

Members of the Board

Jody Breckenridge, Chair
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**SAN FRANCISCO BAY AREA
WATER EMERGENCY TRANSPORTATION AUTHORITY
BOARD OF DIRECTORS MEETING
Thursday, July 11, 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

AGENDA

1. CALL TO ORDER – BOARD CHAIR
2. PLEDGE OF ALLEGIANCE/ROLL CALL
3. PUBLIC HEARING TO CONSIDER COMMENTS ON THE PROPOSED CHASE CENTER SPECIAL EVENT FARES **Timed Item
1:30 p.m.**
4. REPORT OF BOARD CHAIR **Information**
5. REPORTS OF DIRECTORS **Information**
Directors are limited to providing information, asking clarifying questions about matters not on the agenda, responding to public comment, referring matters to committee or staff for information, or requesting a report to be made at another meeting.
6. REPORTS OF STAFF **Information**
 - a. Executive Director’s Report on Agency Projects, Activities and Services
 - b. Monthly Review of Financial Statements
 - c. Legislative Update
7. CONSENT CALENDAR **Action**
 - a. Board Meeting Minutes – June 6, 2019
 - b. Authorize Release of a Request for Qualifications for Bay Breeze Replacement Vessel Construction Management Services
 - c. Approve Sole Source Contract Award to Pacific Power Group, LLC for Main Propulsion Engine Overhauls
8. CITY OF MARTINEZ UPDATE **Information**
9. SAN FRANCISCO BAY AREA PORT RECOVERY PLAN UPDATE **Information**

**Water Emergency Transportation Authority
July 11, 2019 Meeting of the Board of Directors**

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| 10. <u>APPROVE CONTRACT AWARD TO CS MARINE CONSTRUCTORS, INC FOR THE MISSION BAY INTERIM FERRY TERMINAL PROJECT</u> | Action |
| 11. <u>ADOPT FY 2019/20 SPECIAL EVENT FARES FOR NEW CHASE CENTER SERVICE</u> | Action |
| 12. <u>APPROVE REGIONALLY-SIGNIFICANT PROJECTS FOR INCLUSION IN PLAN BAY AREA 2050</u> | Action |
| 13. <u>UPDATE ON RICHMOND FERRY SERVICE AND COMMUNITY OUTREACH</u> | Information |
| 14. <u>PUBLIC COMMENTS FOR NON-AGENDA ITEMS</u> | |

ADJOURNMENT

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

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

Non-Agenda Items: A 15-minute period of public comment for non-agenda items will be held at the end of the meeting. Please indicate on your speaker card that you wish to speak on a non-agenda item. No action can be taken on any matter raised during the public comment period.

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

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

MEMORANDUM

TO: Board Members

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

SUBJECT: Public Hearing to Consider Comments on the Proposed Chase Center
Special Event Fares

Background/Discussion

The purpose of this agenda item is to conduct a formal public hearing to consider comments on the proposed special event fare, as specified below:

Proposed 2019/2020 Chase Center Special Event Fares

Service	Adult	Youth	Senior/Disabled
Alameda/Oakland	\$9.60	\$7.20	\$7.20

Speakers will be asked to clearly state their name and city of residence for the record and to keep their comments to three minutes or less. Once all public comments are received the hearing will be closed. The WETA Board will then consider, later in today's agenda, taking formal action on the proposed special event fares subject to any comments received at today's hearing or to comments that have been received during the public comment period that began on June 11, 2019.

END

M E M O R A N D U M

TO: WETA Board Members

FROM: Nina Rannells, Executive Director

DATE: July 11, 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* was launched on May 18. 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-size high-speed passenger vessel, with potential options, that will establish a new class of WETA vessels 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 (Mavrik) is working closely with their design team, One2Three Naval Architects, to complete the 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 sideshell is 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. 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 in April 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 underway. 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. The Board received a presentation on this project and Port request at the June 2019 meeting.

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 ½. 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. The Board authorized release of an Invitation for Bids for this work at the June 2019 meeting. A recommendation for contract award is included as a part of the July Board meeting agenda.

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 were in attendance. The two-hour site event consisted of a visit to an adjacent property to view a potential ferry terminal location and an hour of presentations and discussion among the group.

Redwood City 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, the 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 the waterfront, but also conflicts that have emerged with the operation of private ferry service within the Berkeley Marina. Pursuant to terms of an MOU approved by the WETA Board and Berkeley City Council, the study will be expanded to consider WETA as the primary ferry service operator. WETA and City of Berkeley staff will work with a consultant team over the next 12 months to complete the study.

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 website. 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. At that meeting, SFCTA staff indicated 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 2019 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 included 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 May ridership report from Tideline, the service is carrying an average of 12 round-trip passengers per day.

SYSTEM PLANS/STUDIES

Solano County Water Transit Plan and Financial Feasibility Study

The Solano Transportation Authority (STA) is currently conducting 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. 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.

Hovercraft Feasibility Study

This study will broadly consider the feasibility of operating hovercraft on San Francisco Bay as part of the WETA water transit system. A Hovercraft Stakeholder Committee will be assembled, comprised of hovercraft industry representatives, advocates from Bay Area public policy groups, environmental organizations and maritime industry representatives to guide the study. Staff will also convene a Hovercraft Technical Advisory Committee to review and provide input on preliminary results of the study. On June 24, an RFP was issued to secure consultant services for the study. Staff anticipates bringing a recommendation for contract award to the Board for consideration in September.

Fare Program Study

WETA's current fare program was adopted in 2014 to promote consistent fare structures and implement small fare changes on an annual basis to ensure that WETA fares kept pace with the cost inflation. As WETA's current fare program is set to end this fiscal year, a new program will need to be adopted to continue implementing annual fare changes in future fiscal years. WETA has contracted with Four Nines Technologies to provide consultant services to prepare a study to analyze the financial, ridership and equity impacts of various options for a new multiyear fare program. Staff will bring an item forward to the Board in September to discuss proposed goals and objectives for the new fare program. Additional updates will be presented to the Board prior to a potential recommendation to adopt a new fare program in the spring of 2020.

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, Federal Emergency Management Agency, United States Coast Guard (USCG), the Port of Oakland and the Port of San Francisco staff, to provide a presentation of the plan at the July WETA Board of Directors meeting.
- Staff participated in the San Francisco Bay Area Port Recovery Plan tabletop exercise on June 12. This tabletop exercise introduced all participants to the Bay Area Port Recovery Plan and engaged them in a scenario-based discussion of the operational requirements of port recovery. One of the main goals of the exercise was to provide a forum for the Port and the related county to discuss potential points of coordination in the response to an event affecting Port operations.
- 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 participated in the first session of a series of training sessions to prepare staff for the September 24 exercise. The remaining two sessions are scheduled for July and September.

OPERATIONS REPORT

Monthly Operating Statistics - The Monthly Operating Statistics Report for May 2019 is provided as **Attachment A**. In addition:

- The pre-established 3% annual fare increase went into effect on July 1.
- WETA provided enhanced 4th of July service on the Alameda/Oakland and Vallejo routes.
- The Contra Costa County Transportation Authority approved WETA's annual budget for Richmond service operation on June 20, 2019. This included funds to support a summer weekend pilot service from August 3 through November 2. WETA and Blue & Gold staffs are working to complete all necessary tasks to support service start-up in August.

KEY BUSINESS MEETINGS AND EXTERNAL OUTREACH

On June 6, Kevin Donnelly participated in a Transportation Demand Management meeting at Caltrans, along with other Peninsula transit operators, to discuss alternate transportation options including special ferry service between South San Francisco and the San Francisco Ferry Building during a two week period in July 2020 when the Alemany Circle Deck Replacement Project is expected to significantly impact the 101 and 280 connector.

On June 10 and 11, WETA staff participated in the first of three emergency response training sessions to prepare for the September 24 functional exercise.

On June 12, Lauren Gularte and Rachel Rodriguez attended the San Francisco Bay Area Port Recovery Plan tabletop exercise in Dublin with representatives from several Bay Area Ports, U.S. Coast Guard, California Office of Emergency Services, the Federal Emergency Management Agency and U.S. Department of Transportation.

On June 13, Kevin Donnelly attended the Harbor Safety Committee Meeting.

On June 17, Nina Rannells attended the Clipper Executive Board meeting in San Mateo.

On June 19, Thomas Hall attended the monthly meeting of the Visit Vallejo Board of Directors and provided updates on schedule changes and the arrival of the next Pyxis class ferry.

On June 20, Thomas Hall and Kevin Connolly met with staff from the San Francisco International Airport to discuss employee shuttles connecting to the South San Francisco Ferry Terminal.

On June 27, Taylor Rutsch presented at the California Transportation Commission Meeting with an update on WETA's Waterborne Ferry Program.

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.

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 including the *Howard Jarvis Taxpayers Association, et al v. The Bay Area Toll Authority and the California State Legislature* and *Randall Whitney v. MTC*. These cases were dismissed by the Court on April 23 and June 11, respectively. A Notice of Appeal was filed by the Howard Jarvis Taxpayers Association on May 20.

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. Staff will work closely with MTC to prepare to secure toll measure funds, when they are available, to support WETA's projects.

Summer Reading Programs

WETA continues to support local summer literacy programs run by libraries in Alameda, Oakland and Vallejo and this year added sponsorship of a similar program in Richmond. WETA

contributes vouchers to be used as prizes in these important programs that seek to incentivize summer reading for K-12 students. The vouchers are worth roundtrip fare for the participating child and an adult chaperone aboard the ferry. This year, 2,750 vouchers were provided to participating libraries.

END

Attachment A

**Monthly Operating Statistics Report
May 2019**

		Alameda/ Oakland	Harbor Bay *	Richmond	South San Francisco	Vallejo	Systemwide
vs. last month	Total Passengers May 2019	120,571	31,988	16,168	12,743	95,110	276,580
	Total Passengers April 2019	117,555	32,124	16,145	12,709	95,828	274,361
	Percent change	2.57%	-0.42%	0.14%	0.27%	-0.75%	0.81%
vs. same month last year	Total Passengers May 2019	120,571	31,988	16,168	12,743	95,110	276,580
	Total Passengers May 2018	116,780	28,659		13,111	93,573	252,123
	Percent change	3.25%	11.62%		-2.81%	1.64%	9.70%
vs. prior FY to date	Total Passengers Current FY To Date	1,244,924	325,616	68,077	130,904	977,069	2,746,590
	Total Passengers Last FY To Date	1,175,699	304,236		132,204	949,408	2,561,547
	Percent change	5.89%	7.03%		-0.98%	2.91%	7.22%
Ops Stats	Avg Weekday Ridership May 2019	4,155	1,454	735	579	3,528	10,452
	Passengers Per Hour May 2019	154	172	84	129	136	141
	Revenue Hours May 2019	784	186	193	99	699	1,961
	Revenue Miles May 2019	8,635	3,199	2,772	1,806	18,982	35,394
	Farebox Recovery Year-To-Date	58%	46%	27%	33%	64%	56%
Fuel	Cost per Available Seat Mile - May 2019	\$0.26	\$0.34	\$0.37	\$0.63	\$0.19	\$0.27
	Average peak hour utilization, AM - May 2019	62%	63%	48%	54%	76%	61%
	Average peak hour utilization, PM - May 2019	77%	65%	56%	58%	76%	66%
	Fuel Used (gallons) - May 2019	196,609	52,356	45,749	38,975	506,908	840,596
	Avg Cost per gallon - May 2019	\$2.98	\$2.98	\$2.98	\$2.98	\$2.92	\$2.95

MEMORANDUM

TO: Board Members

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

SUBJECT: Monthly Review of FY 2018/19 Financial Statements for Eleven Months Ending May 31, 2019

Recommendation

There is no recommendation associated with this informational item.

Summary

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

Operating Budget vs. Actual

	Prior Actual	Current Budget	Current Actual
Revenues - Year To Date:			
Fare Revenues	\$18,439,773	\$21,057,387	\$20,175,477
Bridge Toll Revenues	15,235,626	19,385,942	16,731,066
Contra Costa Measure J	-	1,695,000	1,063,859
Other Revenues	13,510	667,333	17,660
Total Operating Revenues	\$33,688,909	\$42,805,662	\$37,988,062
Expenses - Year To Date:			
Planning & Administration	\$1,818,374	\$2,750,000	\$2,107,938
Ferry Services	31,870,534	40,055,662	35,880,123
Total Operatings Expenses	\$33,688,909	\$42,805,662	\$37,988,062
System-Wide Farebox Recovery %	58%	53%	56%

Capital Actual and % of Total Budget

	YTD Actual	% of FY 2018/19 Budget
Revenues:		
Federal Funds	\$15,205,748	
State Funds	55,118,632	
Bridge Toll Revenues	12,063,543	
Other Revenues	858,642	
Total Capital Revenues	\$83,246,565	71.28%
Expenses:		
Total Capital Expenses	\$83,246,565	71.28%

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 Eleven Months Ending 5/31/2019

% of Year Elapsed 92%

	May-19 Actual	Year - To - Date			Total FY2018/19 Budget	% of Total Budget
		FY2017/18 Actual	FY2018/19 Budget	FY2018/19 Actual		
OPERATING EXPENSES						
PLANNING & GENERAL ADMIN:						
Wages and Fringe Benefits	\$112,311	\$984,581	\$1,422,483	\$1,166,176	\$1,551,800	75.1%
Services	100,515	939,561	1,253,450	926,176	1,367,400	67.7%
Materials and Supplies	2,006	48,564	165,458	107,251	180,500	59.4%
Utilities	2,088	32,003	37,675	38,080	41,100	92.7%
Insurance	-	1,201	25,942	1,200	28,300	4.2%
Miscellaneous	11,955	189,837	286,733	205,233	312,800	65.6%
Leases and Rentals	32,629	341,542	356,308	352,265	388,700	90.6%
Admin Overhead Expense Transfer	(59,615)	(718,915)	(798,050)	(688,443)	(870,600)	79.1%
Sub-Total Planning & Gen Admin	\$201,888	\$1,818,374	\$2,750,000	\$2,107,938	\$3,000,000	70.3%
FERRY OPERATIONS:						
Harbor Bay FerryService (AHBF)						
Purchased Transportation	\$123,558	\$1,827,387	\$2,090,000	\$2,272,213	\$2,280,000	99.7%
Fuel - Diesel & Urea	54,748	397,050	556,875	461,176	607,500	75.9%
Other Direct Operating Expenses	39,603	384,052	689,700	496,427	752,400	66.0%
Admin Overhead Expense Transfer	7,199	90,992	92,400	83,798	100,800	83.1%
Total Harbor Bay	\$225,107	\$2,699,480	\$3,428,975	\$3,313,613	\$3,740,700	88.6%
Farebox Recovery - AHBF	64%	50%	45%	46%	45%	
Alameda/Oakland Ferry Service (AOFS)						
Purchased Transportation	\$818,870	\$7,437,306	\$8,557,450	\$8,288,221	\$9,335,400	88.8%
Fuel - Diesel & Urea	205,523	1,400,796	1,846,075	1,747,952	2,013,900	86.8%
Other Direct Operating Expenses	147,688	1,235,587	2,327,600	1,739,728	2,539,200	68.5%
Admin Overhead Expense Transfer	25,510	311,490	351,542	300,566	383,500	78.4%
Total Alameda/Oakland	\$1,197,591	\$10,385,179	\$13,082,667	\$12,076,467	\$14,272,000	84.6%
Farebox Recovery - AOFS	55%	61%	56%	58%	56%	
Vallejo FerryService (Vallejo)						
Purchased Transportation	\$918,921	\$10,079,484	\$10,941,425	\$9,764,099	\$11,936,100	81.8%
Fuel - Diesel & Urea	506,908	3,876,474	5,269,000	4,642,743	5,748,000	80.8%
Other Direct Operating Expenses	133,264	1,591,849	1,819,950	1,423,138	1,985,400	71.7%
Admin Overhead Expense Transfer	21,390	337,941	288,292	251,161	314,500	79.9%
Total Vallejo	\$1,580,484	\$15,885,747	\$18,318,667	\$16,081,141	\$19,984,000	80.5%
Farebox Recovery - Vallejo	60%	61%	58%	64%	58%	
South San Francisco FerryService (SSF)						
Purchased Transportation	\$174,270	\$2,112,198	\$2,200,000	\$2,189,470	\$2,400,000	91.2%
Fuel - Diesel & Urea	40,626	369,530	529,100	346,224	577,200	60.0%
Other Direct Operating Expenses	30,708	369,352	456,958	379,685	498,500	76.2%
Admin Overhead Expense Transfer	3,957	49,048	39,875	43,484	43,500	100.0%
Total South San Francisco	\$249,561	\$2,900,128	\$3,225,933	\$2,958,863	\$3,519,200	84.1%
Farebox Recovery - SSF	36%	33%	36%	33%	36%	
Richmond FerryService (Richmond)						
Purchased Transportation	\$200,249	-	\$1,505,835	\$1,117,290	\$1,807,000	61.8%
Fuel - Diesel & Urea	47,906	-	\$271,500	180,093	325,800	55.3%
Other Direct Operating Expenses	33,234	-	\$206,335	143,222	247,600	57.8%
Admin Overhead Expense Transfer	1,559	-	\$15,750	9,434	18,900	49.9%
Total Richmond	\$282,949	\$0	\$1,999,420	\$1,450,039	\$2,399,300	60.4%
Farebox Recovery - Richmond	32%	0%	15%	27%	15%	
Sub-Total Ferry Operations	\$3,535,691	\$31,870,534	\$40,055,662	\$35,880,123	\$43,915,200	81.7%
Farebox Recovery - Systemwide	55%	58%	53%	56%	52%	
Total Operating Expenses	\$3,737,578	\$33,688,909	\$42,805,662	\$37,988,062	\$46,915,200	81.0%
OPERATING REVENUES						
Fare Revenue	\$1,938,179	\$18,439,773	\$21,057,387	\$20,175,477	\$23,004,900	87.7%
Regional - Bridge Toll	1,603,282	15,235,626	19,385,942	16,731,066	21,148,300	79.1%
Regional - Contra Costa Measure J	191,904	-	1,695,000	1,063,859	2,034,000	52.3%
Regional - Alameda Tax & Assessment	-	-	667,333	-	728,000	0.0%
Other Revenue	4,214	13,510	-	17,660	-	0.0%
Total Operating Revenues	\$3,737,578	\$33,688,909	\$42,805,662	\$37,988,062	\$46,915,200	81.0%

San Francisco Bay Area Water Emergency Transportation Authority
FY 2018/19 Statement of Revenues and Expenses
For Eleven Months Ending 5/31/2019

Project Description	May-19 Total	Total Project Budget	Total Prior Expense	Total FY2018/19 Budget	Total FY2018/19 Expense	Total Future Year	% of Total Project Budget Spent
CAPITAL EXPENSES:							
FACILITIES:							
Terminal Construction							
Downtown Ferry Terminal Expansion - South Basin	\$1,139,045	\$97,965,000	\$46,780,727	\$34,556,273	29,233,720	\$16,628,000	78%
Richmond Ferry Terminal	-	21,000,000	11,134,262	9,865,738	9,865,372	-	100%
Maintenance and Operations Facilities							
Ron Cowan Central Bay Operations & Maintenance Facility	8,100	69,500,000	60,723,722	8,776,278	2,455,053	-	91%
Terminal Improvement							
Terminal Dredging - Vallejo and South San Francisco	11,402	5,165,000	106,999	5,058,001	4,632,857	-	92%
FERRY VESSELS:							
Vessel Construction							
445-Pax Replacement Vessel - M/V Vallejo	148,584	23,372,000	12,443,000	10,929,000	8,824,164	-	91%
445-Pax Expansion (Waterjet) Vessels - 2 vessels	1,637,857	46,745,000	15,557,743	20,187,257	12,052,363	11,000,000	59%
400-Pax Expansion (Propeller) Vessels - 2 vessels	37,551	33,400,000	26,533,692	6,866,308	6,098,692	-	98%
New Commuter Class High-Speed Vessel	102,664	15,300,000	93,374	9,106,626	7,296,886	6,100,000	48%
Vessel Rehabilitation and Refurbishment							
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	2,250	3,000,000	-	1,500,000	374,456	1,500,000	12%
Vessel Qtr-Life Refurbishment - M/V Scorpio	28,641	2,500,000	-	2,500,000	66,728	-	3%
Vessel Engine Overhaul - M/V Taurus	-	800,000	-	800,000	67,498	-	8%
Vessel Service Life Extension - M/V Solano	42,309	13,000,000	-	3,375,000	137,825	9,625,000	1%
CAPITAL EQUIPMENT / OTHER:							
CCTV Install and Network Intergration - East Bay Terminals	-	400,000	-	400,000	-	-	0%
Purchase Service Vehicles	-	500,000	27,088	472,912	114,485	-	28%
Purchase Selective Catalyst Reduction (SCR) System	-	200,000	-	200,000	-	-	0%
Total Capital Expenses	\$3,158,405	\$337,964,000	\$176,330,514	\$116,780,486	\$83,246,565	\$44,853,000	
CAPITAL REVENUES:							
Federal Funds	\$1,476,681	\$79,972,140	\$33,033,731	\$38,038,409	\$15,205,748	\$8,900,000	60%
State Funds	1,294,468	201,533,450	112,665,044	61,852,046	55,118,632	27,016,360	83%
Regional - Bridge Toll	381,528	53,235,010	29,605,664	14,912,706	12,063,543	8,716,640	78%
Regional - Alameda Sales Tax Measure B / BB	5,727	1,723,400	586,075	1,137,325	418,642	-	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%
Total Capital Revenues	\$3,158,405	\$337,964,000	\$176,330,514	\$116,780,486	\$83,246,565	\$44,853,000	

TO: WETA Board Members

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

SUBJECT: WETA Federal Legislative Board Report – July 2019

This report covers the following topics:

1. Update on Surface Transportation Legislation
2. Timing of Federal Transit Administration Grant Awards

Update on Surface Transportation Legislation

We have had several conversations this month with members of Congress on the House Transportation and Infrastructure (T&I) Committee – these conversations have reinforced that passing a surface transportation bill, which would provide funding for transit, roads and bridges, remains a priority for the T&I Committee in 2019. As a result, we are continuing to keep in touch with committee staff and with members of the San Francisco Bay Area Congressional delegation as we advocate for additional funding for the Federal Transit Administration (FTA) ferry grant program and the Federal Highway Administration (FHWA) ferry formula program.

Whereas the House T&I Committee has jurisdiction over the FHWA ferry formula program *and* the FTA ferry grant program, jurisdiction is bifurcated in the Senate – the Senate Environment and Public Works (EPW) Committee has jurisdiction over the FHWA program and the Senate Banking Committee has jurisdiction over the FTA program. Whereas the Senate EPW Committee is planning to take up their portion of the surface transportation bill in the coming weeks, the Senate Banking Committee has done virtually nothing to move their portion of the surface transportation bill forward. Nonetheless, we are advocating to *both* committees to increase funding for these programs.

Note that the current surface transportation bill, the FAST Act, doesn't expire until September 2020. This means that even with the potential for activity in 2019, the key issues pertaining to funding will most likely get kicked to next year. Until Congress resolves the funding issues (i.e. where is the money going to come from to pay for transit, roads and bridges), Congress will not be able to send a surface transportation bill to the President.

Timing of Federal Transit Administration Grant Awards

The Federal Transit Administration (FTA) has given no indication as to when the agency will announce funding awards for the ferry grant program. Experience says that it could be several months before FTA makes an announcement, although Congress has been putting pressure on the agency to speed up its review process. FTA issued a Notice of

Funding Opportunity (NOFA) earlier this year 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 Ferry Terminal. Members of Congress from the Bay Area sent letters to FTA supporting WETA's grant application.

Respectfully Submitted,

Peter Friedmann and Ray Bucheger

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

(June 6, 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 1:33 p.m.

2. ROLL CALL

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

3. REPORT OF BOARD CHAIR

Chair Breckenridge said that she had joined members of the Bay Area maritime community including representatives from the Port of Oakland, the Port of San Francisco, the Federal Emergency Management Agency (FEMA), the California Governor's Office of Emergency Services (Cal OES), and the National Guard Adjutant General (TAG) when United States Coast Guard (USCG) Commandant Admiral Karl Shultz was in the Bay Area to discuss local maritime challenges, federal policy issues, and emergency response and recovery. She said the discussion had been a wakeup call, even for the most disaster response savvy participants, that the response time for emergency or disaster recovery for the waterside is very different than it is on for the landside. Chair Breckenridge said that if Bay Area ports are not back up and running within 72 to 96 hours of an event, they are likely to lose much of their regular business permanently which could devastate our local economy. She noted that Port of Oakland Executive Director Chris Lytle had made a particularly salient point in his address that more than half of the cargo coming into Bay Area ports included goods that would be needed during a disaster or emergency recovery process that would immediately follow an event. She added that cargo coming into Bay Area ports is bound for California and it should never be diverted elsewhere.

Chair Breckenridge said that no policies had been changed as a result but that this robust discussion with the maritime community had been an excellent reminder that the timeframes for land and water response and recovery were very different. She emphasized that focus and resources should reflect this when considering the system at large to help assure that the maritime urgency and demand differential is sufficiently supported.

4. REPORTS OF DIRECTORS

Vice Chair Wunderman said that with the help of Chair Breckenridge, the Bay Area Council (BAC) had held its May Water Transit Committee meeting at Coast Guard Base Alameda (Coast Guard Island). He said that learning about the USCG and its myriad and varied responsibilities and mandates had been eye opening for meeting attendees. He said it had been very informative to learn about what happens out on the San Francisco Bay from the people in charge of what happens out on San Francisco Bay. Vice Chair Wunderman said it had been a wonderful opportunity that everyone had enjoyed very much.

Vice Chair Wunderman said that Caltrans is planning to close a section of Highway 101 where it connects with Highway 280 for several weeks in 2020. He said it could be enough to back up traffic from San Jose to San Francisco and possibly through the Bay Bridge toll gates. Vice Chair Wunderman

said Caltrans will be working with WETA to help mitigate the anticipated traffic challenges. He added that this will be a good opportunity to increase ferry ridership since people who use the service for the first time due to traffic challenges such as this generally continue to take the ferry even after the disruptive event because it is so much more pleasant than sitting in traffic.

Director Intintoli had no report to share.

Director DelBono said he had been riding the ferry often recently and he commended Blue & Gold Fleet for the stellar service he has been witnessing. He said the crew on the vessel he had ridden earlier that day spent ten or fifteen minutes with some young passengers who had many questions about the Bay. Director DelBono said it was a good reminder of the fine and varied work Blue & Gold Fleet does for WETA daily as its contract operator.

5. REPORTS OF STAFF

Executive Director Rannells shared her written report with Directors.

6. CONSENT CALENDAR

Director Intintoli made a motion to approve the consent calendar:

- a. Board Meeting Minutes – May 9, 2019
- b. Overview of FY 2018/19 Financial Audit Scope and Process

Director DelBono seconded the motion and the consent calendar items passed unanimously.

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

7. APPROVE CONTRACT AWARD TO NOSSAMAN LLP FOR THE PROVISION OF STATE LEGISLATIVE REPRESENTATION SERVICES

Program Manager/Analyst Lauren Gularte presented this item to approve a contract award to Nossaman LLP for the provision of state legislative representation services. She provided Directors with a review of the award recommendation process and noted that both contract bidders had been interviewed by a WETA Evaluation Committee comprised of WETA staff members and Kate Breen, Director of Government Affairs for the San Francisco Municipal Transportation Agency. Chair Breckenridge commended staff for continuing to solicit and utilize outside expertise and perspective in WETA's procurement process.

Ms. Rannells commended Broad and Gusman for their 15 years of service to WETA and noted that Barry Broad had been especially instrumental in working through very difficult legislative and funding issues in WETA's early years. She said staff was sad to see them go but was also very excited about the opportunity to work with the new Nossaman team. It was noted that the new Nossaman relationship was expected to result in a robust and proactive legislative and funding engagement with Sacramento.

Director DelBono made a motion to approve the item.

Director Intintoli seconded the motion and the item passed.

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

Vice Chair Wunderman explained that he abstained from this vote because Nossaman LLP Partner Stan Taylor is on the Bay Area Council's Board of Directors.

8. AUTHORIZE RELEASE OF A REQUEST FOR PROPOSALS FOR PROFESSIONAL SERVICES FOR WETA HOVERCRAFT FEASIBILITY STUDY

Planning & Development Manager Kevin Connolly presented this item to authorize release of a Request for Proposals for professional services for a WETA Hovercraft Feasibility Study. He explained that the opportunity and size of the effort had been increased from the original draft based on Directors' three prior extensive discussions about the study. He noted that with these changes to the study's scope, staff estimates the cost will increase from \$400,000 to \$500,000.

Chair Breckenridge said she had instructed staff to gather the operations and maintenance costs of hovercrafts currently operating around the world in addition to the other requests the Board had included in prior discussions.

PUBLIC COMMENT

Alex Kryska, Client Relations at PropSF, said that he felt Directors were putting the cart before the horse on the hovercraft study. He explained that the new scope of the study assumes that hovercraft is the technology of the future and the only vessel able to reach the South Bay. He asked whether ferry service in the South Bay was even desirable and if so, whether Alviso was the best location for it. Mr. Kryska said it felt to him that this study was just a blast to promote hovercraft use on a bunch of new routes. He said Directors should first determine where new service is desired and subsequently explore the best vessels for that service and location, not the other way around.

Vice Chair Wunderman made a motion to approve the item.

Director Intintoli seconded the motion and the item passed unanimously.

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

9. APPROVE DISADVANTAGED BUSINESS ENTERPRISE (DBE) AND SMALL BUSINESS ENTERPRISE (SBE) GOALS FOR FFY 2020 THROUGH FFY 2022

Ms. Gulate presented this item to approve WETA's DBE and SBE goals for Federal Fiscal Year (FFY) 2020 through FFY 2022. Chair Breckenridge commended Ms. Gulate on her personal outreach efforts to individual DBEs in an effort to increase DBE engagement in WETA contracts.

Director DelBono made a motion to approve the item.

Chair Breckenridge seconded the motion and the item passed unanimously.

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

10. AUTHORIZE THE EXECUTIVE DIRECTOR TO ENTER INTO AGREEMENTS TO SUPPORT CONSTRUCTION OF A TEMPORARY FERRY LANDING AT PIER 48 ½ AND OPERATION OF SPECIAL EVENT SERVICE TO THE CHASE CENTER ARENA AREA

Mr. Connolly presented this item to authorize WETA's Executive Director to enter into agreements to support the construction of a temporary ferry landing at Pier 48 ½ and operation of special event service to the Chase Center area. He introduced Dominic Moreno and Dave Beaupre from the Port of San Francisco, a WETA project partner, who were at the meeting. Mr. Connolly explained that the service proposed was not ideal and it would not be for the long term. He emphasized that this will provide a temporary solution to transport fans to Chase Center events from Oakland and Alameda, prior to the work and funding that will be required to build a permanent service to the new venue.

Mr. Connolly explained that the limited amount of work that will be required to set up the temporary landing will be paid for by the Golden Gate Bridge, Highway & Transportation District, the Port of San

Francisco and the Golden State Warriors. He confirmed that if WETA needs its float that is being proposed for the service for use in regular service or for emergency response reasons before the permanent service is in place, that the float will be released from the service immediately to be available for WETA's use as detailed in the agreement. Mr. Connolly also noted that talks continued about exactly which events WETA will be ferrying riders to in addition to the basketball games. He said providing service to some of the other events, such as concerts, will help to inform future decisions about service to the Chase Center and elsewhere. He added that this could be especially helpful since WETA does not have a lot of experience providing regular service for concertgoers and to large scale special events.

Vice Chair Wunderman noted that the traffic congestion problems in the Chase Center area will not be solved by adding ferry service but it will certainly help and emphasized that everyone should try to do whatever they are able for the greater whole. He said it was appropriate for WETA to be figuring out how to help, even if it is initially only with this temporary solution.

Director Intintoli made a motion to approve the item.

Chair Breckenridge seconded the motion and the item passed unanimously.

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

11. AUTHORIZE RELEASE OF AN INVITATION FOR BIDS FOR MARINE CONSTRUCTION SERVICES FOR THE DEVELOPMENT OF A TEMPORARY FERRY LANDING AT PIER 48 ½

Mr. Connolly presented this item to authorize the release of an Invitation for Bids (IFB) for marine construction services for a temporary ferry landing at Pier 48 ½.

Director DelBono made a motion to approve the item.

Director Intintoli seconded the motion and the item passed unanimously.

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

12. AUTHORIZE PUBLIC OUTREACH FOR CHASE CENTER SPECIAL EVENT FARES

Mr. Connolly presented this item to authorize public outreach for Chase Center special event fares.

Vice Chair Wunderman asked if it made sense to use surge pricing for fares to the Chase Center during higher demand Warriors games and more popular concerts and special events. Mr. Connolly said the Board may want to include that question in the fare study that WETA has planned for the next year if Directors want to explore that possibility.

PUBLIC COMMENT

Jerry Bellows of MARAD said that it was his understanding that the Board's objective is for WETA to never profit from special event service but rather just cover the costs to provide the public service.

Director Intintoli made a motion to approve the item.

Chair Breckenridge seconded the motion and the item passed unanimously.

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

13. MISSION BAY FERRY LANDING PROJECT UPDATE

Mr. Connolly introduced this Mission Bay Ferry Landing Project Update and asked Port of San Francisco Senior Waterfront Planner Dave Beaupre to share a current status report on the project.

Mr. Beaupre presented Directors with a PowerPoint presentation that included a history of the project and its milestones along with details on planning, permitting, design efforts, nearby public transportation options and bicycle and pedestrian access improvements planned for the area. Mr. Beaupre said the adjacent and immediate area's development plans include 11 thousand new residential units, a million square feet of new retail space and 7 million square feet of new commercial space. He said that all of this will be within just one mile of the new Chase Center.

Mr. Beaupre said all permits were expected to be secured by September 2019 and his team is hoping to get the \$25 million of WETA's Regional Measure 3 (RM3) funds in time to go out to bid this fall and then award the contract and begin construction in the spring of 2020. He said the current target is to have the facility open and operating directly across the street from the new Chase Center by the end of 2021. Mr. Beaupre said a proposed water taxi landing was also designed and entitled in the area's development plans but will not be advancing at the same pace as the ferry landing due to lack of funding.

Mr. Beaupre said that the total estimated cost for the Mission Bay Ferry Landing Project will be \$46.2 million. He explained that the project had already secured \$7 million in Port and City capital to pay for all of the design and entitlement work that has been done to date, \$1.2 million from the City's General Fund to pay for a construction loan, \$9 million from the Office of Community Investment and Infrastructure and a private contribution commitment of \$4 million that will be released to the project as soon as the project's \$25 million funding gap is closed. He reiterated that it is his hope that the needed \$25 million will come from WETA's anticipated RM3 funding because the Port included it in their plans submitted to MTC for RM3 projects. He explained that the Port had been told by MTC that funds to support water transportation project would have to come out of WETA's pot of RM3 funds. He said the good news is that the \$25 million RM3 funding is being leveraged by \$21.2 million in Port, City, and private contributions. Mr. Beaupre said this project is a significant investment by the City to support water transportation and WETA's goals.

Mr. Beaupre explained that the dredge and cap solution process that will be used to remove and contain navigational hazards and hazardous materials from the waterside of the project site will help mitigate dredging demands and costs in the future. He said this component could be removed from the project to reduce overall cost but that it will eventually need to be done and will be less costly to proactively address now. Mr. Beaupre added that this capping process is a well-tested and proven solution that is presently in use in other areas of San Francisco Bay.

Ms. Rannells noted that the Howard Jarvis Taxpayer's Association filed a Notice of Appeal on May 20 for their RM3 lawsuit decision. She said this could further threaten and delay RM3 funding for WETA. Ms. Rannells said WETA Board members had first received the \$25 million request to close the Mission Bay Ferry Project funding gap back in June 2018 in a letter from the Port that detailed the request.

Director Intintoli asked if there is a back-up plan for closing the \$25 million funding gap if the RM3 WETA funds plan does not materialize. Mr. Beaupre said there is currently no back-up plan for that scenario.

It was agreed by all that the Mission Bay Ferry Project is an important opportunity to improve water transportation in the region, serve riders all over the Bay Area and contribute to WETA's strategic expansion goals. Ms. Rannells said that once the RM3 funding way is clear, staff will return to the Board for further discussion of this funding request and all the previously considered potential projects that could be funded by RM3.

Mr. Beaupre said his team hopes to return to the WETA Board for approval of the \$25 million contribution, then work with MTC, the Port Commission and ultimately the San Francisco Board of Supervisors to secure that funding in the fall. He thanked Ms. Rannells, WETA staff and Directors for their support and partnership on the project. Mr. Beaupre added that it will be very exciting to be able to deliver this project to WETA to manage and operate by the end of 2021.

PUBLIC COMMENT

Amiee Alden, Director of Local & State Government Relations at the University of California, San Francisco (UCSF), said the ferry service to Mission Bay will provide critical transportation to patients and UCSF staff. She noted that the new Chase Center is not just for basketball games and said events were expected at the venue 365 nights a year. Ms. Alden emphasized that reducing traffic congestion in the area, especially during these events that will be attended by thousands of people, will be crucial to help mitigate patient care disruption by assuring access to UCSF facilities for patients, their families and UCSF staff. Ms. Alden said that every time this project is on the WETA meeting agenda the UCSF Chancellor will be asking her to attend the meeting to urge Directors to fund and support it to assure it moves ahead as soon as possible.

Mr. Bellows asked for the funding source and timeline to procure small vessels for the Mission Bay service.

Chair Breckenridge said that the \$25 million being requested for the project by the Port will be in addition to the costs for vessels which also must come from WETA RM3 funding. She added that to meet the project's current target date of late 2021 for service to begin, WETA would need to award the vessel construction contracts before the end of 2019.

PUBLIC COMMENT

An anonymous speaker said that there were many ports around the Bay Area that didn't require dredging and that it is very expensive to dredge in San Francisco Bay. She added that it didn't look like the tiny proposed landing was going to be effective in serving a huge ballpark and medical facility.

Mr. Beaupre agreed that dredging in the San Francisco Bay Area was very expensive. Mr. Connolly explained that the two-sided float planned for the Mission Bay Ferry Project will provide the same vessel capacity as WETA's Oakland Ferry Terminal at Jack London Square provides today. He said the float was expected to be of ample size to service Mission Bay ferry riders for at least the first ten years of service.

It was agreed that Agenda Item 17 – to allow the public to share comments on non-agenda items with the Board - should be reordered so that anyone who wished to speak could do so without having to wait until Directors returned from closed session.

14. PUBLIC COMMENTS FOR NON-AGENDA ITEMS

Emily Loper, Director of Operations and Policy at the Bay Planning Coalition, said that a new San Francisco International Airport (SFO) shuttle will launch July 29, 2019 to transport ferry riders from WETA's South San Francisco terminal to the airport. She said it will be a free shuttle for passengers and airport employees, will meet all landing ferries at the terminal and will take about 15 minutes to get to SFO. She said she was excited to meet with WETA and work on promoting the new service together.

Mr. Bellows congratulated the Board on WETA's South San Francisco farebox recovery in the month of April noting that the service had, for the second time, exceeded the 40% target set by MTC.

15. RECESS INTO CLOSED SESSION

Chair Breckenridge recessed the meeting to a closed session at 3:18 p.m.

16. REPORT OF ACTIVITY IN CLOSED SESSION

The Board returned to open session at 3:55 p.m.

Chair Breckenridge said there was nothing to report from the closed session.

With all business concluded she adjourned the meeting at 3:56 p.m.

- Board Secretary

END

MEMORANDUM

TO: Board Members

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

**SUBJECT: Authorize Release of a Request for Qualifications for Bay Breeze
Replacement Vessel Construction Management Services**

Recommendation

Authorize release of a Request for Qualifications (RFQ) for Vessel Construction Management Services for the *M/V Bay Breeze Replacement* project.

Background/Discussion

The *M/V Bay Breeze* has met the replacement age of 25 years, qualifying it for Federal Transit Administration (FTA) replacement funds available through the Metropolitan Transportation Commission in accordance with their Transit Capital Priorities process. Staff has worked to secure both FTA and local match funds to support this replacement project, which was included in the FY 2019/20 Capital Budget approved in May 2019.

The *M/V Bay Breeze* is a 250 passenger mid-sized vessel that operates as a part of WETA's Central Bay fleet. This vessel is utilized predominantly for the Harbor Bay and South San Francisco services as it is small enough to operate within the space and structural constraints of these service terminal areas. With the recently ordered high capacity vessels helping to address demand on Alameda/Oakland and Vallejo services, it is staff's assessment that the *M/V Bay Breeze* replacement should be sized to continue to support the Harbor Bay and South San Francisco services and have a carrying capacity of 300 passengers in order to meet the ridership demand of the Harbor Bay service.

This item authorizes staff to release an RFQ to solicit proposals from qualified firms to assist with vessel bid preparation, vessel construction management oversight and warranty administration once the new vessel is put into service. Once the best qualified proposer is identified, staff will return to the Board to propose a contract award for this work and identify a timeline for moving forward with an RFP for vessel construction.

In a parallel effort, staff is working to develop an updated fleet plan for discussion with the Board of Directors in the coming months. This plan will identify a long-range program of replacement and expansion vessels needed to meet planned system growth and will identify an approach to greening the fleet over time with alternative propulsion technology. The updated fleet plan will feed into development of an RM3 expenditure plan and efforts to secure alternative funds to support WETA's growing and changing fleet of vessels.

Fiscal Impact

There is no fiscal impact associated with the release of this Request for Qualifications. The *M/V Bay Breeze Replacement* project is included in the FY 2019/20 Capital Budget with a total project budget of \$18 million, funded with a combination of Federal Transit Administration (80%), State Cap and Trade (9%), State Transit Assistance (2%) and Alameda Transportation Sales Tax (9%) funds.

END

MEMORANDUM

TO: Board Members

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

SUBJECT: Approve Sole Source Contract Award to Pacific Power Group, LLC for Main Propulsion Engine Overhauls

Recommendation

Approve the following actions relative to award of a contract to Pacific Power Group, LLC (PPG) for the purchase of main propulsion engine overhaul services for the M/V *Argo*, *Carina*, *Gemini* and *Scorpio* included in the FY 2019/20 Capital Budget:

1. Approve the award of a sole source contract to PPG in an amount up to \$1,215,100, including a base contract award of \$983,300 and a contingency of \$231,800 and authorize the Executive Director to negotiate and execute an agreement and take any other required actions to support this work; and
2. Approve a FY 2019/20 Capital Budget increase in the amount of \$160,000 for the *Vessel Engine Overhaul – M/V Gemini* project to support the anticipated work.

Background/Discussion

The two MTU 16V2000 M70 main engines on the M/V *Gemini* and M/V *Scorpio* have been in service since their previous completed overhauls in 2016 and are approaching their time-between-overhaul (TBO) threshold of 7,000 hours. In order to remain in compliance with the preventative maintenance schedule for these engines, they must be removed from the vessels and undergo a complete mechanical overhaul by an authorized MTU service dealer.

The two engines from the M/V *Gemini* will be removed one at a time and our swing MTU 16V2000 M70 engine will be installed as the first of the Gemini engines is removed. This strategy will minimize the amount of time that the vessel remains out of service. The work is expected to have the M/V *Gemini* out of service for the month of October 2019. The engines will be removed and replaced at WETA's North Bay Operations and Maintenance Facility; while the engines are overhauled at PPG's facility in Kent, WA.

The two engines from the M/V *Scorpio* will be removed while the vessel is otherwise out of service for its quarter-life refurbishment project at a shipyard yet to be determined. The vessel will be out of service for 3 months beginning in January 2020. The engines will be removed at the shipyard during that refurbishment; overhauled at PPG's facility in Kent, WA, then reinstalled at the shipyard near the end of the vessel refurbishment project.

The two MTU 12V4000 M64 main engines on the M/V *Argo* and M/V *Carina* will soon be approaching the end life of the diesel fuel injectors at 6,500 hours of engine run time. In order to remain in compliance with the preventative maintenance schedule and warranties for these

engines, the injectors must be removed from the engines and replaced with new injectors. This work will occur dockside at WETA's Central Bay Operations and Maintenance Facility. The vessels will be out of service for one week each in order to make the injector changes. The work will occur on the M/V *Argo* in December 2019 and on the M/V *Carina* in June 2020.

Scope of Work

This project will purchase the main propulsion engine overhaul services of an authorized MTU service dealer to provide parts, labor, materials, testing and commissioning of main propulsion engines for the WETA vessels noted above.

Sole Source Discussion

Procurement of these engine overhaul services is awarded to PPG as a sole source as PPG is currently the sole factory-assigned dealership for WETA as determined by MTU for the provision of MTU engines, parts, and services and they are uniquely qualified to provide complete technical, engineering, logistics and service support.

PPG is well qualified to carry out this project as it has the requisite technical application experience with these engine models in terms of inspections, service, repairs and complete engine overhauls and it has a large workforce of seasoned and experienced mechanics qualified on MTU 4000 and 2000 series engines. Further, PPG has the unique ability to complete engine overhauls in 6 weeks for Series 4000 engines and in as little as 2 weeks for a Series 2000 engine in support of WETA operational needs. PPG has an onsite dynamometer capable of testing these marine engines following complete tear down and overhaul.

PPG has provided main propulsion engine purchase and service support for WETA on several vessel procurement and repower projects in the past, including new construction of Hydrus Class and Pyxis Class vessels. PPG performs ongoing service and repair to WETA's vessels and is also the factory-assigned rep to provide sales, service and repair for Golden Gate Ferry vessels here in the San Francisco Bay Area.

Staff has analyzed PPG's price proposal and finds it to be fair and reasonable as the price is in alignment with historical engine overhaul services on these families of engines. WETA's independent cost estimate for the base work totals \$964,300 while the total base work pricing offered by PPG is \$983,300. PPG's pricing is within 2% of the engineer's estimate.

The recommended contract authorization amount of \$1,215,100 includes a base award in the amount of \$983,300 for regularly anticipated engine overhaul work, transportation, testing and sea trials and a \$231,800 contingency. The overall contract contingency is larger than normal to cover the possibility that a higher level of work may be required on the M/V *Gemini* and *Scorpio* based upon conditions found on similar vessel engines in WETA's fleet that have recently undergone overhaul. Those conditions were characterized by greater levels of wastage and corrosion in the cooling water systems than were anticipated. That wastage negatively affected the re-use of several key engine components.

In accordance with the above analysis, staff has determined that this procurement meets the requirements for sole source procurement under federal regulations and as set forth in the WETA Administrative Code Section 502.2(E), which authorizes the agency to procure goods and services without competition under limited circumstances. Subdivision (E) of this provision allows the agency to procure items non-competitively when there is only a

single source of supply available or only one contractor is qualified to provide the service or product. Because PPG is uniquely able to provide and warranty the necessary work, a competitive bidding process would serve no useful purpose for this procurement.

Fiscal Impact

This contract solicitation and award covers work to provide vessel engine overhaul services on four separate vessels with funds contained in three separate capital projects in WETA's FY 2019/20 Capital Budget including: 1)Vessel Quarter-Life Refurbishment – M/V Scorpio, 2)Vessel Engine Overhaul - M/V Gemini, and 3)Vessel Engine Overhaul - M/V Argo and M/V Carina. These projects are included in the FY 2019/20 Capital Budget in the amounts of \$3,005,350, \$355,350 and \$240,000, respectively, funded with a combination of Federal Transit Administration (80%), Alameda Transportation Sales Tax (17%) and Regional Measure 1 Capital (3%) funds.

A capital budget increase for the Vessel Engine Overhaul – M/V Gemini project in the amount of \$160,000, bringing the project budget up to \$515,350, is required in conjunction with the recommended contract award. This increase will ensure that there are sufficient funds to support the regularly anticipated work and any extra work or replacement components that may be required to complete the Gemini vessel engine overhauls, as previously discussed in this item. The budget increase would be funded with 80% Federal Transit Administration and 20% Regional Measure 1 Capital funds available to support this project.

END

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

RESOLUTION NO. 2019-14

**APPROVE SOLE SOURCE CONTRACT AWARD TO PACIFIC POWER GROUP, LLC
FOR MAIN PROPUSION ENGINE OVERHAULS**

WHEREAS, the WETA has identified the need for the overhaul of main propulsion engines on the ferry vessels *M/V Argo, Carina, Gemini and Scorpio* in order to remain in compliance with the preventative maintenance schedule for these engines; and

WHEREAS, the WETA has determined that Pacific Power Group, LLP is the MTU factory-assigned dealership for the sales, parts, and service of MTU Series 4000 and 2000 engines in the Bay Area region; and

WHEREAS, the WETA has determined that this procurement meets the requirements for sole source procurement under WETA and federal regulations and as set forth in the WETA's Administrative Code Section 502.2(E); and

WHEREAS, the WETA has identified Pacific Power Group, LLP as being both responsive and responsible in the provision of services; now, therefore, be it

RESOLVED, that the Board of Directors hereby approves entering into a sole source contract with Pacific Power Group, LLP in an amount up to \$1,215,100, including a base contract amount of \$983,300 and contingency of \$231,800, for the purchase of main propulsion engine overhaul services for the *M/V Argo, Carina, Gemini and Scorpio* and authorizes the Executive Director to negotiate and execute an agreement and take any other required actions to support this work; and be it further

RESOLVED, that the Board of Directors approves a FY 2019/20 capital budget increase in the amount of \$160,000 for the *Vessel Engine Overhaul – M/V Gemini* project to support the anticipated work.

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 July 11, 2019.

YEA:

NAY:

ABSTAIN:

ABSENT:

/s/ Board Secretary

2019-14

END

MEMORANDUM

TO: Board Members
FROM: Nina Rannells, Executive Director
SUBJECT: City of Martinez Update

Recommendation

There is no recommended action associated with this informational item.

Background/Information

The City of Martinez has long been interested in developing ferry service as a part of the redevelopment of its waterfront and revitalization of its nearby downtown area. WETA worked closely with the City of Martinez to conduct a site feasibility study for a ferry terminal in Martinez at the Martinez Regional Shoreline Park adjacent to the Martinez Marina in 2013. This work was followed by the Financial Feasibility of Contra Costa Ferry Services study completed by the Contra Costa Transportation Authority in June 2014. This study identified design requirements and site constraints at four terminal sites in Contra Costa in the cities of Antioch, Hercules, Martinez and Richmond to better understand project feasibility and costs associated with the development of terminals and services to these cities.

Martinez Mayor Rob Schroder has requested the opportunity to update the WETA Board of Directors (letter request provided as **Attachment A**) on the city's efforts to update its local plans to support the development of future ferry services.

Fiscal Impact

There is no fiscal impact associated with this item.

END



City of Martinez

525 Henrietta Street, Martinez, CA 94553-2394

(925) 372-3500 / Fax (925) 229-5012

May 1, 2019

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

Dear Ms. Rannells:

The City of Martinez has been active over the past year in our waterfront development and nearby downtown revitalization efforts. Jim Wunderman suggested that I might be able to come to your upcoming meeting in June or July, and discuss our Martinez efforts and our continued interest in being part of the water transit system.

The Martinez Marina is located less than ½ mile from the Amtrak transit hub, and historic downtown Martinez. Downtown Martinez is also the Contra Costa County seat, with a new County Administration building representing the County's commitment to the Downtown Martinez location. The County Courthouse is also located in downtown. While Martinez population is 38,000, it swells by more than 12,000 during the weekdays. This increase demonstrates how many commuters we have coming into the City and the importance of creating new commute options. The City is working on key plans and projects to help make this a reality.

The City is currently preparing a Marina Trust Lands Use Plan (TLUP) for submittal to the State by December of this year, and will include potential ferry service. This plan covers the 70 acres of State Trust Lands that include the Marina and 332 boat slips.

While this Plan is a requirement of the State Lands Commission (SLC), the TLUP will be the foundational framework for the Waterfront-Marina Master Plan Update. The entire Waterfront area covers approximately 350 acres. We anticipate beginning preparation of the Update in early 2020, immediately after the TLUP is completed.

We have been working closely with the Contra Costa Transportation Authority (CCTA) as well as the City of Antioch on establishing a pilot commuter ferry program between Antioch and Martinez. City staff has spoken with CCTA and Tideline as well as SFProp

ROB SCHRODER, MAYOR



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Letter to Ms. Nina Rannells
May 1, 2019

in an effort to forge ahead with a pilot program. In anticipation of these pilot programs the City spent over \$800,000 dredging the Marina, which was completed in 2017.

In addition, we have spoken with Dr. Pratt of Sandia National Laboratories and Thomas Escher and Joe Burgard of the Red and White Fleet about a hydrogen fuel cell ferry. I myself was at the hull laying ceremony for the maiden vessel, and the Martinez Marina is an integral part of their pilot program, set to begin by early 2020.

We are committed to making a Martinez ferry a reality and believe it will aid commute patterns in the Bay Area. I would like to speak to the WETA board about the many opportunities and some of the challenges Martinez faces in this endeavor.

Let me know if the July meeting might be possible.

Sincerely,

Rob Schroder
Mayor

cc: Christina Ratcliffe
City of Martinez Community & Economic Development Director

MEMORANDUM

TO: Board Members

FROM: Nina Rannells, Executive Director
Lauren Gularte, Program Manager/Analyst

SUBJECT: San Francisco Bay Area Port Recovery Plan Update

Recommendation

There is no recommended action with this informational item.

Background

The San Francisco Bay Area Port Recovery Plan (the Plan) is a local plan, intended for all types of hazards. It describes coordinated actions by seven San Francisco Bay Area port authorities, including the ports of San Francisco, Oakland, Richmond, Benicia, Redwood City, Stockton and West Sacramento, as well as WETA, in response to an incident or disaster affecting port operations. 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. While WETA is not a port authority, the agency is included in the Plan because passenger ferry operations are dependent on the functionality of the ports where ferry terminals are located. Plan development has been led by the Federal Emergency Management Agency (FEMA) in consultation with the core planning team which consists of U.S. Coast Guard (USCG), California Office of Emergency Services, Department of Transportation, the Ports of San Francisco and Oakland and WETA. Ted Born, FEMA Region IX Operations Planner, will be providing a more detailed presentation at the July Board meeting and core planning team members will be present to provide additional insight and answer any questions.

The Plan takes a systems approach to detail how ports can recover from a disaster. Port operations are the result of coordinated activity (functions) that result in cargo movement, or in WETA's case, people movement. When an incident or disaster occurs, a port may experience a loss of one or more functions that cause an interruption to the port operation. The Plan identifies the functions of each port, the vulnerabilities of those functions and actions that can restore functionality. It is intended to complement, not replace, local emergency and continuity of operations plans (including WETA's Emergency Response Plan and Emergency Operations Plan) and it supports the objectives of the USCG Sector San Francisco Marine Transportation Recovery Plan, California State Emergency Plan, and the Bay Area Earthquake Plan.

The core planning team in addition to several other Ports participated in a table-top exercise on June 12 to introduce the Plan to the counties and other partners. The Plan will be validated during a functional exercise scheduled for September 24. During the exercise all participating agencies, including WETA, will activate their Emergency Operations Centers, work through a process to assess and report damage, make decisions and request resources.

Fiscal Impact

There is no fiscal impact associated with this project update.

END

MEMORANDUM

TO: Board Members

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

SUBJECT: Approve Contract Award to CS Marine Constructors, Inc. for the Mission Bay Interim Ferry Terminal Project

Recommendation

Approve contract award to CS Marine Constructors, Inc., in the amount of \$251,275 for construction of the Mission Bay Interim Ferry Terminal Project and authorize the Executive Director to negotiate and enter into a contract and take any other related actions as may be necessary to support this work.

Background

In anticipation of the opening of the new Chase Center Arena later this year, the Port of San Francisco (Port) staff initiated an effort in recent months to explore the possibility of using Port property to construct a temporary ferry landing to allow limited ferry service for Chase Center events until the new Mission Bay Ferry Terminal is built. The Port identified Pier 48 ½ as the best possible location for the temporary ferry landing facility. A working group made up of staff from the Port, Golden Gate Bridge, Highway & Transportation District (GGBHTD), WETA and the Golden State Warriors (Warriors) have been coordinating on the engineering, construction and operations of the facility.

The Port, GGBHTD and WETA have agreed to a concept for moving this project forward in a collaborative manner. Under the proposed project structure, WETA will serve as the lead agency contracting for services to develop the temporary ferry landing at Pier 48 ½.

This project will involve construction of the temporary ferry landing at Pier 48 ½ to allow for limited special event service to the Chase Center Arena area. The construction work for the terminal facility includes transportation of WETA's spare passenger float, gangway and steel pipe piles from Mare Island in the City of Vallejo and installation of the components at Pier 48 ½ in San Francisco. The terminal will require installation of four steel pipe guide piles. The contractor will also be responsible for installation of a steel pile and landing platform adjacent to the Pier 48 ½ marginal wharf area. The landing platform will provide the landside gangway connection.

Project design and support work will be provided by COWI and Ghirardelli Associates at an estimated cost of \$65,000. COWI, a marine engineering firm, has developed the plans and specifications for the terminal. COWI has provided additional marine engineering support during the IFB process and will continue this support during construction. Ghirardelli Associates will provide construction management services as needed. These consulting services are available through WETA's on-call planning and engineering contracts. The Port is leading the permitting and environmental review process, which should be completed by mid to late July.

Discussion

On June 6, 2019, the Board of Directors authorized release of an Invitation for Bids (IFB) for the Project to be constructed prior to the end of September 2019. On June 7, 2019, WETA released an IFB for the project. A pre-bid conference was held on-site at the WETA office on June 12, 2019. The pre-bid conference was attended by five (5) marine construction firms. A total of four (4) addendums were issued providing additional information, clarification and answers to questions from bidders. Bids were due to WETA on or before June 28, 2019 at 2:00 p.m.

Five bids were received in response to the IFB. A public bid opening was held June 28, 2019, at which time the bid submitted by CS Marine Constructors, Inc. was determined to be the lowest responsible bid based upon the price proposal submitted and the qualifications of the contractor. In accordance with the IFB process utilized for this project, staff reviewed the bid documents submitted by CS Marine Constructors, Inc. and has determined them to be responsive. Additionally, staff has verified references submitted and determined CS Marine Constructors, Inc. to be qualified to perform this work.

Staff has determined the bid from to CS Marine Constructors, Inc. to complete the Mission Bay Interim Ferry Terminal Project to be responsive and responsible and recommends that the Board of Directors authorize award of a contract for this work in the amount of \$251,275, which includes a 15% owner's contingency for appropriation in the event that unanticipated work is necessary to complete this project.

Fiscal Impact

There is no fiscal impact associated with this award. The cost of construction is anticipated to be covered with external contributions made available through the Port and the GGBHTD.

END

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

RESOLUTION NO. 2019-15

APPROVE CONTRACT AWARD TO CS MARINE CONSTRUCTORS, INC. FOR THE MISSION BAY INTERIM FERRY TERMINAL PROJECT

WHEREAS, the WETA issued an Invitation for Bids (IFB) for the Mission Bay Interim Ferry Terminal Project (Project) on June 7, 2019; and

WHEREAS, the WETA has established procedures in its Administrative Code procuring project construction services; and

WHEREAS, the WETA followed the procedures in its Administrative Code for procuring construction services for the Project, including solicitation and evaluation of proposals for the Project; and

WHEREAS, WETA staff recommends the award of a construction contract to CS Marine Constructors, Inc., the lowest responsive bidder for the Project, in the amount of \$251,275, which includes a 15% owner's contingency; now, therefore, be it

RESOLVED, that the Board of Directors hereby approves entering into an agreement with CS Marine Constructors, Inc., in the amount of \$251,275 to complete the Mission Bay Interim Ferry Terminal Project; and be it further

RESOLVED, that the Board of Directors authorizes the Executive Director to negotiate and execute the agreement and take any other related actions to support this work.

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 July 11, 2019.

YEA:

NAY:

ABSTAIN:

ABSENT:

/s/ Board Secretary

2019-15

END

MEMORANDUM

TO: Board Members

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

SUBJECT: Adopt FY 2019/20 Special Event Fares for New Chase Center Service

Recommendation

Approve proposed FY 2019/20 special event fares for new Chase Center service.

Background

The Port of San Francisco and WETA have been engaged in a project to develop a new Mission Bay Ferry Landing at the foot of 16th Street since 2016. It is envisioned that this new double-sided ferry landing, scheduled to be completed in 2021, will ultimately support ferry service for both Chase Center events and regular commute service to the area, either as a link to the Downtown San Francisco Ferry Building or direct from other WETA terminals.

In anticipation of the opening of the new Chase Center Arena later this year the Port of San Francisco (Port), Golden Gate Ferry and WETA have developed plans to construct a temporary ferry landing at Pier 48 ½ to support new special event ferry service for Chase Center events until the new Mission Bay Ferry Terminal is built. At the June 6 meeting of the WETA Board of Directors, the Board authorized staff to enter into various agreements with the participating agencies and to issue an Invitation for Bids (IFB) for marine construction services with the goal of developing the temporary Pier 48 ½ landing in time to initiate new ferry services to the Chase Center Arena for the start of the new 2019/20 basketball season this fall. The Board also authorized staff to seek public input on establishing a fare for special event services as discussed further below.

Discussion

On June 6, the Board authorized staff to initiate public outreach efforts to solicit public comment concerning the establishment of a new special event fare for the planned new Alameda/Oakland service to the Chase Center Arena area. Since this new special event service will have a similar operating profile and ridership market as the Oracle Park service, staff proposed utilizing the same fares for Chase Center special event services as are used for Oracle Park services. The proposed fares are shown in Table 1 below.

Table 1: Proposed 2019/20 Chase Center Special Event Fares

Service	Adult	Youth	Senior/Disabled
Alameda/Oakland	\$9.60	\$7.20	\$7.20

On June 11, staff initiated public outreach efforts by posting notices of the proposed fare in multiple languages on WETA's website, social media outlets, terminals and vessels. Additionally, a public hearing on the proposed fare will be held prior to Board consideration of this item. As of the release of this staff report, one comment was received requesting that WETA consider operating regular commuter service from the Chase Center terminal. In consideration of the public outreach process, staff recommends that the Board approve the Chase Center special event fares as proposed.

Fiscal Impact

The proposed special event fares for 2019/20 are estimated to generate revenue to fully cover incremental operating costs attributed to the service consistent with WETA's fare policy for special event services.

END

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

RESOLUTION NO. 2019-16

ADOPT FY 2019/20 SPECIAL EVENT FARES FOR NEW CHASE CENTER SERVICE

WHEREAS, on June 6, 2019, the WETA Board authorized staff to initiate public outreach efforts to solicit comments on proposed Chase Center special event fares for the Alameda/Oakland service; and

WHEREAS, the proposed fares were noticed to the public in multiple languages through postings on the WETA website, social media outlets, terminals and vessels; and

WHEREAS, on July 11, a Public Hearing on the proposed Chase Center special event fare for the Alameda/Oakland service was held; and

WHEREAS, the fare proposed for the Chase Center special event service to Alameda/Oakland is anticipated to result in the full recovery of incremental operating cost attributed to the service; and

WHEREAS, staff has considered the results of the public outreach process and recommends that the proposed fare be adopted; now, therefore, be it

RESOLVED, that the Board of Directors hereby adopts the following Chase Center special event fares for the Alameda/Oakland service effective for fiscal year 2019/20:

2019 Chase Center Special Event Fares

Service	Adult	Youth	Senior/Disabled
Alameda/Oakland	\$9.60	\$7.20	\$7.20

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 July 11, 2019.

YEA:

NAY:

ABSTAIN:

ABSENT:

/s/ Board Secretary

2019-16

END

MEMORANDUM

TO: Board Members

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

SUBJECT: Approve Regionally-Significant Projects for Inclusion in Plan Bay Area 2050

Recommendation

Approve a list of regionally-significant WETA projects for inclusion in the Metropolitan Transportation Commission's Plan Bay Area 2050.

Background

The Metropolitan Transportation Commission (MTC) is in the early phases of preparing Plan Bay Area 2050 – a fiscally-constrained, long-range transportation plan required by federal and state regulations that sets a roadmap for future transportation investments in the region. The current version of this plan – Plan Bay Area 2040 – was adopted by MTC in July 2017.

WETA's program of projects will be considered for inclusion in Plan Bay Area 2050 through two separate programming processes. Ongoing operating and capital rehabilitation and replacement needs to operate and maintain the region's existing network of streets, bridges, highways and transit systems (including WETA) will be captured in a Needs Assessment prepared by MTC in coordination with county transportation agencies (CTAs), local jurisdictions and transit agencies. WETA's program of enhancement and expansion projects will be captured through MTC's call for regionally-significant projects, which is the subject of this item and discussion below.

Discussion

In March 2019, MTC issued a request for CTAs and multi-county project sponsors to submit lists of their regionally-significant projects for consideration for inclusion in Plan Bay Area 2050 by the end of June 2019. For the purposes of this plan, a regionally-significant project is defined as one that adds capacity to the region's transportation or transit network. Any regionally-significant project that is anticipated to open by 2050 and will seek federal, state or regional funding or will require federal or state actions must be submitted to Plan Bay Area 2050 for consideration. Once submitted, these projects will be subject to technical analysis by MTC to assess societal benefits, costs and potential environmental impacts to ultimately inform project prioritization and a regional investment strategy.

As a multi-county project sponsor, WETA staff has worked with the region's CTAs and MTC over the last two months to develop, review and coordinate a list of WETA projects for inclusion in Plan Bay Area 2050 consistent with MTC guidelines and requirements. The final WETA project list includes key enhancement and expansion projects from WETA's Strategic Plan that are under study and can reasonably be assumed to move forward within the Plan Bay Area 2050 timeframe given current funding. This list includes projects that expand service frequency on existing routes and projects that support new services from areas such as Seaplane Lagoon,

Mission Bay, Treasure Island, Redwood City and Berkeley. In addition to being in WETA's Strategic Plan, these projects were previously included in Plan Bay Area 2040 and supported by MTC's Core Capacity Study.

Staff requests that the Board of Directors endorse WETA's list of regionally-significant projects, as contained in **Attachment A** and submitted to MTC in June, for inclusion in Plan Bay Area 2050.

Fiscal Impact

There is no fiscal impact associated with this item.

END

Attachment A

WETA's Regionally-Significant Plan Bay Area 2050 Projects

Point of Contact	Project Name	Project Type
WETA	Alameda Main Street/Oakland Ferry Frequency Increase	Enhancement
WETA	Berkeley-San Francisco Ferry	New Service + Vessels
WETA	Downtown SF – Gate A	New Facility
WETA	Harbor Bay Ferry Frequency Increase	Enhancement
WETA	Mission Bay Ferry	New Service + Vessels
WETA	Redwood City-San Francisco-Oakland Ferry	New Service + Vessels
WETA	Richmond Ferry Frequency Increase	Enhancement + Vessel
WETA	Seaplane Lagoon-San Francisco Ferry	New Service
WETA	South San Francisco and Frequency Increase	Enhancement + Vessel
WETA	Treasure Island Ferry	New Service + Vessels
WETA	Vallejo Ferry Frequency Increase	Enhancement

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

RESOLUTION NO. 2019-17

**APPROVE REGIONALLY SIGNIFICANT PROJECTS FOR INCLUSION IN
PLAN BAY AREA 2050**

WHEREAS, on March 4, 2019, the Metropolitan Transportation Commission (MTC) issued a request for multi-county project sponsors to submit a list of regionally-significant projects by June 30, 2019 for Plan Bay Area 2050, an update to the nine-county Regional Transportation Plan/Sustainable Communities Strategy; and

WHEREAS, WETA is a multi-county transit operator and the regional project sponsor responsible for the development and expansion of water transit service in the nine-county Bay Area; and

WHEREAS, WETA has developed a proposed list of regionally-significant projects for Plan Bay Area 2050 in coordination with county transportation agencies and other partnering entities within its jurisdiction; and

WHEREAS, WETA has submitted its final list of regionally-significant projects for Plan Bay Area 2050 to MTC prior to the June 30, 2019 deadline to do so; and

WHEREAS, MTC requires that governing bodies submit evidence endorsing their list of regionally-significant projects; now, therefore, be it

RESOLVED, that the Board of Directors hereby approves the list of regionally-significant projects submitted to MTC as evidence of its endorsement.

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 July 11, 2019.

YEA:

NAY:

ABSTAIN:

ABSENT:

/s/ Board Secretary

2019-17

END

MEMORANDUM

TO: Board Members

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

SUBJECT: Richmond Ferry Service and Community Outreach Update

Recommendation

There is no recommendation associated with this informational item.

Background/Discussion

WETA launched San Francisco Bay Ferry service between the Richmond Ferry Terminal and the San Francisco Ferry Building on January 10, 2019. This service consists of four weekday peak commute trips in each direction and two weekday reverse commute trips in each direction. While WETA funded the terminal construction and service vessels, the Contra Costa Transportation Authority (CCTA) provides an annual operating subsidy to support service operation utilizing Contra Costa County Measure J transportation sales tax (Measure J) funds.

Service Performance

There has been higher than projected ridership through the first five months of service. Ridership projections for the service contained in the 2016 project MOU between WETA and CCTA anticipated 487 average daily boardings during the first year of service, which has served as a guidepost in evaluating the early performance of the service. Through the end of May 2019, there were 68,077 total boardings for 100 days of service, or 681 average daily boardings. This is roughly 40 percent higher than the projected first year ridership and comparable to what was anticipated for year six of the service.

Passenger Survey

WETA staff completed an informal passenger survey in April 2019 to begin to gather data on ferry riders' commute decisions. This survey, which was not scientifically rigorous, was undertaken to inform marketing strategies and collect early feedback from passengers.

There were 468 self-selected responses to the online survey, with 166 of those respondents saying that they ride the ferry at least two days per week. The findings from the survey include the following:

- Just under half (44 percent) of ferry passengers traveled to the Richmond Ferry Terminal by a mode other than driving alone, despite the nearest residential unit to the terminal being a mile away;
- 22 percent of passengers would drive alone to San Francisco for work if not for the ferry; and
- 77 percent of passengers live in one of two Richmond zip codes (94801 and 94804).

WETA staff plans to survey Richmond ferry passengers in a more rigorous, formal way in the fall of 2019 to enhance our understanding of the ridership.

Service Expansion

Vocal community support for ferry service in Richmond has continued since launch. A consistent refrain from Richmond area residents – on social media, in person and via customer service outreach -- since before launch of the ferry service has been the desire for weekend service. WETA staff believes that Richmond weekend ferry service has strong potential as well and has worked in recent months to line up support for implementing a summer weekend service pilot to run from August through October 2019.

WETA staff determined that this limited summer weekend service could be funded through budgeted allotments of Measure J funds dedicated to Richmond ferry service without impacting the 10-year subsidy outlook. The WETA Board of Directors approved the proposal in May 2019 as a part of WETA's Fiscal Year (FY) 2019/20 budget contingent upon Measure J funding approval by CCTA. The CCTA Board of Directors approved use of Measure J funds to support the pilot program as a part of their FY 2019/20 Measure J allocation for service on June 19, 2019.

WETA staff is working with Blue & Gold Fleet to prepare for service start-up and has begun marketing the August 3 launch of weekend service.

Community Outreach

WETA staff continues to have a presence in the community by presenting at various neighborhood council and association meetings, sponsoring local events and partnering with local organizations to promote ferry service.

Included in these efforts is sponsorship of the Richmond Public Library's summer reading program. WETA supports summer reading programs in Alameda, Oakland, Vallejo and now Richmond by providing vouchers for round trip tickets used as prizes to encourage summer reading for children.

Fiscal Impact

There is no fiscal impact associated with this informational report

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