, nearly \$2.5 million has been invested by WETA on planning and environmental review efforts to support the project.

In 2016, WETA adopted its Strategic Plan which included a 20-year vision of potential expansion projects. The Berkeley project was included in the Plan, consistent with the written support of the City's Mayor, reaffirming WETA's commitment to continuing to pursue development of a Berkeley ferry service. In 2017, the project was also endorsed by the

multi-agency Core Capacity Transit Study led by the Metropolitan Transportation Commission as a key medium term regional project for enhancing transit capacity in the Bay Bridge transportation corridor.

### **Discussion**

Since work was halted on developing a Berkeley ferry terminal project in 2013, both WETA and the City have identified new opportunities that could address significant issues that emerged during the previous effort to develop the project. Most significantly, the passage of Regional Measure 3 has created a possible source of funding to construct a Berkeley ferry terminal and provide the subsidy required to operate the service for a minimum of 10 years, as required by WETA's System Expansion Policy.

Additionally, several notable changes have occurred at the Berkeley Marina in recent years that could represent new opportunities for the project. Significantly, the Berkeley Municipal Pier was indefinitely closed in 2015 due to structural safety issues. The City has indicated that the repair or replacement of the Pier to restore public access to the Bay is a high community priority. Also, beginning in 2017 the City granted permission for private companies to operate ferry service out of the Berkeley Marina through a pilot program. These services have confirmed the potential market demand for ferry service in Berkeley; however, the current location of the private ferry landing inside the main Marina basin has created some parking conflicts among the different users of the Marina.

In 2017, the City initiated a \$330,000 study to identify feasible options for fixing or replacing the pier as a dual-use facility that would restore public access and serve as a new landing location for small-scale ferry operations. Over the past year, the City and WETA have met to discuss the terms of an agreement whereby the City study would be expanded to consider the feasibility of operating larger scale ferry service from a rebuilt or new dual-use pier.

As a result, a MOU between the City and WETA has been drafted to undertake a planning effort and feasibility study to determine if the strategy of building a dual-use pier could potentially address previous issues with the ferry terminal project, including dredging work, potential impacts of the ferry service on nearby public access and recreational uses, and parking requirements. Additionally, the expanded study would evaluate both current and planned access modes and land-use development in proximity to the proposed project site for compatibility with potential future ferry service. A copy of the MOU is attached as **Attachment A** to this report, key terms and provisions include:

- The MOU covers only the planning phase of the project. General assumptions about the design, construction, and operation phases of the project are provided; however, these phases would not be pursued without future agreement between the parties.
- WETA's financial contribution for the planning phase is limited to an amount not to exceed \$250,000. The City has already contributed over \$330,000 to the existing study and commits through the MOU to contributing up to \$110,000 in additional funds to support the work.
- The City will manage the public engagement process with assistance and participation from WETA.

- If the City or WETA conclude that the project is not feasible, the MOU shall automatically terminate and the parties will have no further obligations.

The execution of this MOU would clearly define the roles and responsibilities for each party and create a formal partnership framework for the two parties. The MOU would also be consistent with WETA's System Expansion Policy, which requires that a feasibility study be undertaken prior to making more significant investments in a project, potentially including environmental review, final design, and construction phases.

On March 12, the Berkeley City Council approved a consent item authorizing the City Manager to execute the MOU with WETA. Staff recommends that the Board authorize the Executive Director to execute the MOU with the City of Berkeley.

**Fiscal Impact**

The approval of the MOU with the City of Berkeley will commit WETA to contributing up to \$250,000 towards the ferry terminal planning and feasibility study activities. Sufficient funds have been included in the proposed FY 2019/20 Operating Budget to support this planning effort.

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

**PROJECT MEMORANDUM OF UNDERSTANDING  
BERKELEY MARINA FERRY FACILITY PROJECT**

March 12, 2019

**Term, Parties**

1. General	<p>This Memorandum of Understanding (“<b>MOU</b>”) establishes the framework for the funding, development and operation of the planned ferry service facility at the Berkeley Marina (the "Project", as further described in paragraph 5 below). The Project is anticipated to be carried out in the following four consecutive phases: (1) Planning; (2) Design; (3) Construction; and (4) Operation.</p> <p>This MOU covers the Planning Phase. City and WETA have secured a portion of the necessary funding needed for the Planning Phase. Although this MOU also provides general assumptions for the Design, Construction, and Operation Phases, the Parties are not obligated to embark on, and have not secured funding for the Design, Construction, or Operation phases. In addition, the Parties anticipate executing either amendments to this MOU, or separate agreements to govern the precise terms of the subsequent phases, each of which shall be subject to the approvals of the City Council and WETA Board.</p>
2. Term	<p>The term (“<b>Term</b>”) of this MOU shall commence on _____, 2019 (“<b>Effective Date</b>”) and shall remain in effect until the first to occur of: (i) _____, 202__ or (ii) the date which is one (1) year following completion of the Planning Phase work, or such later date as the Parties may mutually agree.</p>
3. Parties	<p>This MOU is entered into between the San Francisco Bay Area Water Emergency Transportation Authority (“<b>WETA</b>”) and the City of Berkeley (“<b>City</b>”). City and WETA may be individually referred to herein as a “<b>Party</b>,” and collectively as the “<b>Parties</b>.”</p> <p>WETA was established in 2008 as the successor agency to the Water Transit Authority with a mission to consolidate and operate certain existing publicly operated ferry services on the San Francisco Bay, expand new routes, and coordinate ferry services in the event of an emergency.</p> <p>City is a charter city and municipal corporation located in Alameda County. City has jurisdiction over the property in and around the Berkeley Marina where the proposed Project may be located.</p>
4. WETA System Expansion Policy	<p>On June 4, 2015 the WETA Board of Directors adopted a System Expansion Policy attached hereto as <u>Exhibit A</u> and incorporated herein (“<b>System Expansion Policy</b>”) to serve as a framework for evaluating the feasibility of new ferry projects. This Policy is applicable to the proposed Project.</p>

March 12, 2019



<p>5. Project Objectives</p>	<p>WETA's 2016 WETA Strategic Plan indicates the desire to construct and operate a Berkeley ferry service. It is the intention of both Parties that, upon completion of the Project, WETA will commence public ferry service between San Francisco and the Berkeley Marina. WETA anticipates that it will initially provide direct public ferry service to and from San Francisco during commute times. As ridership grows, WETA may include direct public ferry service to and from the Berkeley Marina to its other facilities. WETA also anticipates that it may provide direct public ferry service for special events. City desires to reconstruct or replace the Berkeley Municipal Pier, which is currently closed due to structural safety concerns, to restore public access to San Francisco Bay. City and WETA agree to work together in good faith to coordinate their efforts in pursuing these objectives.</p> <p>The proposed Berkeley Marina Ferry Facility Project ("<b>Project</b>") contemplated by this MOU would include a new or restored dual-use pier facility that would both serve as a passenger ferry facility for berthing public ferry service vessels and provide public access to San Francisco Bay. WETA may permit non-WETA vessel operators to call on the Berkeley Marina Ferry Facility provided they do not interfere with regularly scheduled WETA service and they meet WETA's private landing requirements, and agree to pay reasonable docking fees, if applicable, to WETA. The Parties anticipate that the dual-use pier will be located at or near the Berkeley Municipal Pier located at the west terminus of University Avenue along Seawall Drive.</p> <p>The Project would also include landside improvements, such as reconfiguration of the existing parking facility, new parking facilities, roadway improvements, bus/ride share drop areas, pedestrian trail improvements, landscaping, and security measures. The Project may also include construction of a breakwater and the dredging of a navigation channel extending west into the Bay.</p>
<p>6. Partnering</p>	<p>Federal, state, regional or local funding may become available during the term of this MOU. WETA and the City commit to collaborate and coordinate to pursue funding for the Project. Such support may include, but will not be limited to: application support letters, provision of ridership data, operating or capital cost information or other technical information required by funders, as well as WETA Board or City Council resolutions in support of one another's funding applications.</p> <p>City and WETA agree to work collaboratively to advocate for and coordinate with AC Transit and other potential local transit operators to provide frequent, reliable, and convenient bus or shuttle service to the Berkeley Marina Ferry Facility.</p>

**Phase 1: Planning Phase (Feasibility Study, Public Engagement, and Funding)**

<p>7. Feasibility Study</p>	<p>The City is currently conducting and has completed a draft feasibility and structural condition assessment to explore options for restoring, rehabilitating or reconstructing the Berkeley Municipal Pier in conjunction with ferry service. That work is nearly complete and has been fully funded by City at a cost to City of approximately \$330,744.</p> <p>In partnership with WETA, City will expand this assessment to consider development of a WETA-scale ferry facility alongside a new or restored pier ("<b>Expanded Feasibility Study</b>").</p> <p>City will serve as the project lead, with assistance from WETA, for the Expanded Feasibility Study that will include technical analyses and a public process. The Expanded Feasibility Study will also develop the conceptual designs for a dual-function facility (ferry and public access) including both waterside and landside improvements. The Expanded Feasibility Study will also include conceptual analysis on wave protection. Landside facilities will include, but are not limited to, parking areas, paths-of-travel, restrooms, bus and shuttle stops, and ride and bike share stations. The Parties will mutually agree to a final scope of work prior to initiating work on the Expanded Feasibility Study.</p>
<p>8. Public Engagement</p>	<p>All interaction with the public as part of the planning phase will be managed by City with assistance and participation from WETA. This coordination includes public notices, scoping meetings, public engagements and comments, City Council and Commission presentations.</p>
<p>9. Contracting</p>	<p>City will contract for professional consultant services for the Expanded Feasibility Study.</p>
<p>10. Funding</p>	<p>WETA will reimburse City for a total amount not to exceed \$250,000 of the cost of the Expanded Feasibility Study unless otherwise agreed to by the Parties. The City will contribute for a total amount not to exceed \$110,000 of the cost of the Expanded Feasibility Study. The Parties will execute a funding agreement in the form attached as Exhibit B. City and WETA will each contribute staff resources to support the Planning Phase.</p>
<p>11. Feasibility Determination</p>	<p>It is anticipated that the Planning Phase will conclude with a determination by the City Council of the City of Berkeley and the WETA Board regarding the feasibility of the proposed Project. If the City Council or WETA Board determines, each in its sole and unfettered discretion, not to proceed with the Project, this MOU shall automatically terminate and the Parties shall have no further obligations under this MOU.</p>

**Phase 2: Design (Design, Environmental Clearance, Permitting, and Funding)**

12. Design Assumptions	<p>If the Parties mutually determine to proceed to the Design Phase, the Parties will prepare an amendment to this MOU to address design, environmental review, permitting, and funding. The MOU amendment shall memorialize the Parties' determination that the proposed Project is feasible, and describe in greater detail the obligations of the Parties in the Design Phase.</p> <p>The Parties anticipate that the City will serve as the lead agency for CEQA review and any associated public outreach or interaction during the Design Phase.</p> <p>The City will also be responsible for project permitting and leading the design process, including contracting for professional design services.</p> <p>WETA will coordinate with the City and provide technical resources and assistance to support the Design Phase.</p> <p>Subject to applicable laws and the Parties' ability to secure adequate funding, WETA will pay all costs associated with Project elements associated with public ferry service, including CEQA (and, if applicable, NEPA) compliance, resource agency permitting, and design costs, City will pay all costs associated with public access aspects of the Project. For aspects of the Project that are required for both types of elements, WETA and City will implement a reasonable cost-sharing method. The City and WETA will each contribute staff resources to support the Design Phase.</p>
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**Phase 3: Construction (Bidding, Construction, Construction Administration, and Funding)**

13. Construction Assumptions	<p>If, after conclusion of the Phase 2 Design Phase, the Parties determine to proceed to the Phase 3 Construction Phase, the Parties will negotiate and enter into appropriate agreements to address bidding, construction, construction management, funding, and related issues, subject to the concurrent approvals of the City Council and WETA Board</p> <p>The Parties anticipate that City will serve as the Project lead, with assistance from WETA to advertise and bid out the construction of the Project in accordance with applicable provisions of the Public Contract Code and any specific funding requirements. The Parties contemplate that the Project will be constructed as soon as possible after necessary permits and regulatory approvals have been approved and 100% of the construction funding has been secured.</p> <p>The City will contract for professional construction management services for inspection, construction support and management for the Project.</p> <p>Subject to applicable laws and the Parties' ability to secure adequate funding, WETA will pay all costs associated with Project elements associated with public ferry service, including any needed dredging work, and City will pay all costs associated with public access elements of the Project. For aspects of the Project that are required for both types of elements, WETA and City will implement a reasonable cost-sharing</p>
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	method. The City and WETA will each contribute staff resources to support the Construction Phase.
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**Phase 4: Operation**

<p>14. Operation Assumptions</p>	<p>Prior to the commencement of construction of the Project, the Parties shall negotiate and execute appropriate agreements to address the use, operation, maintenance and repair of the new Berkeley Marina Ferry Facility, subject to concurrent approvals of the City Council and WETA Board. Issues to be considered include responsibilities for capital rehabilitation, funding, landing and property rights, use by third parties, and related issues. It is anticipated that WETA will own all improvements to the waterside of the access control gate built exclusively to support ferry operations, including, but limited to the gangway, float, guide piles and the access control gate itself, and that City will retain ownership of the waterside improvements related to public access, and all other landside improvements and property upland of the access control gate, including all State public trust lands.</p> <p>City acknowledges that WETA’s initiation of public ferry service between San Francisco and Berkeley is contingent upon City providing parking facilities within a reasonable distance from the access control gate. This reasonable distance and the number of required spaces will be determined and mutually agreed upon after feasibility and other necessary studies have been conducted. The parking facilities will be owned, maintained, and operated by City or its designated representative. City will evaluate the possible implementation of public/private transit connections and potential parking fees, the proceeds of which, if any, would be committed to support maintenance and operation of the landside facilities, including the parking facilities.</p>
<p>15. Public Ferry Service Assumptions</p>	<p>Vessels: The public ferry service contemplated by this MOU will likely require a dedicated vessel and a shared spare vessel to ensure reliable operations. The estimated cost of a dedicated vessel and shared spare is approximately \$22 million (FY 2018 dollars).</p> <p>Initial Ferry Service: A minimum level of service is desired to operate an effective commuter service, which the Parties will endeavor to provide upon the initiation of the San Francisco/Berkeley ferry service consistent with the WETA System Expansion Policy. It is anticipated that the initial service would include a minimum of three departures during the AM peak (6-9 AM) from Berkeley to San Francisco and 3 departures during the PM peak (4-8 PM) from San Francisco to Berkeley. Midday and weekend service is not initially anticipated but may be added as demand warrants and funding is available.</p> <p>Expansion of Service: The initial ferry service level defined for Berkeley Marina service may be expanded as necessary. All service adjustments, including possible 30-minute or faster headways in the peak hour and initiation of midday or weekend services, are anticipated to be consistent with the WETA System Performance Targets Policy adopted by the WETA</p>

*Berkeley Marina Ferry Service Project Agreement*

	<p>Board on June 4, 2015 and other WETA service planning policies in effect at the time of adjustment, as applicable.</p> <p>Emergency Response and Recovery: In the event of a natural disaster or disruptive regional event (“<b>Casualty Event</b>”), WETA ferries may be called upon by the California Office of Emergency Services (“<b>Cal OES</b>”) to provide service from the Berkeley Ferry Terminal for both emergency response and recovery after the Casualty Event.</p> <p>In the immediate aftermath of an event, Cal OES will determine how to allocate regional transportation resources including WETA ferries. The Berkeley Marina Ferry Facility will be an asset in this emergency network and it will be a state and regional decision as to how this asset will be used.</p> <p>In the weeks and months following an event as the Bay Area recovers, WETA ferry service will play a critical role as a component of the regional transit network that can be quickly operationalized at facilities like Berkeley. Decisions regarding funding and asset deployment during the recovery phase will also likely take place at the state and regional level.</p>
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WETA and the City of Berkeley have entered into this Memorandum of Understanding as of the last date set forth below.

**San Francisco Bay Area  
Water Emergency Transportation  
Authority**

By: \_\_\_\_\_  
Nina Rannells  
Executive Director

Date: \_\_\_\_\_

**Reviewed:**

By: \_\_\_\_\_  
Madeline Chun  
Legal Counsel to Authority

**City of Berkeley**

By: \_\_\_\_\_  
Dee Williams-Ridley  
City Manager

Date: \_\_\_\_\_

**Reviewed:**

By: \_\_\_\_\_  
Farimah Brown  
City Attorney

Attachments:

Exhibit A: WETA System Expansion Policy

Exhibit B: Funding Agreement

Exhibit C: Amendment to Consulting Services Agreement

March 12, 2019

**EXHIBIT A**

WETA System Expansion Policy

<https://weta.sanfranciscobayferry.com/strategic-plan>

March 12, 2019

15027302.2

**EXHIBIT B**

Funding Agreement

March 12, 2019

15027302.2

[DATE]

City of Berkeley

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Re: RM2 Funding Agreement - Berkeley Marina Ferry Facility Project

Dear \_\_\_\_\_:

This letter agreement memorializes the understandings between the San Francisco Bay Area Water Emergency Transportation Authority (WETA) and the City of Berkeley (CITY), to fund an expanded feasibility study of the Berkeley Marina, utilizing RM2 operating funds available to WETA.

The City of Berkeley's contractor, GHD, pursuant to an Agreement for Consulting Services between City and GHD dated May 8, 2017 ("GHD Agreement"), has already conducted a feasibility and structural condition assessment to explore options for restoring, rehabilitating or reconstructing the Berkeley Municipal Pier in conjunction with the potential for ferry service.

It is agreed that CITY shall amend the GHD Agreement to expand the scope of the GHD feasibility study to assess the potential for a WETA-scale ferry terminal, and to develop conceptual designs for a dual-function facility (public ferry service and waterfront public access) including both waterside and landside improvements.

CITY will serve as the project lead, with assistance from WETA, for the expanded feasibility study, which will include technical analyses and a public engagement process. The expanded feasibility study will include water technical analysis on wave protection and geotechnical investigation. Landside facilities will include, but are not limited to, parking areas, paths-of-travel, restrooms, bus and shuttle stops, and ride and bike share stations. The parties will mutually agree to a final scope of work prior to initiating work on the expanded feasibility study. CITY will engage professional consultant services, approved by WETA, to conduct the expanded study. CITY and WETA will each contribute staff resources to support the expanded feasibility study, and will confer on a regular basis on the progress of the work. CITY will provide drafts of the study for WETA's review prior to finalizing the work.

WETA will reimburse CITY for CITY's actual costs incurred for authorized and satisfactorily completed work and services rendered by CITY's outside professional consultants, including GHD, for the expanded feasibility study, not to exceed Two Hundred and Fifty Thousand (\$250,000.00). Payment will be made within thirty (30) days of receipt of an invoice, approved by WETA (which approval shall not be unreasonably withheld, conditioned or delayed), describing work performed, itemizing all costs for which reimbursement is requested, and



stating the payment requested and the cumulative amount billed to date. CITY shall also attach to each invoice such receipts, proof of payment, and other supporting documentation as may be reasonably required by WETA.

All invoices must be made in writing and delivered or mailed to WETA as follows:

Attention: Accounting Department  
San Francisco Bay Area Water Emergency Transportation Authority  
Pier 9, Suite 111, The Embarcadero  
San Francisco, CA 94111

Performance will begin on or after \_\_\_\_\_, and be completed by \_\_\_\_\_, unless this Agreement is terminated by either WETA or CITY as provided below. Invoices must be submitted before \_\_\_\_\_, to be paid.

Either CITY or WETA may terminate this Agreement, in each party's sole discretion, for any force majeure event, if such events (i) irrecoverably disrupt or render impossible CITY's performance hereunder; or (ii) disrupt WETA's ability to make payments hereunder. CITY will be entitled to payment for costs of work performed by CITY's outside professional consultants, including GHD, prior to the date of such termination, up to the maximum amount payable under this Agreement.

If CITY fails to perform as specified in this Agreement, WETA may terminate this Agreement for cause by advance ten (10)-day written notice and CITY will only be entitled to costs of work performed by CITY's outside professional consultants, including GHD, in accordance with this Agreement, not to exceed the maximum amount payable under the Agreement for such work.

CITY agrees to retain all documents, working papers, records, accounts and other materials relating to its performance under this Agreement for a minimum of four (4) years following the fiscal year of the last expenditure under this Agreement and WETA and its authorized representatives may inspect and audit such records during that period of time.

In performing services under this Agreement, CITY will be acting as an independent contractor and not as an agent or employee of WETA. CITY will have no authority to contract in the name of WETA, and CITY will be responsible for its own acts and those of its agents, contractors and employees.

CITY agrees that the amendment to the GHD Agreement ("GHD Amendment") shall be substantially in the form attached hereto and shall, among other things, (i) obligate GHD to defend, indemnify and hold harmless WETA and its officers, agents, officials, representatives and employees from and against any and all claims, loss, cost, damage, injury (including, without limitation, injury to or death of an employee of GHD or its subconsultants), expense and liability of every kind, nature and description that arise out of, pertain to or relate to the negligence, recklessness, or willful misconduct of GHD and its subconsultants, anyone directly or indirectly employed by the them, or anyone that they control; (ii) name WETA and its directors, officers, representatives, employees, consultants, subcontractors and agents as additional insureds under GHD's commercial general liability, business automobile liability and

professional liability insurance policies; and (iii) name WETA as a third party beneficiary of the GHD's indemnity and insurance obligations under the GHD Agreement, as amended by the GHD Amendment, and provide that such provisions may not be amended without WETA's consent.

Any amendment of the Agreement must be in writing, specifically identified as an amendment to this agreement, and signed by both CITY's City Manager and WETA's Executive Director, or their designated representatives.

Please sign and date both counterparts of this letter in the space provided below, return one counterpart to WETA, and retain the other counterpart for your files.

Sincerely,

Nina Rannells  
Executive Director

\* \* \* \* \*

Accepted and Agreed this \_\_\_\_\_ day of \_\_\_\_\_, 2019.

CITY OF BERKELEY

By: \_\_\_\_\_  
Name: \_\_\_\_\_  
Title: \_\_\_\_\_

**EXHIBIT C**

Amendment to Consulting Services  
Agreement

March 12, 2019

15027302.2

**AMENDMENT TO CONTRACT**

THIS CONTRACT AMENDMENT is entered into DATE, between the CITY OF BERKELEY ("City"), a Charter City organized and existing under the laws of the State of California, and GHD ("Contractor") a California Corporation, doing business at 655 Montgomery Street, Suite 1010, San Francisco, CA 94111.

WHEREAS, City and Contractor previously entered into Contract Number 10632 dated June 21, 2017, for a not to exceed amount of \$214,123, which Contract was authorized by the Berkeley City Council by Resolution No. 67,856- N.S.; and

WHEREAS, on January 23, 2018, by Resolution No. 68,294-N.S., the Berkeley City Council authorized amendment of said contract increasing the scope of work for an additional fee of \$94,744 for a total contract amount not to exceed \$330,744 for the term ending December 31, 2019; and

**WHEREAS, on DATE, by Resolution No. XX,XXX-N.S., the Berkeley City Council authorized amendment of said contract as set forth below.**

THEREFORE, City and Contractor mutually agree to amend said contract as follows:

1. Section 3 is amended to include the additional services described in Exhibit A of this amendment.
2. Section 4 is amended to read as follows:

**COMPENSATION**

For services referred to in Section 3 as amended, City will pay Contractor an additional amount not to exceed \$XX,XXX for a total contract amount not to exceed \$XXX,XXX. City shall make payments to Contractor in accordance with provisions described in Exhibit B, which is attached to and made part of this Contract.

3. **First sentence of Section 7.1 is amended to read as follows:**

**INDEMNIFICATION BY CONSULTANT**

**“To the fullest extent permitted by law (including, without limitation, California Civil Code Sections 2782 and 2782.8), Consultant shall defend (with legal counsel reasonably acceptable to City), indemnify and hold harmless the City and the Water Emergency Transportation Authority (“WETA”) and its and their officers, agents, departments, officials,**

representatives and employees (collectively, “Indemnitees”) from and against any and all claims, loss, cost, damage, injury (including, without limitation, injury to or death of an employee of Consultant or its Subconsultants), expense and liability of every kind, nature and description that arise out of, pertain to or relate to the negligence, recklessness, or willful misconduct of Consultant, and Subconsultant, anyone directly or indirectly employed by the them, or anyone that the control (collectively, “Liabilities”).

4. Section 10.2.1 is amended to read as follows:

**INSURANCE**

“City and WETA, and its and their directors, officers, partners, representatives, employees, consultants, subcontractors and agents, shall be named as additional insureds, but only with respect to the liability arising out of the activities of the named insured, and there shall be a waiver of subrogation as to each named and additional insured.”

5. Section 33 is amended to add as follows:

**MISCELLANEOUS**

“33.5 WETA shall be deemed a third party beneficiary of Consultant’s obligations under Sections 7 and 10 of this Agreement. Any amendment to Section 7 or 10 shall require the written consent of WETA to be effective. Except as provided in this Subsection 33.5, there are no other third party beneficiaries to this Agreement.”

3. Section 2 is amended to read as follows;

**TERM**

a. This Contract shall begin on DATE, and end on DATE. The City Manager of the City may extend the term of this contract by giving written notice.

In all other respects, the contract dated DATE shall remain in full force and effect.

IN WITNESS WHEREOF, City and Contractor have executed this Contract as of the date written on the first paragraph of this Contract.

CITY OF BERKELEY

By \_\_\_\_\_  
City Manager

THIS CONTRACT HAS BEEN  
APPROVED AS TO FORM BY  
THE CITY ATTORNEY FOR  
THE CITY OF BERKELEY  
5/09

Registered by:

\_\_\_\_\_  
City Auditor

Attest:

\_\_\_\_\_  
Deputy City Clerk

CONTRACTOR

Name (Printed) \_\_\_\_\_

By \_\_\_\_\_  
Signature and Title

**Exhibit A  
Scope of Services  
2<sup>st</sup> Amendment (“10632B”) to Contract No. 10632**

With this amendment, the contractor hereby agrees to perform the following scope of work:

**TO BE INCLUDED AT THE TIME OF AMENDMENT**

DRAFT

**Exhibit B**

**Payment**

**TO BE INCLUDED AT THE TIME OF AMENDMENT**

DRAFT



**SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY**

**RESOLUTION NO. 2019-09**

**APPROVE MEMORANDUM OF UNDERSTANDING WITH CITY OF BERKELEY FOR A  
FERRY TERMINAL PLANNING AND FEASIBILITY STUDY**

**WHEREAS**, WETA is working in partnership with the City of Berkeley to develop a ferry terminal and ferry service in Berkeley, CA consistent with the 2003 Implementation and Operations Plan adopted by the Water Transit Authority (predecessor to WETA), the 20-year vision of potential expansion projects included in the 2016 WETA Strategic Plan, and the multi-agency Core Capacity Transit Study completed by the Metropolitan Transportation Commission in 2017; and

**WHEREAS**, WETA undertook initial environmental and design work for a potential terminal and ferry service in Berkeley, but halted this effort in 2013 due to feasibility concerns including, but limited to, dredging, potential mitigation measures, and lack of a clear funding source; and

**WHEREAS**, WETA and the City of Berkeley have identified several changed conditions since 2013 that could represent new opportunities to create a feasible project to build a ferry terminal and operate ferry service in Berkeley, CA; and

**WHEREAS**, the City of Berkeley has initiated a \$330,000 study to identify feasible options for fixing or replacing the Municipal Pier located in the Berkeley Marina as a dual-use facility that would restore public access and serve as a new landing location for small-scale ferry operations; and

**WHEREAS**, WETA and the City of Berkeley desire to invest up to \$360,000 to expand the study to consider the feasibility of constructing a WETA-scale facility located at or near the Municipal Pier; and

**WHEREAS**, WETA and the City of Berkeley have drafted a Memorandum of Understanding (MOU) setting forth specific roles and responsibilities for each party during the planning phase of the project, including contributions of up to \$250,000 by WETA and \$110,000 by the City to expand the feasibility study; and

**WHEREAS**, the MOU covers only the planning phase of the project, other project phases, including design, construction, and operation, would not be pursued without future agreement between the parties once the feasibility study is completed; and

**WHEREAS**, on March 12, 2019, the Berkeley City Council approved a consent item authorizing the City Manager to execute the MOU with WETA; and

**WHEREAS**, staff recommends that the Board approve moving forward with the project feasibility study consistent with WETA and MTC plans; now, therefore, be it

**RESOLVED**, that the Board approves the MOU with the City of Berkeley for ferry terminal planning and feasibility study activities and authorizes the Executive Director to execute the MOU and enter into related funding agreements.

### **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 May 9, 2019.

YEA:

NAY:

ABSTAIN:

ABSENT:

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/s/ Board Secretary

2019-09

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

MEMORANDUM

**TO: Board Members**

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

**SUBJECT: Approve Fiscal Year 2019/20 Operating and Capital Budget**

**Recommendation**

Approve the following associated with the FY 2019/20 Operating and Capital Budget:

1. Adopt the proposed FY 2019/20 Operating and Capital Budget including the annual staff pay schedule; and
2. Authorize the Executive Director to amend Contract #11-011 with Blue & Gold Fleet, Inc. to support the FY 2019/20 work program and provide for the addition of Cadet Engineers and a Facilities Engineer at Central Bay and a new Manager of Maintenance and Engineering position to support the North Bay operation.

**Background**

Chapter 5, Article 4, Section 66540.41 of the San Francisco Bay Area Water Emergency Transportation Authority's (WETA) administrative code requires preparation and implementation of an annual budget to support the agency's operation. This item contains the proposed FY 2019/20 Operating and Capital Budget.

**Discussion**

The proposed combined FY 2019/20 Operating and Capital Budget contains \$111.4 million in spending proposals and is fully funded with the sources outlined below:

FY 2019/20 Proposed Budget			
Expense		Revenue	
Operating Budget Expenditures	\$50,701,900	Federal Funds	\$33,030,930
- Ferry Service	\$47,701,900	Bridge Tolls	\$29,127,938
- Planning and Administration	\$3,000,000	Passenger Fares	\$24,520,000
		State Funds	\$19,200,622
Capital Budget Expenditures	\$60,708,255	Local Funds	\$5,530,665
<b>Total Budget Expense</b>	<b>\$111,410,155</b>	<b>Total Budget Revenue</b>	<b>\$111,410,155</b>

The primary focus of the budgeted work program is to support the planning, management and operation of WETA's planning and administration functions and the operation of WETA's five San Francisco Bay Ferry (SFBF) routes: Alameda/Oakland to San Francisco, Alameda/Oakland to South San Francisco, Harbor Bay to San Francisco, Vallejo to San Francisco and Richmond to San Francisco. The budget also includes significant funds to support the construction and refurbishment of ferry vessels and core facilities needed to support regular and emergency

response ferry service operations. While the proposed budget includes funds to support a number of new planning efforts, it does not include funds to support implementation of any new Regional Measure 3 (RM3) initiatives. In the event that the RM3 lawsuits are dismissed, staff would bring forward a separate proposal and budget for use of these funds. The operating and capital components of the proposed budget are discussed in further detail below.

**FY 2019/20 OPERATING BUDGET**

The proposed FY 2019/20 Operating Budget, as provided in **Attachment A**, totals \$50.7 million and is funded with \$24.5 million fare revenues, \$22.1 million Bridge Tolls, \$3.3 million Contra Costa Measure J, \$728,000 Alameda local funds, and \$3,400 other local funds. It is made up of two primary components including a \$47.7 million Ferry Service Operating budget and a \$3.0 million Planning and Administration budget, consistent with MTC’s funding of WETA’s separate operational and planning/administrative functions. The proposed FY 2019/20 Operating Budget reflects a \$3.8 million (8.6%) increase over the current year budget of \$46.9 million, in support of the new Richmond Ferry Service for a full year, increased staffing and service requirements and general inflationary cost increases. A detailed budget for Ferry Service operation - by route - and for WETA’s Planning and Administration unit is included in **Appendix 1** to this report.

**Ferry Service Operating Budget - \$47.7 million**

Operating Expense

The proposed budget includes \$47.7 million to support operation of WETA’s San Francisco Bay Ferry (SFBF) services in FY 2019/20. SFBF services are operated on WETA’s behalf by Blue & Gold Fleet (BGF), our contract operator. In FY 2019/20, SFBF will utilize up to 16 vessels to carry a projected 3.3 million passengers on five routes as summarized below:

Route	Proposed Budget		Projected Ridership	
	Total	% of Total	Total	% of Total
Alameda/Oakland	\$14,916,400	31.3%	1,473,580	44.8%
Alameda Harbor Bay	\$3,976,300	8.3%	362,840	11.0%
Vallejo	\$20,966,000	44.0%	1,112,240	33.8%
South San Francisco	\$3,392,600	7.1%	157,020	4.8%
Richmond	\$4,450,600	9.3%	185,760	5.6%
<b>Total</b>	<b>\$47,701,900</b>	<b>100.0%</b>	<b>3,291,440</b>	<b>100.0%</b>

The proposed budget supports continuation of the current level of regularly-scheduled services and the addition of the following:

- Special event services to Giants games at Oracle Park and Warriors games/events at Chase Center (to proposed temporary facility at Pier 48) throughout the year.
- A proposed pilot program to operate summer weekend service between Richmond and downtown San Francisco from August through October, which is subject to Measure J funding approval from the Contra Costa Transportation Authority.

Purchased Transportation (contract operations) and Fuel have historically accounted for between 80% and 85% of WETA’s annual ferry service operating expense. The proposed FY 2019/20 Operating Budget includes \$29.8 million (62.5%) to support Purchased Transportation expenses and \$10.0 million (21.1%) for Fuel, representing a combined 83.6% of the proposed ferry service budget.

	FY 2018/19 - Adopted		FY 2019/20 - Proposed		Change
	Budget	% of Total	Budget	% of Total	
Salaries & Benefits	\$1,089,700	2.5%	\$1,307,200	2.7%	\$217,500
Professional Services	\$2,034,300	4.6%	\$2,736,800	5.7%	\$702,500
<b>Purchased Transportation</b>	<b>\$27,758,500</b>	<b>63.2%</b>	<b>\$29,800,900</b>	<b>62.5%</b>	<b>\$2,042,400</b>
<b>Fuel - Diesel</b>	<b>\$9,272,400</b>	<b>21.1%</b>	<b>\$10,047,000</b>	<b>21.1%</b>	<b>\$774,600</b>
Repair & Operating Supplies	\$209,500	0.5%	\$233,800	0.5%	\$24,300
Utilities	\$286,500	0.7%	\$360,100	0.8%	\$73,600
Insurance	\$1,918,000	4.4%	\$1,795,700	3.8%	(\$122,300)
Other Expenses	\$184,600	0.4%	\$320,900	0.7%	\$136,300
Lease, Rental & Docking Fees	\$300,500	0.7%	\$184,400	0.4%	(\$116,100)
Admin Overhead Expense	\$861,200	2.0%	\$915,100	1.9%	\$53,900
<b>Total Budget Expense</b>	<b>\$43,915,200</b>	<b>100.0%</b>	<b>\$47,701,900</b>	<b>100.0%</b>	<b>\$3,786,700</b>

**Purchased Transportation** - Purchased Transportation includes such items as vessel crews, maintenance staff and supplies, ticket office operations, dispatch, operations management and support services and contractor profit, as provided by WETA's ferry service contract operator, Blue & Gold Fleet (BGF).

Purchased Transportation expense is budgeted to increase \$2.0 million (7.4%), from \$27.8 million to \$29.8 million, in FY 2019/20. This increase is the result of six primary changes including:

- 1) A budget increase to support the Richmond Ferry Service for the full year and the addition of the proposed Summer weekend pilot service (August through October);
- 2) Pre-negotiated wage increases for Blue & Gold union workers between 2.2% and 3%;
- 3) The addition of one full time vessel crew to support game day and special event services to Oracle Park and Pier 48/Chase Center Arena;
- 4) The addition of one facilities engineer to support facility maintenance and repairs at the Central Bay Facility as well as WETA's six central bay terminals in San Francisco and the East Bay;
- 5) The addition of four half-time cadet engineers from Cal Maritime to support maintenance activities at the Central Bay Facility. This new initiative will help boost the workforce at the Central Bay while also providing a valuable hands-on training and career exploration opportunity for Cal Maritime students; and
- 6) The addition of a new BGF position, Manager of Maintenance and Engineering, to supervise vessel maintenance and ensure compliance with regulatory requirements at WETA's North Bay (Vallejo) maintenance facility, consistent with the Central Bay management structure.

**Fuel** – Fuel expense is budgeted at \$3.00 per gallon for FY 2019/20, consistent with the price used in the FY 2018/19 budget. Per gallon fuel prices have fluctuated over the past several years, ranging from as low as \$1.35 to \$3.50. The average price per gallon for fuel in FY 2017/18 was \$2.32 and the average price for the first nine months of the current fiscal year, through March 2019, is \$2.54. Due to the uncertainty and potential volatility of fuel prices, an average price per gallon of \$3.00 has been used in computing the proposed fuel budget in the FY 2019/20 Operating Budget. Total fuel usage in FY 2019/20 for the five routes is expected to be approximately 3.3 million gallons, an increase of 260,000 gallons or

a 4.2% increase, at a total cost of \$10.0 million. This increase is due to the full year of the new Richmond service, expanded special event services to Pier 48 and the operation of our new, slightly larger vessels.

### Operating Revenue

Fare revenue is projected to make up 52% of the Ferry Service operating budget. Fares are budgeted to increase \$1.5 million in FY 2019/20 due to the projected 5.1% ridership growth and the 3% fare increase scheduled for July 1, consistent with the Board approved 5-year Fare Program. Regional Bridge Tolls, Contra Costa Measure J and Alameda Property Tax/Assessment funds will make up the balance of the required operating revenue to support service operation in FY 2019/20.

### **Planning and Administration Operating Budget - \$3 million**

#### Operating Expense

The proposed budget includes \$3.0 million to support agency general planning and administrative expenses for staff wages and benefits, professional support services such as planning consultants, legal and lobbying services, and other general items associated with WETA's planning and administration activities housed at Pier 9. This budget supports a staffing level of 17 full time positions as identified in the Organizational Chart provided in **Appendix 2**. This includes one additional Transportation Planner position to support the increased planning activities required to support WETA's diverse and growing work program. The proposed budget provides for a 3.5% cost of living increase for WETA staff positions based upon the most recent one-year (February 2018 to February 2019) change in the Consumer Price Index for the San Francisco Bay Area, consistent with prior years. This change is reflected in the WETA Pay Schedule for FY 2019/20 included in **Appendix 2**.

Agency planning, administration and development efforts in FY 2019/20 will focus on the following activities as proposed in the FY 2019/20 work program:

- **System Planning and Service Development** – Planning activities will focus on general service and system development, monitoring and input on new developments such as the Oakland Athletics Howard Terminal Stadium Proposal, support of the development of regional and local plans such as MTC's Plan Bay Area 2050, and specialized work and studies including the development of a Short Range Transportation Plan, Five Year Fare Program, Hovercraft Feasibility Study, and work to further develop a Small Vessel implementation strategy.
- **Terminal Development** – Staff will investigate and develop a program to rehabilitate the Main Street terminal, develop weather protection concepts for terminals, improve signage and wayfinding at East Bay terminals and consider modifications to the Vallejo terminal to decrease the dredging requirement. Staff will continue to monitor and support project study and development activities associated with new ferry terminals and services such as the construction of Seaplane Lagoon terminal and the development of new services, development of a temporary terminal at Pier 48, the construction of new terminals at Treasure Island and Mission Bay and the development of related services, and planning and study work for potential new terminals in Berkeley and Redwood City.
- **Fleet Development** – In addition to supporting WETA's ongoing fleet construction and rehabilitation program, staff will continue efforts to identify options and opportunities to implement new vessel emission technology for existing and future vessels. Staff will

work to develop an approach for introducing hybrid-electric or all electric vessels into WETA's fleet utilizing the newest battery technology.

- **Emergency Response Program/Training** – Staff will continue to participate in local, regional and state exercises, meetings and discussions. Staff will continue internal training exercises and will work with Bay Area partners to support activities to exercise the San Francisco Bay Area Port Recovery Plan.
- **Public Relations and Communications** – Staff will develop public events for major project delivery milestones such as the acceptance of new vessels, the new Seaplane Lagoon terminal/service, Mission Bay Terminal construction groundbreaking and the opening of the Downtown San Francisco Terminal Expansion project. Staff will further develop and improve public information customer relations materials and communication systems.
- **Marketing WETA Services** – Staff will continue to market services with a focus on the new Richmond service and the South San Francisco service, which has peak period capacity.
- **Organizational Review** – Staff will work closely with the Board of Directors to develop plans for organizational development and growth to meet the agency's current and future work demands and regional responsibilities associated with RM3.

#### Operating Revenue

WETA's Planning and Administration budget is funded with \$3 million Regional Measure 2 funds established for and allocated annually by MTC for this specific purpose.

#### **FY 2019/20 CAPITAL BUDGET**

The proposed FY 2019/20 Capital Budget, as provided in **Attachment B**, includes 14 new and continuing projects necessary to maintain existing services and facilities and to further develop WETA's near-term expansion services. These projects total \$199.2 million with budgeted FY 2019/20 expenditures in the amount of \$60.7 million.

Major capital project activity and expense in FY 2019/20 will include the following:

- **San Francisco Berthing Expansion** – As of January 2019, the new Gates F and G are complete and in service. The gangway and passenger loading float for Gate E have been removed and transported to a local shipyard for rehabilitation. The remaining on-site construction work is now focused on the new plaza that will function as a passenger waiting and queuing area located at the north side of the Agriculture Building. The project is scheduled to be fully completed by January 2020.
- **Vessel Purchase, Replacement and Rehabilitation** – The FY 2019/20 Capital program includes a number of new and ongoing vessel rehabilitation, purchase and replacement projects necessary to maintain WETA's fleet of existing vessels in a "state of good repair" and support our ability to deliver uninterrupted safe, reliable and efficient ferry transportation services. These projects include:
  - Continued construction of 2 new 445-Pax expansion vessels;
  - Continued construction of 1 new commuter class vessel;
  - Construction of 1 replacement vessel for the end-of-life MV *Bay Breeze*;
  - Rehabilitation of major system components including engine overhaul work on the vessels *Intintoli*, *Mare Island*, *Taurus*, *Argo*, *Carina*, *Gemini* and *Pyxis*;
  - Quarter-Life Refurbishment of the MV *Peralta*;
  - Service Life Extension of the MV *Solano*.

**Capital Revenue**

The proposed FY 2019/20 Capital Budget is funded with a variety of ferry transportation grant revenues made available to WETA for specific projects contained in the budget. FY 2019/20 capital expenditures will be funded with \$33.0 million Federal, \$19.2 million State, \$7.0 million Bridge Toll and \$1.5 million Local grant revenue sources.

**Fiscal Impact**

The proposed FY 2019/20 Operating and Capital Budget is \$111.3 million, including \$50.6 million in Operating and \$60.7 million in Capital. The proposed budget is fully funded through fare revenues and various federal, state and local grant funds available to support WETA's ferry services and capital projects.

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

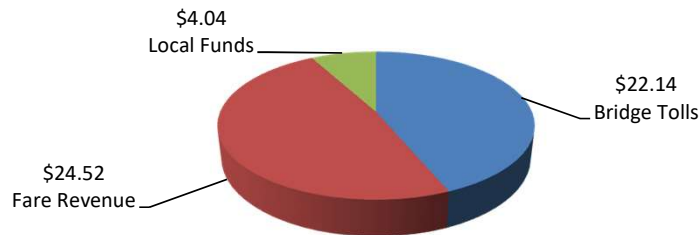


# Attachment A

## San Francisco Bay Area Water Emergency Transportation Authority FY 2019/20 Operating Budget - Proposed *(figures in millions)*

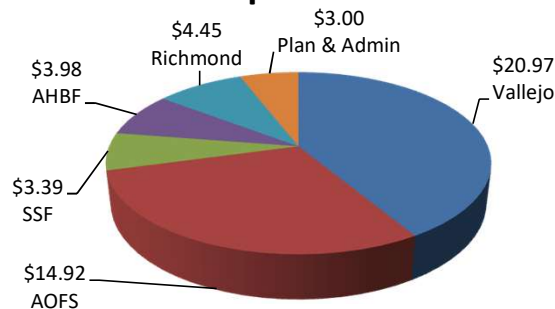
	Proposed FY 2019/20	Percentage (%) of Total
<b>Revenues</b>		
<b>Fare Revenue:</b>	<b>\$24.52</b>	<b>48%</b>
- Vallejo Ferry Service (Vallejo)	11.88	
- Alameda/Oakland Ferry Service (AOFS)	8.52	
- Alameda Harbor Bay Ferry Service (AHBF)	1.80	
- South San Francisco Ferry Service (SSF)	1.19	
- Richmond Ferry Service (Richmond)	1.14	
<b>Bridge Tolls</b>	<b>22.14</b>	<b>44%</b>
<b>Local Subsidies/Assessments and Other Revenue</b>	<b>4.04</b>	<b>8%</b>
<b>Total Revenues</b>	<b>\$50.70</b>	<b>100%</b>

### Revenues



	Proposed FY 2019/20	Percentage (%) of Total
<b>Expenses</b>		
<b>Ferry Service</b>	<b>\$47.70</b>	<b>94%</b>
- Vallejo Ferry Service (Vallejo)	20.97	
- Alameda/Oakland Ferry Service (AOFS)	14.92	
- Richmond Ferry Service (Richmond)	4.45	
- Alameda Harbor Bay Ferry Service (AHBF)	3.98	
- South San Francisco Ferry Service (SSF)	3.39	
<b>Planning and Administrations</b>	<b>3.00</b>	<b>6%</b>
<b>Total Expenses</b>	<b>\$50.70</b>	<b>100%</b>

### Expenses



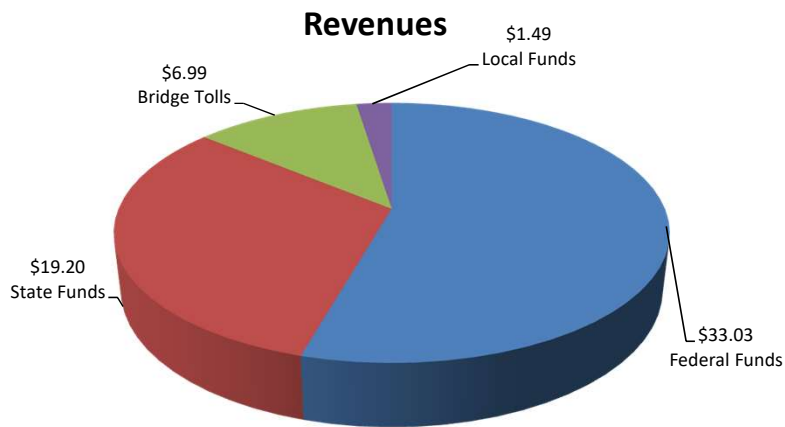
**San Francisco Bay Area Water Emergency  
Transportation Authority  
FY 2019/20 Operating Budget - Proposed  
Summary**

<b>FY 2019/20 Operating Budget - Proposed</b>			
	<b>Planning &amp; Administrations</b>	<b>Ferry Services</b>	<b>Total</b>
<b>Revenues</b>			
Fare Revenue	-	24,520,000	24,520,000
Local - Bridge Toll Revenue	3,000,000	19,142,300	22,142,300
- <i>Regional Measure 1 - 5%</i>	-	2,642,300	2,642,300
- <i>Regional Measure 2</i>	3,000,000	16,500,000	19,500,000
Local Subsidies and Assessments		4,036,200	4,036,200
Other Revenue	-	3,400	3,400
<b>Total Revenues</b>	<b>3,000,000</b>	<b>47,701,900</b>	<b>50,701,900</b>
<b>Expenses</b>			
Salaries, Wages & Fringe Benefits	1,508,900	1,307,200	2,816,100
Professional / Contract Services	1,768,900	2,736,800	4,505,700
Purchased Transportation	-	29,800,900	29,800,900
- <i>Vessel Expense - Crew</i>	-	15,332,900	15,332,900
- <i>Vessel Expense - Maintenance</i>	-	9,010,600	9,010,600
- <i>Non-Vessel Expense</i>	-	2,879,900	2,879,900
- <i>Fixed Fees and Profit</i>	-	2,577,500	2,577,500
Fuel - Diesel	-	10,047,000	10,047,000
- <i># of gallons</i>		3,348,960	3,348,960
- <i>Per gallon cost</i>		\$3.00	\$3.00
Repair, Operating & Promotional Supplies	62,400	233,800	296,200
Utilities	51,500	360,100	411,600
Insurance	28,600	1,795,700	1,824,300
Dues, Subscriptions, Media & Other Expenses	109,600	320,900	430,500
Leases, Rentals and Docking Fees	385,200	184,400	569,600
Admin Overhead Expense Transfer	(915,100)	915,100	-
<b>Total Expenses</b>	<b>3,000,000</b>	<b>47,701,900</b>	<b>50,701,900</b>
<b># of Passengers</b>	<b>-</b>	<b>3,291,440</b>	
<i>Average Fare</i>		\$7.45	
<i>Farebox Recovery - Combined</i>		51%	

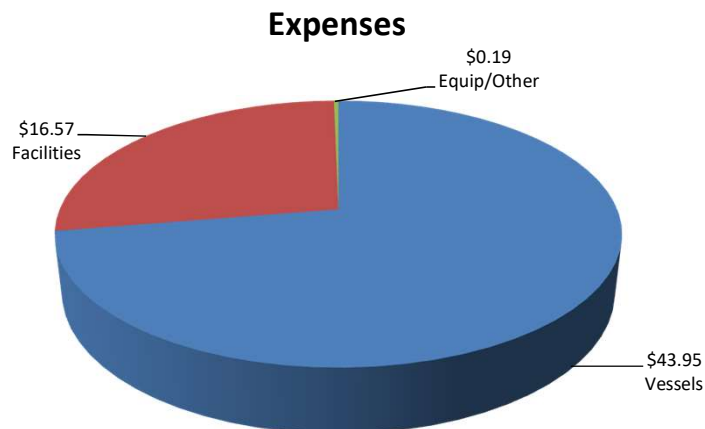
# Attachment B

## San Francisco Bay Area Water Emergency Transportation Authority FY 2019/20 Capital Budget - Proposed *(figures in millions)*

	Total FY 2019/20	Percentage (%) of Total
<b>Revenues</b>		
Federal Funds	\$33.03	54%
State Funds	19.20	32%
Bridge Tolls	6.99	12%
Local Funds	1.49	2%
<b>Total Revenues</b>	<b>\$60.71</b>	<b>100.0%</b>



	Total FY 2019/20	Percentage (%) of Total
<b>Expenses</b>		
Ferry Vessels	\$43.95	73%
Facilities	16.57	27%
Capital Equipment/Other	0.19	0%
<b>Total Expenses</b>	<b>\$60.71</b>	<b>100.0%</b>



**San Francisco Bay Area Water Emergency  
Transportation Authority  
FY 2019/20 Capital Budget - Proposed**

	Total Project	Prior Year	FY 2019/20 Budget	Future Years
<b>CAPITAL REVENUES:</b>				
Federal Funds	\$55,246,689	\$10,295,759	\$33,030,930	\$11,920,000
State Funds	97,850,546	77,562,096	19,200,622	1,087,828
Bridge Toll Revenues	42,364,068	34,798,430	6,985,638	580,000
Local Funds	3,690,897	887,660	1,491,065	1,312,172
<b>Total Capital Revenues</b>	<b>\$199,152,200</b>	<b>\$123,543,945</b>	<b>\$60,708,255</b>	<b>\$14,900,000</b>
<b>CAPITAL EXPENDITURES:</b>				
<b>FACILITIES:</b>	<b>\$98,351,500</b>	<b>\$81,780,727</b>	<b>\$16,570,773</b>	<b>\$0</b>
<b>Terminal Construction</b>				
Downtown Ferry Terminal Expansion - South Basin	97,965,000	81,780,727	16,184,273	-
<b>Terminal Improvement</b>				
Install Mooring Piles - Harbor Bay Ferry Terminal *	251,500	-	251,500	-
Terminal Signage and Wayfinding - East Bay Terminals *	135,000	-	135,000	-
<b>FERRY VESSELS:</b>	<b>100,615,700</b>	<b>41,763,218</b>	<b>43,952,482</b>	<b>14,900,000</b>
<b>Vessel Construction</b>				
445-Pax Expansion (Waterjet) Vessels - 2 each	46,745,000	30,517,443	16,227,557	-
New Commuter Class Vessel	15,300,000	9,501,075	5,798,925	-
Replacement Vessel for M/V Bay Breeze*	18,000,000	-	6,000,000	12,000,000
<b>Vessel Quarter-Life/Mid-Life Refurbishment</b>				
Vessel Engine Overhaul - M/V Intintoli and M/V Mare Island	3,000,000	1,005,500	1,994,500	-
Vessel Quarter-Life Refurbishment - M/V Scorpio **	3,005,350	38,300	2,967,050	-
Vessel Engine Overhaul - M/V Taurus	800,000	600,900	199,100	-
Vessel Service Life Extension - M/V Solano	13,000,000	100,000	10,000,000	2,900,000
Vessel Engine Overhaul - M/V Argo and M/V Carina *	240,000	-	240,000	-
Vessel Engine Overhaul - M/V Gemini *	355,350	-	355,350	-
Vessel Engine Overhaul - M/V Pyxis *	170,000	-	170,000	-
<b>CAPITAL EQUIPMENT/OTHER:</b>	<b>\$185,000</b>	<b>\$0</b>	<b>\$185,000</b>	<b>\$0</b>
Purchase Service Vehicles **	185,000	-	185,000	-
<b>Total Capital Expenditures</b>	<b>\$199,152,200</b>	<b>\$123,543,945</b>	<b>\$60,708,255</b>	<b>\$14,900,000</b>

\* Denotes new project

\*\* Denotes revised project scope and budget

# FY 2019/20 Capital Project Detail

## **FACILITIES:**

### **Terminal Construction**

#### Downtown Ferry Terminal Expansion – South Basin

This project expands berthing capacity at the Downtown San Francisco Ferry Terminal to ensure that adequate facilities are available in downtown San Francisco to accommodate current and future planned ferry services and support emergency response. The project includes the construction of two new ferry berths, Gates F and G, south of the Ferry Building, refurbishment and modification of the existing southern terminal Gate E, installation of amenities such as weather-protected areas for queuing, improvements to pedestrian circulation and covering of current “lagoon” area. Site work began in February 2017 and the project is scheduled to be completed in January 2020.

### **Terminal Improvement**

#### Install Mooring Piles – Harbor Bay Ferry Terminal

This project will install two additional mooring piles with roller guard fenderings at the west end of the passenger boarding float to prevent damage to the vessels and float. The additional piles and fenderings will also allow for fleet compatibility and improve docking times in rough weather.

#### Terminal Signage and Wayfinding – East Bay Terminals

This project will design, fabricate and install new signs and rider information displays at the East Bay ferry terminals. This project will provide improved access to information concerning WETA services, terminals, fares, intermodal transit connections, schedules and nearby points of interest.

## **FERRY VESSELS:**

### **Vessel Construction**

#### 445-Pax Expansion (Waterjet) Vessels – 2

This project designs and constructs two new 445 passenger-only vessels to add to WETA’s North Bay fleet. In September 2016, WETA Board of Directors approved the contract award to Dakota Creek Industries for vessel construction. The hull and superstructure of the first vessel, *M/V Vela*, are complete. Work on the engine and jet room of the second vessel, *M/V Lyra*, is underway. The *M/V Vela* is expected to be completed and ready for transit to the San Francisco Bay Area by Summer 2019 follow by *M/V Lyra* in late 2019.

#### New Commuter Class Vessel

A contract to design and construct a mid-sized high-speed passenger vessel, with potential options, was awarded to Mavrik Marine, Inc. in March 2018. The new 250 passenger high speed, shallow draft vessel will establish a new class of WETA vessel with the versatility to support WETA’s diverse system of services. Nearly all Mavrik resources have been assigned to the project in order to expedite construction. The current construction schedule anticipates vessel completion by March 2020.

#### Replacement Vessel for *M/V Bay Breeze*

This project will design and construct a replacement vessel for the *M/V Bay Breeze* currently utilized in the Central Bay services. This 250 passenger vessel has reached the end of its useful life.

## **Vessel Rehabilitation and Refurbishment**

### Vessel Engines Overhaul – *M/V Intintoli* and *M/V Mare Island*

The project supports the complete overhaul of the main propulsion engines on the *M/V Intintoli* and *M/V Mare Island* in accordance with original equipment manufacturer (OEM) preventative maintenance requirements. This engine work is necessary to ensure that the engines are operating safely, reliably, and efficiently over their economic useful life.

### Vessel Quarter-Life Refurbishment – *M/V Scorpio*

This project provides for a general refurbishment of the *M/V Scorpio*. The scope of work necessary to achieve full useful life of the asset includes: major dry-dock, passenger cabin and seating rehabilitation, and running gear and HVAC overhaul. This project has been revised to include the renewal of the Selective Catalyst Reduction (SCR) System and major engine overhaul work.

### Vessel Engine Overhaul – *M/V Taurus*

The project supports the complete overhaul of the *M/V Taurus*'s main engines in accordance with original equipment manufacturer (OEM) preventative maintenance requirements. The required work includes the removal of the engines from the vessel and the replacement of internal sub-components. This engine work is necessary to ensure engines operate reliably over their economic useful life.

### Vessel Service Life Extension – *M/V Solano*

This project supports the complete refurbishment and repowering of the *M/V Solano*. The *M/V Solano* was constructed and entered service in July 2004. Its main propulsion engines are due for mandatory retirement in late 2019 as required by the Harborcraft Regulations of the California Air Resources Board. All other equipment and machinery on the vessel is nearing the end of its useful life. After project completion, the *M/V Solano* will be fully compliant with EPA and CARB marine diesel engine exhaust emissions regulations. With the completion of this work, the overall reliability and efficiency of the vessel will be greatly improved, to a level that is comparable to a newly constructed ferry vessel.

### Vessel Engine Overhaul – *M/V Argo*, *M/V Carina*, *M/V Gemini*, and *M/V Pyxis*

These projects will support the complete overhaul of the vessels' main propulsion engines in accordance with the original equipment manufacturer (OEM) preventative maintenance requirements. The completion of the projects will ensure that the engines operate safety, reliably, and efficiently over their economic useful life.

## **CAPITAL EQUIPMENT/OTHER:**

### Purchase Service Vehicles

This project was included in the FY 2018/19 Capital Budget to purchase service vehicles to serve both the North Bay and Central Bay operations and maintenance facilities. The project has been revised to include only vehicles that will be purchased in FY 2019/20, including 1) stake truck and 2) staff van for facility and terminal inspections. The purchase of these vehicles will support the maintenance and operational work at these facilities.

# Appendix 1

## San Francisco Bay Area Water Emergency Transportation Authority FY 2019/20 Ferry Service Operating Budget - Proposed Summary

FY 2019/20 Operating Budget - Proposed						
	Alameda/ Oakland	Alameda Harbor Bay	Vallejo	South San Francisco	Richmond	Total
<b>Revenues</b>						
Fare Revenue	\$8,517,300	\$1,796,100	\$11,878,700	\$1,185,500	\$1,142,400	\$24,520,000
Bridge Toll Revenue	6,399,100	1,448,800	9,087,300	2,207,100	-	19,142,300
- Regional Measure 1 - 5%	1,083,300	-	1,559,000	-	-	2,642,300
- Regional Measure 2	5,315,800	1,448,800	7,528,300	2,207,100	-	16,500,000
Local - Contra Costa Measure J	-	-	-	-	3,308,200	3,308,200
Local - Alameda Property Tax and Assessments	-	728,000	-	-	-	728,000
Other Revenue - Landing Fee	-	3,400	-	-	-	3,400
<b>Total Revenues</b>	<b>\$14,916,400</b>	<b>\$3,976,300</b>	<b>\$20,966,000</b>	<b>\$3,392,600</b>	<b>\$4,450,600</b>	<b>\$47,701,900</b>
<b>Expenses</b>						
Salaries, Wages & Fringe Benefits	\$585,200	\$144,100	\$441,700	\$62,400	\$73,800	\$1,307,200
Professional / Contract Services	1,114,700	340,300	995,900	162,300	123,600	2,736,800
Purchased Transportation	9,588,500	2,529,900	11,867,800	2,405,900	3,408,800	29,800,900
- Vessel Expense - Crew	5,087,100	1,390,600	5,489,000	1,342,400	2,023,800	15,332,900
- Vessel Expense - Maintenance	2,631,400	751,200	4,070,600	726,900	830,500	9,010,600
- Non-Vessel Expense	1,107,900	180,000	1,289,100	84,700	218,200	2,879,900
- Fixed Fees and Profit	762,100	208,100	1,019,100	251,900	336,300	2,577,500
Fuel - Diesel	2,158,200	556,500	6,332,600	447,300	552,400	10,047,000
- # of gallons	719,390	185,500	2,110,850	149,100	184,120	3,348,960
- Per gallon cost	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00
Repair, Operating & Promo Supplies	95,300	41,600	38,100	42,900	15,900	233,800
Utilities	112,900	36,300	145,600	26,900	38,400	360,100
Insurance	645,800	183,900	634,800	174,500	156,700	1,795,700
Advertising Media & Other Expenses	151,700	32,900	97,400	18,200	20,700	320,900
Leases, Rentals and Docking Fees	54,500	9,900	102,900	8,500	8,600	184,400
Admin Overhead Expense Transfer	409,600	100,900	309,200	43,700	51,700	915,100
<b>Total Expenses</b>	<b>\$14,916,400</b>	<b>\$3,976,300</b>	<b>\$20,966,000</b>	<b>\$3,392,600</b>	<b>\$4,450,600</b>	<b>\$47,701,900</b>
<b># of Passengers</b>	<b>1,473,580</b>	<b>362,840</b>	<b>1,112,240</b>	<b>157,020</b>	<b>185,760</b>	<b>3,291,440</b>
Average Fare	\$5.78	\$4.95	\$10.68	\$7.55	\$6.15	\$7.45
Farebox Recovery	57%	45%	57%	35%	26%	51%

### Assumptions:

- ▶ The total proposed FY2019/20 Ferry Service Operating Budget of \$47.7 million reflects a total increase of \$3.8 million or 8.6% over FY2018/19 Budget.
- ▶ The proposed budget supports current level of service for Alameda Harbor Bay, Vallejo and South San Francisco. It also includes Pier 48 service for Alameda/Oakland and weekend service from August to October 2019 for Richmond.
- ▶ The projected increase of \$2.0 million for Purchased Transportation includes Vessel Expense - Crew billing rate increase of 2.2% to 2.5%. Vessel Expense - Maintenance is also projected to increase due to the addition of 4 part-time cadet engineers, and 1 full-time facility engineer at the new Ron Cowan Central Bay Operations and Maintenance Facility. A 3% billing rate increase for Engineers is also anticipated.
- ▶ System-wide average cost per gallon of Fuel for the first 9 months of FY2018/19, through March 2019, was \$2.54. Due to the volatility and uncertainty of fuel prices, Fuel is budgeted at \$3.00 per gallon for FY2019/20. The total fuel usage in FY2019/20 for the five routes is expected to be approximately 3.3 million gallons, an increase of 260,000 gallons or 4.2% over FY2018/19 Budget.

**San Francisco Bay Area Water Emergency  
Transportation Authority  
FY 2019/20 Operating Budget - Proposed  
Alameda Oakland Ferry Service (AOFS)**

	FY 2017/18	FY 2018/19	FY 2018/19	FY 2019/20
	Actual	Budget	Projected Actual	Proposed Budget
<b>Revenues</b>				
Fare Revenue	\$7,082,600	\$8,061,200	\$7,665,100	\$8,517,300
Bridge Toll Revenue	4,429,800	6,210,800	4,910,800	6,399,100
- Regional Measure 1 - 5%	-	709,000	-	1,083,300
- Regional Measure 2	4,429,800	5,501,800	4,910,800	5,315,800
Other Revenue - Landing Fees	12,600	-	6,800	-
<b>Total Revenues</b>	<b>\$11,525,000</b>	<b>\$14,272,000</b>	<b>\$12,582,700</b>	<b>\$14,916,400</b>
<b>Expenses</b>				
Salaries, Wages & Fringe Benefits	\$413,300	\$485,400	\$494,900	\$585,200
Professional / Contract Services	356,600	813,900	497,600	1,114,700
Purchased Transportation	8,211,200	9,335,400	8,507,900	9,588,500
- Vessel Expense - Crew	4,413,800	4,626,500	4,580,800	5,087,100
- Vessel Expense - Maintenance	2,425,600	2,815,300	2,180,900	2,631,400
- Non-Vessel Expense	841,700	983,500	977,100	1,107,900
- Fixed Fees and Profit	530,100	910,100	769,100	762,100
Fuel - Diesel	1,528,300	2,013,900	1,824,900	2,158,200
- # of gallons	642,143	671,300	689,330	719,390
- Per gallon cost	\$2.38	\$3.00	\$2.65	\$3.00
Repair, Operating & Promo Supplies	216,400	97,300	139,100	95,300
Utilities	18,700	108,800	90,200	112,900
Insurance	332,000	848,100	574,200	645,800
Advertising Media & Other Expenses	39,200	77,200	32,600	151,700
Leases, Rentals and Docking Fees	70,100	108,500	83,300	54,500
Admin Overhead Expense Transfer	339,200	383,500	338,000	409,600
<b>Total Expenses</b>	<b>\$11,525,000</b>	<b>\$14,272,000</b>	<b>\$12,582,700</b>	<b>\$14,916,400</b>
<b>Percent Change (from prior year's Budget)</b>				<b>4.52%</b>
<b># of Passengers</b>	<b>1,311,041</b>	<b>1,439,500</b>	<b>1,366,961</b>	<b>1,473,580</b>
Average Fare	\$5.40	\$5.60	\$5.61	\$5.78
Farebox Recovery	61%	56%	61%	57%

**Assumptions & Budget Changes:**

- ▶ The proposed FY2019/20 Budget assumes ridership growth of 7.8% and average fare increase of 3%, consistent with the Board approved 5-year Fare Program.
- ▶ The increase in Professional/Contract Services is due to the following new expenses: \$75,000 to explore new propulsion technology, \$50,000 for weather protection options, and \$150,000 for engineering support for Main Street float and gangway rehabilitation and \$37,000 for security services at the SF Ferry Terminal.
- ▶ Vessel Expense - Crew includes an extra crew to support special event services to Oracle Park and Pier 48 at a projected cost of \$400,000. It also includes a 2.2% billing rate increase.
- ▶ Vessel Expense - Maintenance includes Alameda/Oakland's share of 12 full-time engineers and 4 half-time cadet engineers at the Central Bay operations and maintenance facility. It also includes a 3% billing rate increase.
- ▶ Increase in Non-Vessel Expense is mainly attributed to the addition of 1 engineer to support maintenance of the Central Bay operations and maintenance facility, East Bay terminals and Gates E, F and G at the SF Ferry Terminal.
- ▶ Assumes \$3.00 per gallon Fuel cost.
- ▶ Decrease in Leases, Rentals and Docking Fees is due to the termination of landing fee payments to the Port of San Francisco.



**San Francisco Bay Area Water Emergency  
Transportation Authority  
FY 2019/20 Operating Budget - Proposed  
Alameda Harbor Bay Ferry Service (AHBF)**

	FY 2017/18	FY 2018/19	FY 2018/19	FY 2019/20
	Actual	Budget	Projected Actual	Proposed Budget
<b>Revenues</b>				
Fare Revenue	\$1,480,700	\$1,676,900	\$1,651,800	\$1,796,100
Bridge Toll Revenue	1,458,100	1,335,800	1,949,600	1,448,800
- Regional Measure 2	1,458,100	1,335,800	1,949,600	1,448,800
Local - Alameda Property Tax and Assessments	-	728,000	-	728,000
Other Revenue - Landing Fees	-	-	7,100	3,400
<b>Total Revenues</b>	<b>\$2,938,800</b>	<b>\$3,740,700</b>	<b>\$3,608,500</b>	<b>\$3,976,300</b>
<b>Expenses</b>				
Salaries, Wages & Fringe Benefits	\$120,800	\$127,500	\$137,600	\$144,100
Professional / Contract Services	145,400	342,900	195,600	340,300
Purchased Transportation	1,975,200	2,280,000	2,447,500	2,529,900
- Vessel Expense - Crew	1,092,300	1,266,700	1,336,400	1,390,600
- Vessel Expense - Maintenance	606,000	636,700	726,100	751,200
- Non-Vessel Expense	119,300	129,100	176,300	180,000
- Fixed Fees and Profit	157,600	247,500	208,700	208,100
Fuel - Diesel	432,100	607,500	491,200	556,500
- # of gallons	181,555	202,503	185,458	185,500
- Per gallon cost	\$2.38	\$3.00	\$2.65	\$3.00
Repair, Operating & Promo Supplies	41,000	20,300	63,400	41,600
Utilities	9,400	30,600	26,000	36,300
Insurance	83,700	170,300	123,400	183,900
Advertising Media & Other Expenses	200	18,600	2,000	32,900
Leases, Rentals and Docking Fees	31,900	42,200	27,600	9,900
Admin Overhead Expense Transfer	99,100	100,800	94,200	100,900
<b>Total Expenses</b>	<b>\$2,938,800</b>	<b>\$3,740,700</b>	<b>\$3,608,500</b>	<b>\$3,976,300</b>
<b>Percent Change (from prior year's Budget)</b>				<b>6.30%</b>
<b># of Passengers</b>	<b>332,283</b>	<b>360,640</b>	<b>345,565</b>	<b>362,840</b>
Average Fare	\$4.46	\$4.65	\$4.78	\$4.95
Farebox Recovery	50%	45%	46%	45%

**Assumptions & Budget Changes:**

- ▶ Assumes ridership growth of 5.0% and average fare increase of 3%, consistent with the Board approved 5-year Fare Program.
- ▶ Professional/Contract Services is anticipated to increase when compared to FY2018/19's projected actual. The increase includes \$50,000 Advertising expenses, \$50,000 to explore weather protection options, \$19,000 security services at the SF Ferry Terminal, and \$25,000 for IT services related to Clipper equipment.
- ▶ Vessel Expense - Crew includes additional 500 crew hours for the Harbor Bay to/from South San Francisco trips. It also includes a 2.2% billing rate per the operations and maintenance contract with Blue and Gold Fleet.
- ▶ Vessel Expense - Maintenance is consistent with FY2018/19 budget plus billing rate increase.
- ▶ Fuel usage is projected to increase slightly, 5%, for the Harbor Bay to/from South San Francisco trips. Cost per gallon is budgeted at \$3.00 per gallon.
- ▶ Increases in Utilities expense and Insurance expense are due to cost related to the new gates at the SF Ferry Terminal.
- ▶ Leases, Rentals and Docking Fees includes Harbor Bay's share of the rent for the Central Bay operations and maintenance facility.

**San Francisco Bay Area Water Emergency  
Transportation Authority  
FY 2019/20 Operating Budget - Proposed  
Vallejo Ferry Service (Vallejo)**

	FY 2017/18	FY 2018/19	FY 2018/19	FY 2019/20
	Actual	Budget	Projected Actual	Proposed Budget
<b>Revenues</b>				
Fare Revenue	\$10,776,200	\$11,650,300	\$10,993,400	\$11,878,700
Bridge Toll Revenue	6,614,700	8,333,700	6,851,800	9,087,300
- Regional Measure 1 - 5%	-	939,300	-	1,559,000
- Regional Measure 2	6,614,700	7,394,400	6,851,800	7,528,300
Other Revenue	2,400	-	-	-
<b>Total Revenues</b>	<b>\$17,393,300</b>	<b>\$19,984,000</b>	<b>\$17,845,200</b>	<b>\$20,966,000</b>
<b>Expenses</b>				
Salaries, Wages & Fringe Benefits	\$355,200	\$398,000	\$413,500	\$441,700
Professional / Contract Services	576,700	644,800	438,100	995,900
Purchased Transportation	11,018,000	11,936,100	10,835,400	11,867,800
- Vessel Expense - Crew	5,000,000	5,166,200	5,410,900	5,489,000
- Vessel Expense - Maintenance	4,241,800	4,656,300	3,487,800	4,070,600
- Non-Vessel Expense	1,176,300	1,482,100	1,101,300	1,289,100
- Fixed Fees and Profit	599,900	631,500	835,400	1,019,100
Fuel - Diesel	4,374,600	5,748,000	5,099,200	6,332,600
- # of gallons	1,902,000	1,916,000	1,938,330	2,110,850
- Per gallon cost	\$2.30	\$3.00	\$2.63	\$3.00
Repair, Operating and Promo Supplies	87,900	71,600	55,400	38,100
Utilities	100,000	86,000	132,600	145,600
Insurance	430,100	585,900	426,900	634,800
Advertising Media & Other Expenses	50,400	76,400	37,000	97,400
Leases, Rentals and Docking Fees	109,100	122,700	124,600	102,900
Admin Overhead Expense Transfer	291,300	314,500	282,500	309,200
<b>Total Expenses</b>	<b>\$17,393,300</b>	<b>\$19,984,000</b>	<b>\$17,845,200</b>	<b>\$20,966,000</b>
<b>Percent Change (from prior year's Budget)</b>				<b>4.91%</b>
<b># of Passengers</b>	<b>1,056,341</b>	<b>1,109,550</b>	<b>1,060,283</b>	<b>1,112,240</b>
Average Fare	\$10.20	\$10.50	\$10.37	\$10.68
Farebox Recovery	62%	58%	62%	57%

**Assumptions & Budget Changes:**

- ▶ Assumes ridership growth of 4.9% and average fare increase of 3%, consistent with the Board approved 5-year Fare Program.
- ▶ Professional/Contract Services is projected to increase \$350,000 over FY2018/19's budget. This increase includes an additional \$75,000 for Marketing and Public Relations expenses, \$150,000 for technical services related to the possible float relocation, \$50,000 to explore options for weather protection at the terminal and \$75,000 to explore new propulsion technology.
- ▶ Total FY2019/20 crew hours, under Vessel Expense - Crew, is expected to be consistent with FY2018/19's projected actual. The proposed budget includes a 2.1% billing rate increase.
- ▶ The proposed Vessel Expense - Maintenance budget is based on FY2018/19's projected actual plus an additional 1,920 engineer hours assuming full staffing, billing rate increase of 3%, \$285,000 for Urea, and an additional \$200,000 for other vessel maintenance costs/contingency.
- ▶ Increase in Purchased Transportation - Fixed Fees and Profit is due to the addition of a Manager of Maintenance and Engineering at a cost of \$150,000.
- ▶ Increases in Utilities and Insurance are related Vallejo's share of costs related to the new and refurbished gates at the SF Ferry Terminal.

**San Francisco Bay Area Water Emergency  
Transportation Authority  
FY 2019/20 Operating Budget - Proposed  
South San Francisco Ferry Service (SSF)**

	FY 2017/18	FY 2018/19	FY 2018/19	FY 2019/20
	Actual	Budget	Projected Actual	Proposed Budget
<b>Revenues</b>				
Fare Revenue	\$1,063,600	\$1,251,200	\$1,052,400	\$1,185,500
Bridge Toll Revenue	2,117,900	2,268,000	2,224,900	2,207,100
- Regional Measure 1 - 5%	-	-	-	-
- Regional Measure 2	2,117,900	2,268,000	2,224,900	2,207,100
Other Revenue	300	-	-	-
<b>Total Revenues</b>	<b>\$3,181,800</b>	<b>\$3,519,200</b>	<b>\$3,277,300</b>	<b>\$3,392,600</b>
<b>Expenses</b>				
Salaries, Wages & Fringe Benefits	\$65,300	\$55,000	\$71,400	\$62,400
Professional / Contract Services	101,700	169,200	114,100	162,300
Purchased Transportation	2,302,100	2,400,000	2,408,500	2,405,900
- Vessel Expense - Crew	1,216,900	1,218,500	1,306,200	1,342,400
- Vessel Expense - Maintenance	758,300	772,100	723,600	726,900
- Non-Vessel Expense	114,500	117,500	128,800	84,700
- Fixed Fees and Profit	212,400	291,900	249,900	251,900
Fuel - Diesel	408,300	577,200	395,100	447,300
- # of gallons	171,515	192,405	149,041	149,100
- Per gallon cost	\$2.38	\$3.00	\$2.65	\$3.00
Repair, Operating & Promo Supplies	46,300	12,900	31,100	42,900
Utilities	21,000	32,600	24,900	26,900
Insurance	157,900	196,700	161,600	174,500
Advertising Media & Other Expenses	13,100	8,600	14,100	18,200
Leases, Rentals and Docking Fees	12,600	23,500	8,300	8,500
Admin Overhead Expense Transfer	53,500	43,500	48,200	43,700
<b>Total Expenses</b>	<b>\$3,181,800</b>	<b>\$3,519,200</b>	<b>\$3,277,300</b>	<b>\$3,392,600</b>
<b>Percent Change (from prior year's Budget)</b>				<b>-3.60%</b>
<b># of Passengers</b>	<b>144,735</b>	<b>164,700</b>	<b>145,000</b>	<b>157,020</b>
Average Fare	\$7.35	\$7.60	\$7.26	\$7.55
Farebox Recovery	33%	36%	32%	35%

**Assumptions & Budget Changes:**

- ▶ Assumes ridership growth of 9.4% and average fare increase of 3%, consistent with the Board approved 5-year Fare Program.
- ▶ Increase in Professional/Contract Services when compared to FY2018/19's projected actual is mainly attributed an added \$20,000 for Advertising. The budget also includes \$23,000 contingency for other waterside and vessel maintenance.
- ▶ Vessel Expense - Crew for FY2019/20 is expected to be consistent with FY2018/19's projected actual plus 3% billing rate increase.
- ▶ The proposed FY2019/20 budget assumes a total decrease of \$82,500 or 2.34%, when compared to FY2018/19's budget. This decrease is mainly attributed to decreases in project Fuel usage, Insurance cost, and Leases, Rentals and Docking Fees based on FY2018/19's projected actual.

**San Francisco Bay Area Water Emergency  
Transportation Authority  
FY 2019/20 Operating Budget - Proposed  
Richmond Ferry Service (Richmond)**

	FY 2018/19 <i>(Jan to Jun 2019 - 6 months)</i>	FY 2018/19 <i>Projected Actual</i>	FY 2019/20 <i>Proposed Budget</i>
	Budget	Actual	Budget
<b>Revenues</b>			
Fare Revenue	\$365,300	\$482,600	\$1,142,400
Local - Contra Costa Measure J	2,034,000	1,258,200	3,308,200
Other Revenue	-	-	-
<b>Total Revenues</b>	<b>\$2,399,300</b>	<b>\$1,740,800</b>	<b>\$4,450,600</b>
<b>Expenses</b>			
Salaries, Wages & Fringe Benefits	\$23,800	\$18,000	\$73,800
Professional / Contract Services	63,500	23,900	123,600
Purchased Transportation	1,807,000	1,389,000	3,408,800
- Vessel Expense - Crew	1,177,000	829,000	2,023,800
- Vessel Expense - Maintenance	409,400	285,800	830,500
- Non-Vessel Expense	58,400	112,000	218,200
- Fixed Fees and Profit	162,200	162,200	336,300
Fuel - Diesel	325,800	194,100	552,400
- # of gallons	108,600	71,924	184,120
- Per gallon cost	\$3.00	\$2.70	\$3.00
Repair, Operating & Promo Supplies	7,400	10,100	15,900
Utilities	28,500	15,100	38,400
Insurance	117,000	74,400	156,700
Advertising Media & Other Expenses	3,800	-	20,700
Leases, Rentals and Docking Fees	3,600	4,300	8,600
Admin Overhead Expense Transfer	18,900	11,900	51,700
<b>Total Expenses</b>	<b>\$2,399,300</b>	<b>\$1,740,800</b>	<b>\$4,450,600</b>
<b>Percent Change (from prior year's Budget)</b>			<b>20.05%</b>
<b># of Passengers</b>	<b>-</b>	<b>58,440</b>	<b>185,760</b>
Average Fare	\$6.25	\$5.98	\$6.15
Farebox Recovery	15%	28%	26%

**Assumptions:**

- ▶ The proposed FY2019/20 Budget assumes ridership growth of 15% and average fare increase of 3%, consistent with the Board approved 5-year Fare Program.
- ▶ Vessel Expense - Crew assumes 683.50 crew hours per week at \$53.90 per hour. It also includes an estimated 2,000 crew hours to operate weekend services from August to October 2019.
- ▶ Vessel Expense - Maintenance includes Richmond's share of 12 full-time engineers and 4 half-time cadet engineers at the Central Bay operations and maintenance facility. It also includes \$470,000 for vessel repair expenses and \$20,000 for vessel repair supplies/consumables.
- ▶ Non-Vessel Expense includes Richmond's share of facility engineer, security at the Richmond ferry terminal and Customer Assistance Representatives.

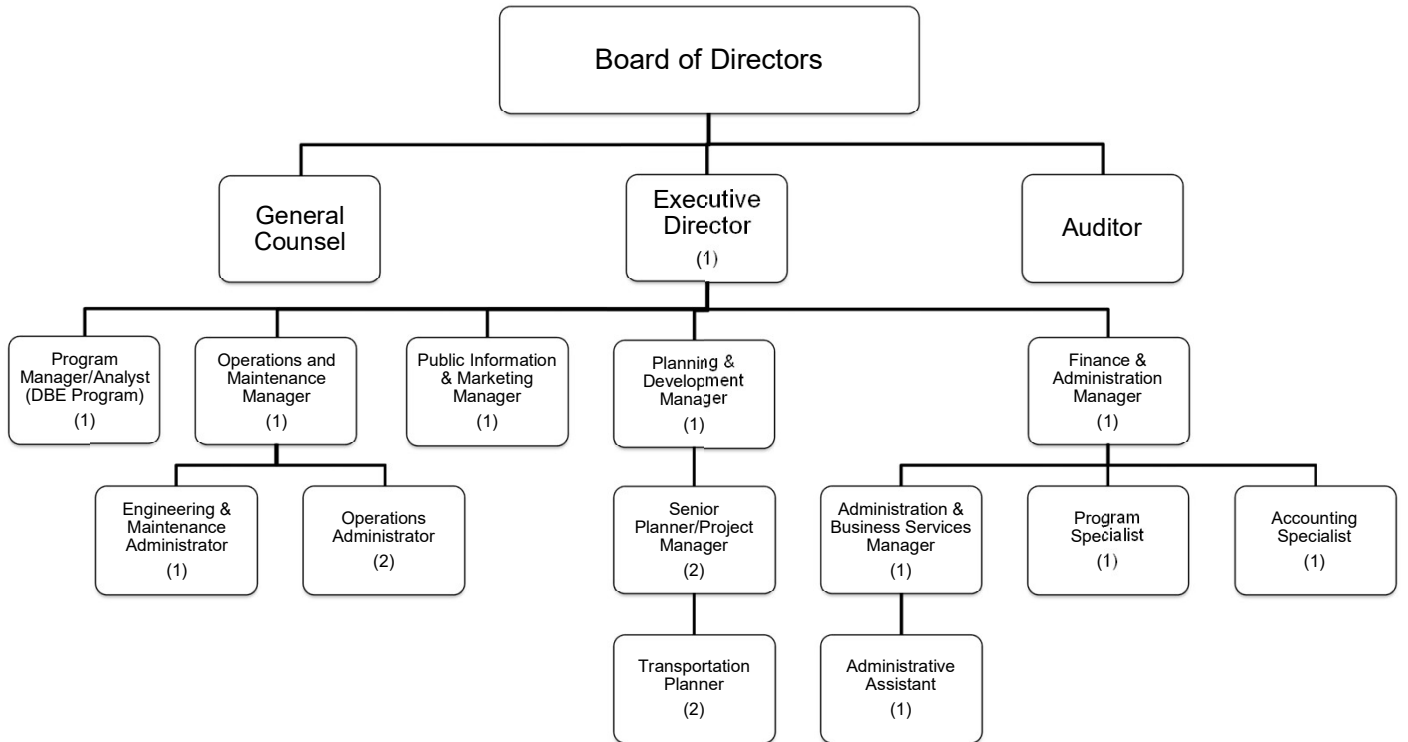
**San Francisco Bay Area Water Emergency  
Transportation Authority  
FY 2019/20 Operating Budget - Proposed  
Planning & Administrations**

	FY 2017/18 Actual	FY 2018/19 Budget	FY 2018/19 Projected Actual	FY 2019/20 Proposed Budget
<b>Revenues</b>				
Bridge Toll Revenue	\$2,841,400	\$3,000,000	\$2,501,900	\$3,000,000
<b>Total Revenues</b>	<b>\$2,841,400</b>	<b>\$3,000,000</b>	<b>\$2,501,900</b>	<b>\$3,000,000</b>
<b>Expenses</b>				
Salaries, Wages & Fringe Benefits	\$1,407,500	\$1,551,800	\$1,328,000	\$1,508,900
- Salaries & Wages	1,500,200	1,986,800	1,638,300	2,084,600
- Fringe Benefits	1,168,700	1,285,000	1,070,400	1,352,700
- Less Direct Charges to Ferry Services & Capital	(1,261,400)	(1,720,000)	(1,380,700)	(1,928,400)
Professional / Contract Services	1,208,400	1,366,800	1,145,300	1,768,900
- Management Svcs	479,900	596,000	457,700	531,000
- Advertising Fees	155,600	-	13,500	34,000
- Professional & Technical Svcs	477,000	654,400	573,300	1,140,300
- Other Services	95,900	116,400	100,800	63,600
Repair, Operating & Promo Supplies	328,900	180,500	151,300	62,400
Utilities	40,400	41,500	45,900	51,500
Insurance	25,000	28,300	27,700	28,600
Advertising Media & Other Expenses	241,700	313,000	194,500	109,600
Leases, Rentals and Docking Fees	372,600	388,700	384,000	385,200
<b>Subtotal Expenses</b>	<b>\$3,624,500</b>	<b>\$3,870,600</b>	<b>\$3,276,700</b>	<b>\$3,915,100</b>
<b>Overhead Expense Transfers</b>				
Alameda/Oakland Service	(\$339,200)	(\$383,500)	(\$338,000)	(\$409,600)
Alameda Harbor Bay Service	(99,100)	(100,800)	(94,200)	(100,900)
South San Francisco Service	(53,500)	(43,500)	(48,200)	(43,700)
Vallejo Service	(291,300)	(314,500)	(282,500)	(309,200)
Richmond Service	-	(28,300)	(11,900)	(51,700)
<b>Subtotal Expense Transfers</b>	<b>(\$783,100)</b>	<b>(\$870,600)</b>	<b>(\$774,800)</b>	<b>(\$915,100)</b>
<b>Total Expenses</b>	<b>\$2,841,400</b>	<b>\$3,000,000</b>	<b>\$2,501,900</b>	<b>\$3,000,000</b>

**Assumptions & Budget Changes:**

- ▶ Includes a 3.5% cost of living increase for staff positions based on the one-year (February 2018 to February 2019) change in the Consumer Price Index for the San Francisco Bay Area.
- ▶ Total Salaries, Wages & Fringe Benefits represents one additional Transportation Planner position - bringing total staffing level to 17. Currently 1 position is unfilled.
- ▶ The decrease in total Salaries, Wages & Fringe Benefits to prior year budget is due to the increase in direct charges to Ferry Services as staff resources to support ferry operations increase.
- ▶ Includes Employer Public Employee Retirement System (PERS) contribution of up to 11.43% and Other Post Employment Benefits (OPEB) contribution of 5.00%.
- ▶ Professional & Technical Services includes funds for contract planning services to support such activities as Berkeley feasibility study, green vessel program development, hovercraft feasibility study and small vessel program development.
- ▶ Repair, Operating & Promo Supplies is expected to decrease as outfitting the Central Bay EOC was completed in FY2018/19.

# Appendix 2



**WETA Pay Schedule**  
**Fiscal Year 2019/20**  
*(effective date 7/1/2019)*

<b>Position</b>	<b>Salary Range: Annually</b>	
	<b>Low</b>	<b>High</b>
Accounting Specialist (non-exempt)	58,250	83,210
Administration & Business Services Manager	83,160	118,800
Administrative Assistant (non-exempt)	54,370	77,670
Engineering & Maintenance Administrator	102,420	146,310
Finance & Administration Manager	125,590	179,420
Operations & Maintenance Manager	125,590	179,420
Operations Administrator	83,460	119,230
Planning & Development Manager	134,760	192,520
Program Manager/Analyst	102,420	146,310
Program Specialist	66,830	95,470
Public Information & Marketing Manager	110,850	158,360
Senior Planner/Project Manager	106,630	152,330
Transportation Planner	82,120	117,310

**SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY**

**RESOLUTION NO. 2019-10**

**APPROVE ADOPTION OF THE FY 2019/20  
OPERATING AND CAPITAL BUDGET**

**WHEREAS**, Chapter 5, Article 4, Section 66540.41 of the San Francisco Bay Area Water Emergency Transportation Authority's (WETA) administrative code requires preparation and implementation of an annual budget to support the agency's operation; and

**WHEREAS**, the FY 2019/20 Operating and Capital Budget (Budget) contains \$111.4 million in expenditures including \$50.7 million to support system operations and \$60.7 to support capital projects; and

**WHEREAS**, the Budget is funded with \$33.0 million Federal funds, \$29.1 million Bridge Tolls, \$24.5 million passenger fares, \$19.2 million State funds, and \$5.6 million other regional and local funds;

**WHEREAS**, the FY 2019/20 Budget reflects a spending plan to support the work activities necessary to deliver WETA's operating program of projects, plans and services utilizing WETA staff, consultants and WETA's contract operator Blue & Gold Fleet; and

**WHEREAS**, the FY 2019/20 Budget includes an Organizational Chart and Pay Schedule for staff developed consistent with WETA's Human Resources Guide and California Public Employees' Retirement Law; now, therefore, be it

**RESOLVED**, that WETA Board of Directors (Board) hereby approves the adoption of the FY 2019/20 Budget including the annual pay schedule; and be it further

**RESOLVED**, that the Board authorizes the Executive Director to amend Contract #11-011 with Blue & Gold Fleet, Inc. to support the FY 2019/20 work program and provide for the addition of Cadet Engineers and a Facilities Engineer position at the Central Bay operation and a new Manager of Maintenance and Engineering position to support the North Bay operation.

**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 May 9, 2019.

YEA:

NAY:

ABSTAIN:

ABSENT:

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/s/ Board Secretary

2019-10

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