

**Members of the Board**

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

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

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

**AGENDA**

1. CALL TO ORDER – BOARD CHAIR
2. PLEDGE OF ALLEGIANCE/ROLL CALL
3. REPORT OF BOARD CHAIR
4. REPORTS OF DIRECTORS  
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. **Information**
5. REPORTS OF STAFF **Information**
  - a. Executive Director's Report on Agency Projects, Activities and Services
  - b. Monthly Review of Financial Statements
  - c. Legislative Update
6. CONSENT CALENDAR **Action**
  - a. Board Meeting Minutes – July 11, 2019
  - b. Authorize Travel for the WETA Chair to Attend the 2019 Ferries Conference in Seattle, WA
7. APPROVE CONTRACT AWARD TO BAY SHIP & YACHT CO. FOR FERRY VESSEL SCORPIO QUARTER LIFE REFURBISHMENT PROJECT **Action**
8. APPROVE TIDELINE MARINE GROUP'S REQUEST FOR A ONE-YEAR EXTENSION TO ITS HARBOR BAY LANDING AGREEMENT **Action**
9. RECESS INTO CLOSED SESSION **Action**
  - a. Public Employee Performance Evaluation  
Position: Executive Director (pursuant to Government Code Section 54957) **To Be Determined**

**Water Emergency Transportation Authority  
August 1, 2019 Meeting of the Board of Directors**

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10. REPORT OF ACTIVITY IN CLOSED SESSION

Chair will report any action taken in closed session that is subject to reporting at this time. Action may be taken on matters discussed in closed session.

***Action  
To Be Determined***

11. PUBLIC COMMENTS FOR NON-AGENDA ITEMS

ADJOURNMENT

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

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

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

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

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

## MEMORANDUM

TO: WETA Board Members

FROM: Nina Rannells, Executive Director

DATE: August 1, 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. Successful sea trials have been completed and the vessel is expected to be ready for transit to the San Francisco Bay Area in late July/early August weather dependent. 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.

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 WETA's expectations for quality. The main deck superstructure is complete and upper level of house is almost complete. Construction of fabricated tanks has begun. Construction of the hulls have begun with frames standing up and hull stems 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, 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 local shipyard Bay Ship & Yacht 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. Recently, the contractor returned to in-water work, driving piles for the future rehabilitated Gate E.

### **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 working with the Port of San Francisco, Golden Gate Ferry and the Golden State Warriors to plan and construct a temporary ferry terminal at Pier 48 ½ for use in serving Chase Center special events prior to the construction of the planned permanent Mission Bay ferry terminal. 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. The WETA Board authorized release of an Invitation for Bids for this work at the June 2019 meeting. The Board approved the contract award for a marine services to CS Marine at the July 2019 Board meeting. The contractor has begun preparations for the transportation and installation of the WETA equipment to the Pier 48 ½ site. Regulatory permits are anticipated to be secured in August with work taking place in August and September.

### **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. An update to the current MOU – and operational agreement for the new terminal that anticipates the start of operations in August 2020 – is currently being developed and discussed by staff from WETA and the City of Alameda. The agreement will likely be submitted for Board consideration in the fall.

### **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 will work 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 Request for Extension**

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. Tideline met all requirements and began landing at Harbor Bay on February 27, 2019. Ridership since inception has averaged 12 round trip passengers per day.

Tideline's six-month landing agreement expires August 25, 2019. In anticipation of this expiration, Tideline has requested a one-year extension to continue landing its private charter service at WETA's Harbor Bay terminal through August 25, 2020. Staff has included an item on the August 2019 meeting agenda for the WETA Board in consideration of this request.

### **SYSTEM PLANS/STUDIES**

#### **Solano County Water Transit Plan and Financial Feasibility Study**

The Solano Transportation Authority (STA) recently adopted a financial feasibility study of potential ferry and water transit routes in and around Solano County. WETA was a partner on the study, serving on a Technical Advisory Committee and funding the necessary ridership forecasting tasks. Staff will schedule a discussion of this study and its findings on a future WETA meeting agenda.

#### **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 consisted 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 implementing 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 hosted a pre-proposal conference on June 9 and proposals will be due on August 2. 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.
- 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 second session of a series of training sessions to prepare staff for the September 24 exercise. The remaining session is scheduled for September right before the exercise.

### **OPERATIONS REPORT**

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

- The pre-established 3% annual fare increase went into effect on July 1.
- WETA provided enhanced 4<sup>th</sup> of July service on the Alameda/Oakland and Vallejo routes. Like last year, the evening runs after the fireworks were well-utilized. Overall, we carried 5,550 passengers with no reported service disruptions or incidents. The Saturday following the 4<sup>th</sup> of July was the busiest weekend day of the summer with 7,216 passengers.
- 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 3. 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 July 10, WETA staff participated in a training session on Americans with Disabilities Act (ADA) requirements, Title VI statutes, pet policy and customer service issues for Blue & Gold Fleet Guest Assistance Representatives (GARs) at Pier 41 in San Francisco.

On July 15, the Executive Director attended the Clipper Executive Board meeting in Oakland.

On July 16, the Executive Director attended a meeting of Bay Area Small Operators held in Concord.

~~On July 19, Kevin Connolly attended the Bay Area Partnership Board meeting in San Francisco.~~

On July 17, Thomas Hall participated in the monthly Visit Vallejo Board of Directors meeting.



On July 18, Thomas Hall took part in a drill of the Bay Area Joint Information System (JIS) focused on emergency communication and message coordination tools.

On July 19, Kevin Connolly attended the Bay Area Partnership Board meeting in San Francisco.

On July 25, WETA staff held a passenger appreciation event at the Richmond Ferry Terminal to celebrate the Richmond service reaching a milestone of 100,000 total passengers since launching.

On July 25, the Executive Director attended the Bay Planning Coalition's Government Affairs Committee Meeting featuring a discussion with Assemblymember Kevin Mullin.

## **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.

### **Pet Policy Campaign**

In August, WETA staff will begin an awareness and enforcement campaign focused on the pet policy as included in the Passenger Code of Conduct, approved by the Board of Directors in 2018. This campaign will seek to educate passengers on the policy for bringing pets aboard San Francisco Bay Ferry vessels and will align with education and enforcement from crew members. WETA staff is developing multiple outreach tools and messages to make this effort successful.

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

# Attachment A

## Monthly Operating Statistics Report June 2019

		Alameda/ Oakland	Harbor Bay *	Richmond	South San Francisco	Vallejo**	Systemwide
Vs. last month	Total Passengers June 2019	139,376	30,097	16,499	11,575	104,596	302,143
	Total Passengers May 2019	120,571	31,988	16,168	12,743	95,110	276,580
	Percent change	15.60%	-5.91%	2.05%	-9.17%	9.97%	9.24%
Vs. same month last year	Total Passengers June 2019	139,376	30,097	16,499	11,575	104,596	302,143
	Total Passengers June 2018	135,342	28,047		12,531	106,933	282,853
	Percent change	2.98%	7.31%		-7.63%	-2.19%	6.82%
Vs. prior FY to date	Total Passengers Current FY To Date	1,384,300	355,713	84,576	142,479	1,081,665	3,048,733
	Total Passengers Last FY To Date	1,311,041	332,283		144,735	1,056,341	2,844,400
	Percent change	5.59%	7.05%		-1.56%	2.40%	7.18%
Ops Stats	Avg Weekday Ridership June 2019	5,038	1,505	825	579	4,031	11,978
	Passengers Per Hour June 2019	184	177	94	130	129	151
	Revenue Hours June 2019	758	170	175	89	809	2,000
	Revenue Miles June 2019	8,296	2,924	2,520	1,628	22,180	37,548
	Farebox Recovery Year-To-Date	58%	46%	28%	33%	65%	57%
	Cost per Available Seat Mile - June 2019	\$0.38	\$0.38	\$0.43	\$0.60	\$0.18	\$0.28
	Average peak hour utilization, AM - June 2019	69%	63%	50%	54%	82%	64%
Fuel	Average peak hour utilization, PM - June 2019	85%	69%	62%	57%	80%	71%
	Fuel Used (gallons) - June 2019	63,339	16,867	14,738	12,556	193,766	301,266
	Avg Cost per gallon - June 2019	\$2.55	\$2.55	\$2.55	\$2.55	\$2.44	\$2.48

## MEMORANDUM

**TO: Board Members**

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

**SUBJECT: Monthly Review of FY 2018/19 Financial Statements for Twelve Months Ending June 30, 2019**

**Recommendation**

There is no recommendation associated with this informational item.

**Summary**

This report provides the attached FY 2018/19 Financial Statements for twelve months ending June 30, 2019.

**Operating Budget vs. Actual**

	Prior Actual	Current Budget	Current Actual
<b>Revenues - Year To Date:</b>			
Fare Revenues	\$20,403,076	\$23,004,900	\$22,434,942
Bridge Toll Revenues	17,461,772	21,148,300	18,346,938
Contra Costa Measure J	-	2,034,000	1,240,188
Other Revenues	15,310	728,000	20,396
<b>Total Operating Revenues</b>	<b>\$37,880,158</b>	<b>\$46,915,200</b>	<b>\$42,042,464</b>
<b>Expenses - Year To Date:</b>			
Planning & Administration	\$2,841,401	\$3,000,000	\$2,524,684
Ferry Services	35,038,757	43,915,200	39,517,780
<b>Total Operations Expenses</b>	<b>\$37,880,158</b>	<b>\$46,915,200</b>	<b>\$42,042,464</b>
<b>System-Wide Farebox Recovery %</b>	<b>58%</b>	<b>52%</b>	<b>57%</b>

**Capital Actual and % of Total Budget**

	YTD Actual	% of FY 2018/19 Budget
<b>Revenues:</b>		
Federal Funds	\$16,802,799	
State Funds	57,321,734	
Bridge Toll Revenues	12,487,493	
Other Revenues	859,309	
<b>Total Capital Revenues</b>	<b>\$87,471,335</b>	<b>74.90%</b>
<b>Expenses:</b>		
<b>Total Capital Expenses</b>	<b>\$87,471,335</b>	<b>74.90%</b>

**Fiscal Impact**

There is no fiscal impact associated with this informational item.

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

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**San Francisco Bay Area Water Emergency Transportation Authority**  
**FY 2018/19 Statement of Revenues and Expenses**  
**For Twelve Months Ending 6/30/2019**  
**(Preliminary)**

	Jun-19 Actual	Year - To - Date			Variance To FY2018/19 Budget
		FY2017/18 Actual	FY2018/19 Budget	FY2018/19 Actual	
<b>OPERATING EXPENSES</b>					
<b><u>PLANNING &amp; GENERAL ADMIN:</u></b>					
Wages and Fringe Benefits	\$107,398	\$1,407,406	\$1,551,800	\$1,273,574	(\$278,226)
Services	210,088	1,208,383	1,367,400	1,136,264	(231,136)
Materials and Supplies	68,223	328,884	180,500	175,474	(5,026)
Utilities	8,942	40,442	41,100	47,022	5,922
Insurance	24,238	25,015	28,300	25,438	(2,862)
Miscellaneous	31,166	241,710	312,800	236,398	(76,402)
Leases and Rentals	32,696	372,618	388,700	384,961	(3,739)
Admin Overhead Expense Transfer	(66,004)	(783,058)	(870,600)	(754,447)	116,153
<b>Sub-Total Planning &amp; Gen Admin</b>	<b>\$416,746</b>	<b>\$2,841,401</b>	<b>\$3,000,000</b>	<b>\$2,524,684</b>	<b>(\$475,316)</b>
<b><u>FERRY OPERATIONS:</u></b>					
<b><u>Harbor Bay FerryService (AHBF)</u></b>					
Purchased Transportation	\$230,544	\$1,975,125	\$2,280,000	\$2,502,757	\$222,757
Fuel - Diesel & Urea	45,372	432,133	607,500	506,548	(100,952)
Other Direct Operating Expenses	10,808	432,376	752,400	507,235	(245,165)
Admin Overhead Expense Transfer	7,931	99,138	100,800	91,729	(9,071)
<b>Total Harbor Bay</b>	<b>\$294,655</b>	<b>\$2,938,772</b>	<b>\$3,740,700</b>	<b>\$3,608,269</b>	<b>(\$132,431)</b>
<b>Farebox Recovery - AHBF</b>	<b>44%</b>	<b>50%</b>	<b>45%</b>	<b>46%</b>	<b>1%</b>
<b><u>Alameda/Oakland Ferry Service (AOFS)</u></b>					
Purchased Transportation	\$845,557	\$8,199,010	\$9,335,400	\$9,133,778	(\$201,622)
Fuel - Diesel & Urea	170,332	1,540,567	2,013,900	1,918,285	(95,615)
Other Direct Operating Expenses	208,530	1,446,444	2,539,200	1,948,258	(590,942)
Admin Overhead Expense Transfer	28,353	339,184	383,500	328,919	(54,581)
<b>Total Alameda/Oakland</b>	<b>\$1,252,773</b>	<b>\$11,525,205</b>	<b>\$14,272,000</b>	<b>\$13,329,240</b>	<b>(\$942,760)</b>
<b>Farebox Recovery - AOFS</b>	<b>62%</b>	<b>61%</b>	<b>56%</b>	<b>58%</b>	<b>2%</b>
<b><u>Vallejo FerryService (Vallejo)</u></b>					
Purchased Transportation	\$898,739	\$11,017,920	\$11,936,100	\$10,662,838	(\$1,273,262)
Fuel - Diesel & Urea	473,340	4,374,640	5,748,000	5,116,083	(631,917)
Other Direct Operating Expenses	200,003	1,638,824	1,985,400	1,623,140	(362,260)
Admin Overhead Expense Transfer	23,702	361,813	314,500	274,863	(39,637)
<b>Total Vallejo</b>	<b>\$1,595,783</b>	<b>\$17,393,197</b>	<b>\$19,984,000</b>	<b>\$17,676,924</b>	<b>(\$2,307,076)</b>
<b>Farebox Recovery - Vallejo</b>	<b>73%</b>	<b>62%</b>	<b>58%</b>	<b>65%</b>	<b>7%</b>
<b><u>South San Francisco FerryService (SSF)</u></b>					
Purchased Transportation	\$147,308	\$2,302,026	\$2,400,000	\$2,336,778	(\$63,222)
Fuel - Diesel & Urea	33,807	408,264	577,200	380,031	(197,169)
Other Direct Operating Expenses	35,553	417,815	498,500	415,238	(83,262)
Admin Overhead Expense Transfer	4,246	53,479	43,500	47,730	4,230
<b>Total South San Francisco</b>	<b>\$220,915</b>	<b>\$3,181,583</b>	<b>\$3,519,200</b>	<b>\$3,179,777</b>	<b>(\$339,423)</b>
<b>Farebox Recovery - SSF</b>	<b>39%</b>	<b>33%</b>	<b>36%</b>	<b>33%</b>	<b>-3%</b>
<b><u>Richmond FerryService (Richmond)</u></b>					
Purchased Transportation	\$202,201	-	\$1,807,000	\$1,319,491	(\$487,509)
Fuel - Diesel & Urea	39,659	-	\$325,800	219,752	(106,048)
Other Direct Operating Expenses	29,899	-	\$247,600	173,121	(74,479)
Admin Overhead Expense Transfer	1,772	-	\$18,900	11,206	(7,694)
<b>Total Richmond</b>	<b>\$273,531</b>	<b>\$0</b>	<b>\$2,399,300</b>	<b>\$1,723,570</b>	<b>(\$675,730)</b>
<b>Farebox Recovery - Richmond</b>	<b>36%</b>	<b>0%</b>	<b>15%</b>	<b>28%</b>	<b>13%</b>
<b>Sub-Total Ferry Operations</b>	<b>\$3,637,657</b>	<b>\$35,038,757</b>	<b>\$43,915,200</b>	<b>\$39,517,780</b>	<b>(\$4,397,420)</b>
<b>Farebox Recovery - Systemwide</b>	<b>59%</b>	<b>58%</b>	<b>52%</b>	<b>57%</b>	<b>5%</b>
<b>Total Operating Expenses</b>	<b>\$3,780,872</b>	<b>\$37,880,158</b>	<b>\$46,915,200</b>	<b>\$42,042,464</b>	<b>(\$4,872,736)</b>
<b>OPERATING REVENUES</b>					
Fare Revenue	\$2,162,263	\$20,403,076	\$23,004,900	\$22,434,942	(\$569,958)
Regional - Bridge Toll	1,615,873	17,461,772	21,148,300	18,346,938	(2,801,362)
Regional - Contra Costa Measure J	176,329	-	2,034,000	1,240,188	(793,812)
Regional - Alameda Tax & Assessment		-	728,000	-	(728,000)
Other Revenue	2,736	15,310	-	20,396	20,396
<b>Total Operating Revenues</b>	<b>\$3,780,872</b>	<b>\$37,880,158</b>	<b>\$46,915,200</b>	<b>\$42,042,464</b>	<b>(\$4,872,736)</b>

**San Francisco Bay Area Water Emergency Transportation Authority**  
**FY 2018/19 Statement of Revenues and Expenses**  
**For Twelve Months Ending 6/30/2019**  
*(Preliminary)*

Project Description	Jun-19 Total	Total Project Budget	Total Prior Expense	Total FY2018/19 Budget	Total FY2018/19 Expense	Total Future Year	% of Total Project Budget Spent
<b>CAPITAL EXPENSES:</b>							
<b>FACILITIES:</b>							
<b>Terminal Construction</b>							
Downtown Ferry Terminal Expansion - South Basin	\$1,831,917	\$97,965,000	\$46,780,727	\$34,556,273	\$31,065,637	\$16,628,000	79%
Richmond Ferry Terminal	-	21,000,000	11,134,262	9,865,738	9,865,372	-	100%
<b>Maintenance and Operations Facilities</b>							
Ron Cowan Central Bay Operations & Maintenance Facility	11,651	69,500,000	60,723,722	8,776,278	2,466,705	-	91%
<b>Terminal Improvement</b>							
Terminal Dredging - Vallejo and South San Francisco	230,894	5,165,000	106,999	5,058,001	4,863,751	-	96%
<b>FERRY VESSELS:</b>							
<b>Vessel Construction</b>							
445-Pax Replacement Vessel - M/V Vallejo	626	23,372,000	12,443,000	10,929,000	8,824,790	-	91%
445-Pax Expansion (Waterjet) Vessels - 2 vessels	1,161,249	46,745,000	15,557,743	20,187,257	13,213,612	11,000,000	62%
400-Pax Expansion (Propeller) Vessels - 2 vessels	311,544	33,400,000	26,533,692	6,866,308	6,410,236	-	99%
New Commuter Class High-Speed Vessel	31,348	15,300,000	93,374	9,106,626	7,328,234	6,100,000	49%
<b>Vessel Rehabilitation and Refurbishment</b>							
Vessel Mid-Life Refurbishment - M/V Peralta	-	5,117,000	2,929,906	2,187,094	2,026,465	-	97%
Vessel Engine Overhaul - M/V Intintoli and M/V Mare Island	503,505	3,000,000	-	1,500,000	877,961	1,500,000	29%
Vessel Qtr-Life Refurbishment - M/V Scorpio	3,334	2,500,000	-	2,500,000	70,062	-	3%
Vessel Engine Overhaul - M/V Taurus	131,429	800,000	-	800,000	198,928	-	25%
Vessel Service Life Extension - M/V Solano	7,274	13,000,000	-	3,375,000	145,099	9,625,000	1%
<b>CAPITAL EQUIPMENT / OTHER:</b>							
CCTV Install and Network Intergration - East Bay Terminals	-	400,000	-	400,000	-	-	0%
Purchase Service Vehicles	-	500,000	27,088	472,912	114,485	-	28%
Purchase Selective Catalyst Reduction (SCR) System	-	200,000	-	200,000	-	-	0%
<b>Total Capital Expenses</b>	<b>\$4,224,771</b>	<b>\$337,964,000</b>	<b>\$176,330,514</b>	<b>\$116,780,486</b>	<b>\$87,471,335</b>	<b>\$44,853,000</b>	
<b>CAPITAL REVENUES:</b>							
Federal Funds	\$1,597,051	\$79,972,140	\$33,033,731	\$38,038,409	\$16,802,799	\$8,900,000	62%
State Funds	2,203,102	201,533,450	112,665,044	61,852,046	57,321,734	27,016,360	84%
Regional - Bridge Toll	423,950	53,235,010	29,605,664	14,912,706	12,487,493	8,716,640	79%
Regional - Alameda Sales Tax Measure B / BB	667	1,723,400	586,075	1,137,325	419,309	-	58%
Regional - Alameda TIF / LLAD	-	400,000	-	400,000	-	-	0%
Regional - San Francisco Sales Tax Prop K	-	1,100,000	440,000	440,000	440,000	220,000	80%
<b>Total Capital Revenues</b>	<b>\$4,224,771</b>	<b>\$337,964,000</b>	<b>\$176,330,514</b>	<b>\$116,780,486</b>	<b>\$87,471,335</b>	<b>\$44,853,000</b>	

**TO: WETA Board Members**

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

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

This report covers the following topics:

1. Senate Committee Planning to Move Forward with Surface Transportation Bill
2. Timing of Federal Transit Administration Grant Awards

**Senate Committee Planning to Move Forward with Surface Transportation Bill**

The Senate Environment and Public Works (EPW) Committee is planning to take up its portion of the surface transportation bill before the Senate adjourns for the August recess. The current surface transportation bill, the FAST Act, provides funding for public ferry systems, as well as for roads, bridges and other forms of transit.

In the Senate, jurisdiction over the surface transportation bill is divided between three committees: 1) the EPW Committee, which has jurisdiction over the Federal Highway Administration (FHWA), and therefore controls funding for the FHWA ferry formula grant program; 2) the Commerce, Science and Transportation Committee, which has jurisdiction over safety and rail provisions; and 3) the Banking Committee, which has jurisdiction over transit programs, including the Federal Transit Administration (FTA) discretionary grant program. Whereas the EPW Committee is planning to take up its bill before the August recess, the Senate Commerce and Senate Banking Committees do not plan to work on their portions of the surface transportation bill until later this year.

In the meantime, we are working with members of the Public Ferry Coalition to generate support amongst Senators for additional funding for the FHWA formula program and the FTA ferry grant program. Just as we are keeping in touch with Senate Committee staff, we are also staying in touch with House Transportation and Infrastructure (T&I) Committee staff, even though the T&I Committee is unlikely to take up a surface transportation bill until sometime next year. Note that while jurisdiction over the surface transportation bill is divided between three committees in the Senate, the T&I Committee has sole jurisdiction over the surface transportation bill in the House.

As mentioned in the last report, the current surface transportation bill (FAST Act) doesn't expire until September 30, 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**

There have been no updates since our last report. 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**

*(July 11, 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 1:30 p.m.

**2. ROLL CALL**

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

**3. PUBLIC HEARING TO CONSIDER COMMENTS ON THE PROPOSED CHASE CENTER SPECIAL EVENT FARES**

Chair Breckenridge opened the public hearing to consider comments on the proposed Chase Center special event fares at 1:31 p.m.

No comments were provided.

Chair Breckenridge closed the public hearing at 1:32 p.m.

**4. REPORT OF BOARD CHAIR**

Chair Breckenridge welcomed meeting guests and thanked staff for their work on WETA's many complex and ongoing projects, and especially for the scrambling required to pull together a solution to provide temporary ferry service to the new Chase Center scheduled to open this fall. She also acknowledged and commended attending guests from the Federal Emergency Management Agency (FEMA), the Port of San Francisco (Port), the Governor's Office of Emergency Services (Cal OES) and the United States Coast Guard (USCG) for their work and partnership on the Bay Area Port Recovery Plan which, she said, Directors would learn more about later in the meeting.

**5. REPORTS OF DIRECTORS**

Directors had no reports to share.

**6. REPORTS OF STAFF**

Executive Director Nina Rannells shared her written report with Directors. She said that staff had a kick-off meeting earlier in the day with WETA's new state legislative representatives and that she was feeling very positive about the robust Sacramento engagement they have planned. Ms. Rannells said that WETA's two recently retired vessels, the MV *Encinal* and MV *Vallejo*, were put up for sale and that WETA had already received an offer of full asking price for both. Ms. Rannells updated Directors on the state of Regional Measure 3 (RM3) noting that there was a short timeframe for litigants to file appeal materials.

**7. CONSENT CALENDAR**

Director Intintoli made a motion to approve the consent calendar:

- 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

Vice Chair Wunderman seconded the motion and the consent calendar items passed unanimously.

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

#### **8. CITY OF MARTINEZ UPDATE**

Chair Breckenridge introduced Martinez Mayor Rob Schroder who shared an overview of short and long-term planning and development in the City. Mayor Schroder introduced Eric Figueroa, Martinez's new City Manager and said that Martinez is the seat of Contra Costa with more than 9,000 county jobs, most of which are in its downtown core. He said that downtown Martinez is also a transit hub, with a full time Visitors' Center and a two-line Amtrak station and he emphasized that the City remains committed to mitigating congestion on Bay Area highways by making Martinez ferry service a reality.

Mayor Schroder explained that the City had embarked on several promising plans for the area including a future vision for its Marina Trust Land Use Plan, required by the State Lands Commission, for the development of 70 acres of State land that had been gifted in trust to the City by the California legislature a few years ago. Mayor Schroder said efforts are currently underway for Martinez's Marina Master Plan update for the 350 acre waterfront. He said that Martinez is also a member of the team working on a new Northern Waterfront Economic Development Initiative in a partnership project with the northern waterfront cities of Antioch, Brentwood, Concord, Hercules, Oakley and Pittsburgh. He said this new, seven city Initiative will bring jobs and economic development to the Contra Costa County northern waterfront.

Mayor Schroder said Martinez is working with the Contra Costa Transportation Authority (CCTA) and the City of Antioch to launch a pilot ferry service between Antioch and Martinez that will help mitigate the increasing congestion between those cities on Highway 4. He said the City will play an integral part in the testing the new Water-Go-Round hydrogen fuel cell vessel under construction during its pilot program in 2020 which will consist of the single new ferry testing out different routes.

Mayor Schroder said Martinez spent \$800,000 to dredge the marina in 2017. He explained that the City envisions WETA as its ferry service operator down the road, once ridership warrants and funding to dredge the City's deep water pier area is secured. Mayor Schroder said the City will continue meeting with private ferry operators Tideline and PropSF in efforts to launch a Martinez pilot ferry service. He emphasized that a new Martinez ferry service will be fundamental to the success of the City's promising planning and development efforts and he thanked Directors for their continued support and partnership in helping to bring the Martinez ferry service vision to fruition.

#### **9. SAN FRANCISCO BAY AREA PORT RECOVERY PLAN UPDATE**

Program Manager/Analyst Lauren Gularte introduced this San Francisco Bay Area Port Recovery Plan update. She explained that while WETA is not a Port, WETA and its assets have been integrated into the Plan because WETA operates services at its facilities in numerous ports in the Bay Area and relies on those ports to be operational to provide its service and meet its emergency response mandate.

Ms. Gularte thanked and introduced meeting attendees who comprise the core planning team responsible for the Port Recovery Plan update work including USCG Chief of Contingency Planning & Force Readiness Commander David Dixon, Cal OES Ports and Harbor Emergency Services Coordinator Bob Butchart, Port of San Francisco Marine Specialist Dominic Moreno, Port of San Francisco Wharfinger Brandon Chapman, Port of Oakland Safety and Emergency Manager Desmond

DeMoss and Ted Born, Operations Planner in the FEMA Region IX Response Division, who provided Directors with an overview of the San Francisco Bay Area Port Recovery Plan which he described as an infrastructure recovery plan. Mr. Born said that work on the Plan Update was in its final stages and that the Plan includes seven Bay Area Ports and WETA.

In response to a question from Chair Breckenridge, Commander Dixon said that there was an effort currently underway to identify a solution for credentialing critical transportation and emergency management workers but that this issue was not yet resolved. It was agreed that this was a fundamental piece of emergency response management to assure WETA and contracted staff will be able to travel freely and access WETA facilities throughout the Bay Area to provide support after an emergency or disaster.

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

Senior Planner/Project Manager Chad Mason presented this item to approve a contract award to CS Marine Constructors, Inc. for the Mission Bay Interim Ferry Terminal Project. He said that after the two year temporary service at Mission Bay is over, the float was expected to be used in Vallejo for a dredging project.

Vice Chair Wunderman made a motion to approve the item.

Director Intintoli seconded the motion and the item passed unanimously.

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

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

This item to adopt FY 2019/20 special event fares for new Chase Center service was presented by Transportation Planner Taylor Rutsch. Mr. Rutsch reminded Directors of their adoption of a fare policy for special events required that fares cover the entire cost to provide that service. He noted that since WETA has never provided service to the new Chase Center, it is impossible to get a precise cost to provide the service so the numbers used in this initial fare setting were based on costs to provide Alameda/Oakland service to Oracle Park for baseball games. He said the fares will be revisited next year and if costs dictate, fare changes will be suggested and brought back to Directors for their review and adoption.

**PUBLIC COMMENT**

An anonymous speaker asked if the temporary service will include service from Vallejo to special events, such as concerts, at the new Chase Center.

Mr. Rutsch said special events service will not be available this year from Vallejo but will be considered next year. He said the Oakland/Alameda service could include special events as well as basketball games.

**PUBLIC COMMENT**

An anonymous speaker asked if WETA would be providing service to the temporary facility for Giants games because Oracle Park is just a short walk away.

Planning & Development Manager Kevin Connolly said this has been included in discussion but for at the least the first year it will be unlikely due to numerous challenges that include planned construction of the China Basin pedestrian bridge and vessel availability. He said it was certainly not out of the question for future service.

Director Intintoli made a motion to approve the item.

Chair Breckenridge seconded the motion and the item passed unanimously.

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

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

Mr. Connolly presented this item to approve regionally significant projects for inclusion in Plan Bay Area 2050, the region's transportation plan produced by the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG). He said WETA solicited input from Bay Area counties to produce the list of projects for WETA's submission. In response to a clarifying question from Vice Chair Wunderman, Mr. Connolly said that new WETA projects can be included in the next Plan update which will begin in about two years to meet the Plan's four-year regeneration cycle.

Director Chair Breckenridge made a motion to approve the item.

Director Intintoli seconded the motion and the item passed unanimously.

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

**13. UPDATE ON RICHMOND FERRY SERVICE AND COMMUNITY OUTREACH**

Public Information & Marketing Manager Thomas Hall presented this update on Richmond ferry service and community outreach. He said that the new service that launched just six months ago was thriving, with a recent weekday record-breaking boarding total of 953 and that it continued to grow each month. He reminded the Board that WETA and Blue & Gold Fleet staff were working to implement a summer weekend demonstration service beginning in August.

**PUBLIC COMMENT**

Inlandboatmen's Union of the Pacific Regional Director Robert Estrada asked how the Richmond passengers liked the crews on the vessels they were riding. Mr. Hall said that Richmond passengers often remark on what a terrific job the crews are doing and how much they like them.

It was noted that WETA's long term partnership with its contractor operator, Blue & Gold Fleet, was a stellar example of a public private partnership.

**14. PUBLIC COMMENTS FOR NON-AGENDA ITEMS**

No additional public comments were shared.

With all business concluded the meeting was adjourned at 2:59 p.m.

- Board Secretary

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

**MEMORANDUM**

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**TO: Board Members**

**FROM: Nina Rannells, Executive Director**

**SUBJECT: Authorize Travel for the WETA Chair to Attend the 2019 Ferries Conference in Seattle, WA**

**Recommendation**

Authorize, by motion, travel for the WETA Chair to attend the Ferries Conference put on by the Pacific Maritime Magazine on September 12, 2019, in Seattle, WA.

**Background/Information**

Section 302.1 of the Authority's Administrative Code requires Board authorization for agency-funded travel for Board members in excess of 100 miles.

Chair Breckenridge has expressed an interest in attending the 2019 Ferries Conference put on by the Pacific Maritime Magazine on September 12 in Seattle, WA. This annual conference generally provides a forum to bring together public transit agencies, port districts, municipalities and other ferry system users with the regulators, operators, architects, engineers and shipyards providing vessels and expertise needed for successful ferry operations. The 2019 program includes a legislative overview of public sector financing initiatives, case studies related to planning and funding ferry services, a discussion of system governance structures and an update on advances in vessel energy sources including diesel-electric, hydrogen, hybrid-electric and all-electric. WETA staff have periodically attended and presented materials at this annual gathering of maritime professionals and have found it to be a worthwhile and informative experience.

The estimated cost to attend this conference is \$1,100 for transportation, meals, lodging and registration.

**Fiscal Impact**

Sufficient funds are included in the FY 2019/20 Operating Budget to support the recommended travel.

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

**MEMORANDUM**

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**TO:** Board Members

**FROM:** Nina Rannells, Executive Director  
Keith Stahnke, Operations & Maintenance Manager  
Timothy Hanners, Engineering & Maintenance Administrator

**SUBJECT:** Approve Contract Award to Bay Ship & Yacht Co. for Ferry Vessel *Scorpio* Quarter-Life Refurbishment Project

**Recommendation**

Approve the following actions related to the MV *Scorpio* Quarter-Life Refurbishment Project:

1. Approve contract award to Bay Ship & Yacht, Co. to complete vessel refurbishment work in the amount of \$2,173,307;
2. Authorize a contract contingency in the amount of \$218,000; and
3. Authorize the Executive Director to negotiate and execute an agreement with Bay Ship & Yacht Co. and take any other related actions as may be necessary to support this work.

**Background**

Aluminum catamaran ferry vessels have a lifecycle of approximately 25 years. Refurbishment projects during the lifecycle of a vessel generally include a minor refit when the vessel has reached its quarter life (at approximately 6 years), a major refit at the vessel's midlife (at approximately 12 years), another minor refit at the vessels three-quarter life (at approximately 18 years) and replacement when the vessel is approximately 25 years old.

MV *Scorpio* was built for WETA by Kvichak Marine Industries in 2010 and has been in service for over 8 years. This quarter-life refurbishment will improve vessel operations and passenger amenities to ensure the vessel operates reliably and safely in revenue service for its full 25-year life expectancy.

This project provides for a general refurbishment of the vessel and will include the following components:

- Removal, rebuilding and reinstallation of main engines.
- Refurbish shafts, propellers and rudders and replace bearings.
- Vessel systems: overhaul HVAC, electrical, plumbing, fire and lifesaving safety systems.
- Passenger cabin: seating, replace carpets, renew deck coatings and interior finishes.

**Discussion**

**Procurement Process:**

The Request for Proposals (RFP) for this project was released on May 3, 2019. Notice of the RFP was sent to WETA's mailing list, posted on the Agency's website and advertised in the San Francisco Chronicle and the Passenger Vessel Association member update. WETA staff issued two addenda to the original RFP clarifying the specifications set forth in the RFP and in response to pre-bid questions. Proposals were due to WETA on or before June 21, 2019.

**Evaluation Process:**

A Best Value procurement process was utilized for this project consistent with WETA's Administrative Code and Federal Transit Administration (FTA) guidelines. A Best Value procurement process considers both price and qualitative components of a proposal that are deemed to be the most advantageous and of the greatest value to the procuring agency.

The RFP required proposers to submit technical qualifications for review and scoring, as well as a separate price proposal that was worth 40 percent of the total possible score. Technical scores considered several factors including the proposer's technical approach, ability to meet the project schedule, understanding of the project, project management plan, experience on similar projects, references, qualifications of its proposed team and its facilities and equipment. An evaluation committee was established to review and score the proposals.

A total of three proposals were received by the deadline. The evaluation committee reviewed the proposals and determined that two were within the competitive range, defined by the RFP. The proposals in the competitive range were those submitted by Bay Ship & Yacht Co. and Marine Group Boat Works. Consistent with the RFP's process, these two proposers were then asked to submit a Best and Final Offer (BAFO) for the base bid and all options. Table 1 below provides the scoring totals for each proposal. Proposals were scored based on the submitted technical proposal and total bid price including all options.

**Table 1**

<b>Scoring</b>	<b>Maximum Points</b>	<b>Bay Ship &amp; Yacht Co.</b>	<b>Marine Group Boat Works</b>
<b>Technical Proposals</b>	<b>600</b>	416	455
<b>Price Proposals</b>	<b>400</b>	400 (\$2,343,296)	347 (\$2,654,515)
<b>Total Score</b>	<b>1000</b>	<b>816</b>	<b>810</b>

Based on the results of the evaluation process and final scores for each proposer, Bay Ship & Yacht Co. was determined to be the highest ranked proposer for this project. The evaluation committee then reviewed each option individually from the highest ranked proposal and selected the options that provided the best value for inclusion in the recommended contract award. The total recommended contract award has been reduced from the full bid amount of \$2,343,296 to \$2,173,307 due to the removal of specific options.

Accordingly, staff recommends awarding a contract to Bay Ship & Yacht Co. in the amount of \$2,173,307 and proposes that the Board establish a contract contingency in the amount of

\$218,000, 10% of the contract amount, to allow for changes to the work not yet identified but may be necessary to satisfactorily complete the project.

If approved, staff will issue a Notice to Proceed to Bay Ship & Yacht Co. promptly upon executing a contract. Work for the project is expected to be completed by January 2020.

**DBE/SBE Participation:**

WETA's overall annual Disadvantaged Business Enterprise (DBE) goal and Small Business Enterprise (SBE) goal for Federal Fiscal Year 2018/19 is 1.78 percent and 5.04 percent, respectively, for all FTA assisted contracts. Staff has reviewed the DBE/SBE materials provided by Bay Ship & Yacht Co. and has determined that they have complied with the requirements for this contract. Bay Ship & Yacht Co. has committed 0% DBE participation and 0% SBE participation.

**Fiscal Impact**

The *Vessel Quarter-Life Refurbishment – M/V Scorpio* project is included in the FY 2019/20 Capital Budget at a total cost of \$3,005,350, funded with \$2,404,280 (20%) Federal Transit Administration grant funds and \$601,070 (20%) Alameda Transportation Sales Tax revenues. Sufficient funds are available within the overall project budget to support award of this contract as well as engine repair work, awarded separately, that are both a part of the overall project.

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



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

**RESOLUTION NO. 2019-18**

**APPROVE CONTRACT AWARD TO BAY SHIP & YACHT CO.  
FOR FERRY VESSEL SCORPIO QUARTER-LIFE REFURBISHMENT PROJECT**

**WHEREAS**, WETA has established the *Vessel Quarter-Life Refurbishment – M/V Scorpio* project as a part of its FY 2019/20 Capital Budget and program of projects; and

**WHEREAS**, WETA has established procedures in its Administrative Code relating to the selection and contracting of Construction Services, including projects where FTA funds will be used; and

**WHEREAS**, WETA has Federal Transit Administration (FTA) and local match funds to support the Project; and

**WHEREAS**, on May 3, 2019, WETA issued a Request for Proposals (RFP) for *Scorpio* Quarter -life Refurbishment shipyard work for the Project; and

**WHEREAS**, WETA followed the procedures in its Administrative Code, consistent with an FTA project regarding solicitation and evaluation of qualifications; and

**WHEREAS**, WETA staff has evaluated the proposal submitted for this project based upon a Best Value competitive procurement process and, as a result, recommends the award of a contract for services to Bay Ship & Yacht Co., to complete this project for a not-to-exceed amount of \$2,391,307 which includes a 10 percent owner's contingency; now, therefore, be it

**RESOLVED**, that the Board of Directors hereby approves an agreement with Bay Ship & Yacht Co. to provide shipyard services for the MV *Scorpio* for an amount not to exceed \$2,391,307 which includes a \$218,000 (10 percent) owner's contingency; and be it further

**RESOLVED**, that the Board of Directors authorizes the Executive Director to negotiate and execute an agreement and take any other related actions as may be necessary 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 August 1, 2019.

YEA:

NAY:

ABSTAIN:

ABSENT:

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/s/ Board Secretary

2019-18

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

**MEMORANDUM**

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**TO: Board Members**

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

**SUBJECT: Approve Tideline Marine Group's Request for a One-Year Extension to its Harbor Bay Landing Agreement**

**Recommendation**

Approve Tideline Marine Group's request for a one-year extension to its landing agreement allowing private charter landings at WETA's Harbor Bay Ferry Terminal and authorize the Executive Director to execute a permit amendment for this additional period.

**Background**

WETA staff was approached by Tideline Marine Group (Tideline) in 2018 with a request for permission to provide small vessel private charter landings at WETA's Harbor Bay Ferry Terminal in order to shuttle employees of a private firm in the reverse-commute direction between South San Francisco and Harbor Bay. The proposed service consisted of two one-way weekday morning trips to bring employees from a public landing site in South San Francisco to WETA's Harbor Bay Ferry Terminal and two weekday evening trips to take employees from WETA's Harbor Bay Ferry Terminal back to South San Francisco. The request was for an initial six-month demonstration period with the potential to make this a long-term arrangement.

At the September 6, 2018 meeting the WETA Board of Directors approved a policy under certain guidelines for allowing regularly scheduled private charter landings when WETA vessels were not available to provide service. The Board also approved Tideline's request to conduct scheduled small vessel private charter landings with the vessel *Osprey* at the Harbor Bay Ferry Terminal on a six-month demonstration basis subject to meeting WETA's conditions and requirements. Tideline began operating this service on February 27, 2019.

**Discussion**

The current Tideline landing agreement expires on August 25, 2019 and Tideline has requested a one-year extension to its landing agreement in order to continue service operation beyond the six-month demonstration period. Tideline's request is provided as **Attachment A** and a letter of support for continuation of the service submitted by the Harbor Bay Isle Associates is provided as **Attachment B**.

During the first four months of service operation (March through June) Tideline has completed approximately 60 landings per month – factoring in cancelled trips due to weather or lack of ridership - and has carried an average of 12 round-trip passengers per day. To date, Tideline has met WETA's permit requirements, paid monthly fees on time, provided monthly Operations Reports and has not interfered with San Francisco Bay Ferry Service.

**Fiscal Impact**

This agreement will generate approximately \$2,200 per month in landing fees which help to offset the cost of service administration and maintaining the Harbor Bay Ferry Terminal.

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

ATTACHMENT A



TIDELINE

*Our Bay, Your Boat*

July 25, 2019

WETA

Nina Rannells, Executive Director  
9 Pier The Embarcadero, Ste. 111  
San Francisco, CA 94111

Dear Nina

The purpose of this letter is to state Tideline's desire to amend our Harbor Bay - Oyster Point agreement in order to continue the ferry service for an additional year beyond the 6-month pilot program.

Regards,

Patty Fukami

CFO Tideline Marine Group

## ATTACHMENT B



HARBOR  
BAY

July 1, 2019

City of Alameda California  
2263 Santa Clara Ave  
Alameda, CA 94501

Water Emergency Transit Authority (WETA)  
Pier 9, Suite 111, The Embarcadero  
San Francisco, CA 94111

RE: Letter of Support for Tideline Marine Group

To Whom It May Concern,

This is to inform you that Harbor Bay Isle Associates (HBIA) supports the continuing operations of Tideline Marine Group for their existing customer base at Exelixis and any and all future customers and users of their marine operations.

Please feel free to contact me personally should you have any additional requirements.

Very truly yours,

Tim Hoppen  
Owner Agent  
(510) 769-5124

Cc: Danielle Weerth  
Tideline Marine Group

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

**RESOLUTION NO. 2019-19**

**APPROVE TIDELINE MARINE GROUP'S REQUEST FOR A ONE-YEAR EXTENSION TO ITS  
HARBOR BAY LANDING AGREEMENT**

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

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

**WHEREAS**, Tideline Marine Group (Tideline) has applied for and received a permit from WETA to provide scheduled weekday landings at WETA's Harbor Bay Ferry Terminal with the vessel *Osprey* as a part of an employer-based private charter reverse-commute service between South San Francisco and Harbor Bay for a six-month demonstration period; and

**WHEREAS**, the six-month demonstration period will end on August 25, 2019; and

**WHEREAS**, Tideline submitted a request to extend service for one additional year past the demonstration period in order to continue its employer-based private charter service between South San Francisco and Harbor Bay; and

**WHEREAS**, WETA has determined that limited landings can be accommodated at the Harbor Bay Ferry Terminal for the specific purposes requested by Tideline; and

**WHEREAS**, Tideline has met WETA's policy and guidelines and has complied with the provisions of the landing agreement during the 6-month demonstration period; now, therefore, be it

**RESOLVED**, that the Board of Directors hereby approves Tideline's request for a one-year extension to its landing agreement to continue to provide scheduled private charter landings at the WETA's Harbor Bay Ferry Terminal and authorizes the Executive Director to execute a permit amendment for this additional period.

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**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 August 1, 2019.

YEA:

NAY:

ABSTAIN:

ABSENT:

---

/s/ Board Secretary

2019-19

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