

ANNOTATED AGENDA

for
September 25, 2012

CITY COUNCIL MEETING
Regular Meeting
Including the Antioch City Council
acting as Successor Agency/Housing Successor
to the Antioch Development Agency

Order of Council vote: AYES:

Council Members Kalinowski, Harper, Rocha, Agopian and
Mayor Davis

Notice of Availability of Reports

This agenda is a summary of the actions proposed to be taken by the City Council. For almost every agenda item, materials have been prepared by the City staff for the Council's consideration. These materials include staff reports which explain in detail the item before the Council and the reason for the recommendation. The materials may also include resolutions or ordinances which are proposed to be adopted. Other materials, such as maps and diagrams, may also be included. All of these materials are available at the City Clerk's Office, located on the 1st floor of City Hall, 200 H Street, Antioch, CA 94509, during normal business hours for inspection and (for a fee) copying. Copies are also made available at the Antioch Public Library for inspection. Questions on these materials may be directed to the staff member who prepared them, or to the City Clerk's Office, who will refer you to the appropriate person.

Notice of Opportunity to Address Council

The public has the opportunity to address the Council on each agenda item. To address the Council, fill out a yellow Speaker Request form, available on each side of the entrance doors, and place in the Speaker Card Tray. See the Speakers' Rules on the inside cover of this Agenda. Comments regarding matters not on this Agenda may be addressed during the "Public Comments" section.

6:04 P.M. ROLL CALL for Closed Sessions – *All Present (Mayor Davis arrived at 6:25 p.m.)*

PUBLIC COMMENTS for Closed Sessions – *None*

CLOSED SESSION:

- 1) **CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION** [Gov't. Code § 54956.9(a); 54956.96]: Transplan Committee and East Contra Costa Regional Fee and Financing Authority v. City of Pittsburg, et al. Contra Costa County Superior Court Case No. MSN11-0395

City of Antioch is prepared to act on a Settlement Agreement after the City of Pittsburg approves it and the City Attorney is directed to report this information out of closed session
5/0

7:28 P.M. ROLL CALL for Council Members/City Council Members acting as Successor Agency/ Housing Successor to the Antioch Development Agency – *All Present*

PLEDGE OF ALLEGIANCE

PROCLAMATION — *Driftwood Yacht Club Day and Make-A-Wish Day, October 6, 2012*

ANNOUNCEMENTS OF CIVIC AND COMMUNITY EVENTS

PUBLIC COMMENTS—*Only unagendized issues will be discussed during this time*

CITY COUNCIL SUBCOMMITTEE REPORTS

MAYOR'S COMMENTS

1. COUNCIL CONSENT CALENDAR

A. APPROVAL OF COUNCIL MINUTES FOR SEPTEMBER 11, 2012

Recommended Action: Motion to approve the minutes

Approved, 5/0

MINUTES

COUNCIL CONSENT CALENDAR — Continued

B. APPROVAL OF COUNCIL WARRANTS

Recommended Action: Motion to approve the warrants

Approved, 5/0

STAFF REPORT

C. APPROVAL OF TREASURER'S REPORT FOR AUGUST 2012

Recommended Action: Motion to approve the report

Approved, 5/0

STAFF REPORT

D. APPROVE SUPPLEMENTAL LAW ENFORCEMENT SERVICES FUND MONIES

Recommended Action: Motion to receive and file the report and approve Supplemental Law Enforcement Services Fund Monies

Approved, 5/0

STAFF REPORT

E. WATER TREATMENT PLANT - REMOVE/INSTALL GRANULAR ACTIVATED CARBON (BID NO. 968-0919-12C)

Recommended Action: Motion to award the Remove/Install Granular Activated Carbon bid and issuance of a purchase order to Carbon Activated Corporation, Compton, CA, the overall low bidder, in the amount of \$464,000

Approved, 5/0

STAFF REPORT

END OF COUNCIL CONSENT CALENDAR

COUNCIL REGULAR AGENDA

2. EBART SYSTEM

Received and provided direction regarding the Antioch-Hillcrest Station name, 5/0

Recommended Action: Motion to receive the presentation by BART staff on the next segment station opportunities for the eBART system, and that Council provide feedback to BART in relation to the City's concerns over the prospective Laurel Road Station site and the Lone Tree Way Station site as summarized in the staff report, as well as other comments/concerns from City Council. BART would also like some feedback from City Council members on possible official names for the "Hillcrest eBART Station".

STAFF REPORT

3. UPDATE AND DISCUSSION OF THE STATUS OF ANTIOCH FERRY TERMINAL AND DISCUSSION AND DIRECTION ON "SHORT RANGE TRANSIT PLAN FOR FY2012 TO FY2021" PREPARED BY THE WATER EMERGENCY TRANSPORTATION AUTHORITY (WETA)

Recommended Action: Motion to receive the presentation from City staff and discuss and provide staff direction on the status the Antioch Ferry Terminal and the "Short Range Transit Plan for Fiscal Year 2012 to Fiscal Year 2021" prepared by the Water Emergency Transportation Authority (WETA)

Received and provided direction, 5/0

STAFF REPORT

COUNCIL REGULAR AGENDA – Continued

4. APPROPRIATION OF EXPENDITURES FOR ENCUMBRANCES AND PROJECT BUDGETS OUTSTANDING AS OF JUNE 30, 2012 TO THE 2012/13 FISCAL YEAR BUDGET AND OTHER BUDGET AMENDMENTS

**Resolution adopted with amendments
Reso 2012/61, 5/0**

Recommended Action: Motion to adopt the resolution

STAFF REPORT

5. UPDATE ON FULTON SHIPYARD BOAT RAMP

No action taken – Received update

Recommended Action: Motion to receive update

STAFF REPORT

6. **CITY OF ANTIOCH AS SUCCESSOR AGENCY TO THE ANTIOCH DEVELOPMENT AGENCY**

- A. APPROVAL OF SUCCESSOR AGENCY WARRANTS

Approved, 5/0

Recommended Action: Motion to approve the warrants

STAFF REPORT

PUBLIC COMMENT

STAFF COMMUNICATIONS

COUNCIL COMMUNICATIONS

ADJOURNMENT – 10:35 p.m.

**CITY COUNCIL MEETING
INCLUDING THE ANTIOCH CITY COUNCIL
ACTING AS SUCCESSOR AGENCY/HOUSING SUCCESSOR
TO THE ANTIOCH DEVELOPMENT AGENCY**

**Regular Meeting
7:00 P.M.**

**September 11, 2012
Council Chambers**

6:00 P.M. - CLOSED SESSION

- 1. CONFERENCE WITH LEGAL COUNSEL – ANCIPATED LITIGATION –** Initiation of Litigation pursuant to subdivision (c) of California Government Code §54956.9: 2 cases

City Attorney Nerland reported the City Council had been in Closed Session and gave the following report: **#1 Conference with Legal Counsel (first case)**, direction was given to staff, **#1 Conference with Legal Counsel (second case)**, the Council will be going back into Closed Session immediately following the open session to hear this item.

Mayor Davis called the meeting to order at 7:05 P.M., and City Clerk Skaggs called the roll.

Present: Council Members Kalinowski, Harper, Rocha, Agopian and Mayor Davis

PLEDGE OF ALLEGIANCE

Mayor Pro Tem Harper led the Council and audience in the Pledge of Allegiance.

Father Robert, representing St. Ignatius Parish in Antioch, led the Council and audience in a Blessing for the anniversary of the September 11, 2001, terrorist attacks.

Mayor Davis thanked Father Robert for the Blessing.

PROCLAMATIONS

Constitution Week, September 17 – 23, 2012

Falls Prevention Awareness Week, September 22 – 28, 2012

Domestic Violence Awareness Month, October 2012

On motion by Councilmember Harper, seconded by Councilmember Rocha, the Council unanimously approved the Proclamations.

Mayor Davis announced the proclamations recognizing *Constitution Week* and *Domestic Violence Awareness Week* would be mailed to those organizations.

Councilmember Harper presented the proclamation proclaiming September 22 – 28, 2012 as *Falls Prevention Week* to Iris Villegas, Community Outreach Coordinator for American Medical Response, who accepted the proclamation and thanked the City for their support. She invited the

public to attend the "Walk for Fall Prevention" on September 22, 2012 in Pleasant Hill. Contact information was provided.

ANNOUNCEMENTS OF CIVIC AND COMMUNITY EVENTS - None

PUBLIC COMMENTS

Beverly Knight, Antioch resident, announced she had adopted City Park and requested the City power wash it on a regular basis. She presented the Council with photos of the park and an area near the railroad tracks on "A" Street, in need of litter abatement. She suggested the City post "Do Not Litter" signs and create a subcommittee to educate the public on the litter problem.

Water Ruehlig, representing the Interfaith Peace Project, announced the International Day of Peace Festival would be held on September 22, 2012 at 7:00 P.M. at the Seventh-day Adventist Church at 2200 Country Hills Drive. Contact information was provided.

Brittney Gougeon, Founder of Take Back Antioch, requested an update with regards to the installation of the security cameras at the Antioch Community Center, Knoll Park, and the Antioch Marina.

Fred Hoskins, Antioch resident, reported a tree on the Hard House property was damaging the roof of the building and the cost of its removal would be covered by the Henry Beede Trust. He requested the City direct staff to approve its removal.

City Engineer/Director of Public Works Bernal reported security cameras at Antioch Community Center, Knoll Park, and the Antioch Marina should be installed in approximately 8 weeks.

Councilmember Kalinowski announced there was a Consent Calendar item on the agenda this evening, to add security cameras at the turf fields, as part of the project.

COUNCIL SUBCOMMITTEE REPORTS

Councilmember Agopian reported there had been communication from the Water Emergency Transit Authority and urged the City to continue to advocate on behalf of Antioch.

MAYOR'S COMMENTS

Mayor Davis presented a certificate in recognition of Command Sergeant Major Elden Strand for being instrumental in establishing the partnership the City had with the 483rd Transportation Battalion for the United States Army Reserve.

Retired Command Sergeant Major Strand stated it had been an honor to partner with the City and in the future, he intended to stay involved in building the partnership.

PRESENTATION

Julie Haas-Wajdowicz announced the following Fall Eco Events:

- Free Compost Workshop at Prewett Park – September 13, 2012 at 7:00 P.M.
- Coastal Cleanup Day – September 14-15, 2012 at the Fairgrounds, Prewett Park, Red Caboose Restaurant, and Antioch Marina
- Reuse Art Pin Activity – September 30, 2012 at Dow Wetlands
- Citywide Garage Sale – October 6-7, 2012
- Reuse Roundup – 8:00 A.M. – 1:00 P.M. October 13, 2012 at Somersville Towne Center
- Costume Exchange – 6:00 P.M. – 9:00 P.M. October 16, 2012 at Prewett Park

Contact information was provided.

Councilmember Agopian stated he was impressed with the reuse efforts being made by the City.

Mayor Davis thanked Ms. Hass-Wajdowicz for the presentation.

COUNCIL CONSENT CALENDAR

- A. APPROVAL OF COUNCIL MINUTES FOR AUGUST 14, 2012**
- B. APPROVAL OF COUNCIL WARRANTS**
- C. APPROVAL OF TREASURER’S REPORT FOR JULY 2012**
- D. REJECTION OF CLAIMS**
 - 1. Janelle Walker 11/12-2051 (personal injury)
 - 2. Hung Tran 12/13-2069 (property damage)
- E. CONSIDERATION OF PURCHASE/INSTALLATION OF TWO SYNTHETIC TURF FIELDS BY “FIELD TURF “UTILIZING THE COOPERATIVE PURCHASING AGREEMENT THROUGH CMAS**
- F. MEASURE WW PARK AND RECREATION SECURITY CAMERA PROGRAM CONTRACT/CHANGE ORDER – SYNTHETIC TURF FIELD PROJECT**
- G. CONSIDERATION OF SOLE SOURCE PURCHASE AGREEMENT WITH MUSCO LIGHTING TO PROVIDE ATHLETIC FIELD LIGHTING AT ANTIOCH COMMUNITY PARK FOR THE NEW SYNTHETIC TURF MULTIPURPOSE FIELDS**

- H. APPROVING AMENDMENT TO THE ALLOCATION OF PROPOSITION 1B BOND FUNDING FOR THE DEER VALLEY ROAD AND DAVISON DRIVE PAVEMENT REHABILITATION PROJECT (P.W. 392-28)
- I. RESOLUTION NO. 2012/56 AUTHORIZING THE CITY MANAGER TO ACCEPT AN EASEMENT FROM EBMUD GRANTING THE CITY THE RIGHT TO WIDEN DEER VALLEY ROAD OVER THE MOKELUMNE AQUEDUCT (P.W. 555-12C)
- J. VEHICLE REPLACEMENT PROGRAM - PW SERVICE BODIES AND AUXILIARY EQUIPMENT (BID NO. 065-0829-12D)
- K. VEHICLE REPLACEMENT PROGRAM – BACKHOE VEHICLE #681
- L. VARIOUS ASPHALT REPAIRS - SERVICE CUTS (BID NO. 065-0829-12D)
- M. NELSON RANCH PARK INFORMATIONAL UPDATE (PW 547-P)
- N. HYDRO EXCAVATION TRUCK

On motion by Councilmember Agopian, seconded by Councilmember Harper, the City Council unanimously approved the Council Consent Calendar with the exception of Items E and M which were removed for further discussion.

Item E – Nancy Fernandez questioned who would be responsible for financing security services at the project site.

City Engineer/Director of Public Works Bernal clarified the City would be accepting responsibility for hiring the security company.

Lonnie Karste added Measure WW Funds would be the funding mechanism for security and gave a brief description of the project.

On motion by Councilmember Kalinowski, seconded by Councilmember Harper, the Council unanimously approved Item E.

Item M – Julie and Chris Young reported on the status of the park and the negative impacts to their quality of life, privacy, and security from usage of the facility. They requested the City address their concerns.

In response to Councilmember Kalinowski, City Engineer/Director of Public Works Bernal clarified the City had received only one, out of the four consents necessary, to begin the wall improvements.

Councilmember Rocha stated she understood the concerns of the residents.

On motion by Councilmember Kalinowski, seconded by Councilmember Agopian, the Council received and filed the report and directed staff to bring the item back 90 days after the completion of the fence improvements for the four properties identified by the City Engineer.

COUNCIL REGULAR AGENDA

2. BOARD OF ADMINISTRATIVE APPEALS APPOINTMENTS

Mayor Davis appointed Deborah Simpson, Andrew Schleder and Mike Schneider to the Board of Administrative Appeals.

On motion by Councilmember Harper, seconded by Councilmember Rocha, the Council unanimously approved the appointments of Deborah Simpson, Andrew Schleder and Mike Schneider to fill two expired and one unexpired term on the Board of Administrative Appeals.

Mayor Davis thanked the Board Members for their willingness to serve the City.

3. POLICE DEPARTMENT STAFFING UPDATE

Finance Director Merchant presented the staff report dated September 4, 2012 recommending the City Council receive and file the report.

In response to Councilmember Kalinowski, Chief Cantando clarified initially he would request 6 Community Service Officers (CSOs), however, he recognized the need for an additional Code Enforcement Officer and if funding for that position needed to come out of his request, he would support that action. He noted within twelve months, he would be losing, two Managers and seven Officers and those projections did not include industrial injuries or lateral transfers out of the department.

Councilmember Kalinowski stated he felt to facilitate the recruiting of officers, the City needed to take action prior to January 1, 2013, to make reciprocity whole for lateral hires.

Chief Cantando clarified it takes approximately 90-105 days for an officer to complete the hiring process.

Councilmember Kalinowski stated he would support Council consideration of the CSO positions, a Code Enforcement Officer, and giving the City Manager the authority to hire enough positions that envisions upcoming separations. He requested staff provide a breakdown of costs paid by the City of Brentwood, for dispatch services. He suggested Council consider giving City Staff the authority to seek grants where there was an in-kind contribution for a recreation staff position.

In response to Councilmember Harper, Chief Cantando stated he would be contacting CHP to request assistance in traffic enforcement.

Councilmember Harper suggested revisiting the City's Alarm Ordinance and work with the School District to reduce truancy.

Councilmember Agopian voiced his support for actively addressing anticipated vacancies and the hiring of six CSOs.

Councilmember Harper stated he agreed with opening up the hiring process for CSOs.

City Manager Jakel stated for the September 25, 2012 City Council meeting, Finance Director Merchant would bring back the comprehensive numbers for the budget and would reflect the COPS matching grant money, CSO costs, Code Enforcement, Dispatchers, Police Officers, and a Recreation Specialist. He clarified the Council had expressed interest in advancing the continuous recruitments of laterals and with the budget information provided, the Council could make a determination on how they want to proceed with new hires.

Mayor Davis thanked staff for the report.

On motion by Councilmember Harper, seconded by Councilmember Rocha, the Council unanimously received and filed the report.

4. CITY OF ANTIOCH AS SUCCESSOR AGENCY TO THE ANTIOCH DEVELOPMENT AGENCY

A. APPROVAL OF SUCCESSOR AGENCY WARRANTS

On motion by Councilmember Agopian, seconded by Councilmember Harper, the Council unanimously approved the Successor Agency Warrants.

5. CITY OF ANTIOCH AS HOUSING SUCCESSOR TO THE ANTIOCH DEVELOPMENT AGENCY

A. APPROVAL OF HOUSING SUCCESSOR WARRANTS

On motion by Councilmember Harper, seconded by Councilmember Rocha, the Council unanimously approved the Housing Successor Warrants.

PUBLIC COMMENTS

Nancy Fernandez, Antioch resident, spoke to Consent Calendar Item E, stated she did not support the City accepting responsibility for security of the supplier's materials and equipment. She questioned who was responsible for the costs associated with security.

Councilmember Kalinowski clarified the City would be paying for security with Measure WW funding.

STAFF COMMUNICATIONS

City Manager Jakel announced the next meeting Council meeting would be held on September 25, 2012 and a Regional Economic Summit would be held on September 27, 2012 from 9:00 A.M. – 2:00 P.M. at the Antioch Community Center.

COUNCIL COMMUNICATIONS

Councilmember Rocha announced a Car Wash to benefit the Salvation Army Recreation Programs would be held on September 15, 2012 at Higgins Funeral Home on “A” Street.

ADJOURNMENT

With no further business, Mayor Davis adjourned in memory of lives lost as a result of the terrorist attacks on September 11, 2001, to Closed Session at 8:55 P.M.

CLOSED SESSION – CONTINUED

1. **CONFERENCE WITH LEGAL COUNSEL – ANCIPATED LITIGATION** – Initiation of Litigation pursuant to subdivision (c) of California Government Code §54956.9: 1 case

ADJOURNMENT at 9:20 P.M. to the next regular Council meeting on September 25, 2012.

Respectfully submitted:

DENISE SKAGGS, City Clerk

CITY OF ANTIOCH
 CLAIMS BY FUND REPORT
 FOR THE PERIOD OF
 SEPTEMBER 6-19,2012
 FUND/CHECK#

100 General Fund

Non Departmental

341307 CONTRA COSTA WATER DISTRICT	TREATED WATER CAPACITY FEE	47,097.96
341308 CONTRA COSTA WATER DISTRICT	CCWD FACILITY RESERVE FEE	204,666.00
341314 ECC REG FEE AND FIN AUTH	ECCRFFA-RTDIM	392,154.00

City Attorney

341224 BANK OF AMERICA	CONFERENCE DUES	719.60
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City Treasurer

341320 GARDA CL WEST INC	ARMORED CAR PICK UP	208.37
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Human Resources

341229 DIABLO LIVE SCAN	FINGERPRINTING	20.00
341244 MUNICIPAL POOLING AUTHORITY	PROFESSIONAL SERVICES	574.51
341248 OCCUPATIONAL HEALTH CENTERS	MEDICAL SERVICES	86.50
341255 PARS	PROFESSIONAL SERVICES	1,053.29
341266 STATE OF CALIFORNIA	FINGERPRINTING	32.00
341345 NETSOURCE INC	CONSULTANT SERVICES	2,211.84

Economic Development

341246 MUNICIPAL RESOURCE GROUP LLC	CONSULTANT SERVICES	11,520.00
918010 BERNICK, MICHAEL	PROFESSIONAL SERVICES	3,900.00

Finance Accounting

341251 OFFICE MAX INC	OFFICE SUPPLIES	38.64
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Finance Operations

341229 DIABLO LIVE SCAN	FINGERPRINTING	40.00
341251 OFFICE MAX INC	OFFICE SUPPLIES	38.64
341266 STATE OF CALIFORNIA	FINGERPRINTING	128.00
341346 OFFICE MAX INC	OFFICE SUPPLIES	46.55

Non Departmental

341342 MUNICIPAL POOLING AUTHORITY	INSURANCE PREMIUM	19,860.29
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Public Works Street Maintenance

341328 JD PARTNERS CONCRETE	BRICK REPAIR	6,656.00
341335 L SERPA TRUCKING INC	TRUCK RENTAL	1,517.00
918009 TELFER OIL COMPANY	TACK OIL MATERIAL	5,998.89

Public Works-Signal/Street Lights

341254 PACIFIC GAS AND ELECTRIC CO	ELECTRIC	68.83
341272 WESCO RECEIVABLES CORP	SUPPLIES	3,731.30
341350 PACIFIC GAS AND ELECTRIC CO	ELECTRIC	4,493.15
918006 ICR ELECTRICAL CONTRACTORS	ELECTRICAL SERVICES	4,262.41

Public Works-Striping/Signing

341264 SHERWIN WILLIAMS CO	PAINT SUPPLIES	243.56
341337 LOWES COMPANIES INC	SUPPLIES	33.65
341338 MB COMPANIES INC	VALVE	362.58

Public Works-Facilities Maintenance

341216 ACE HARDWARE, ANTIOCH	SUPPLIES	13.63
341252 ORCHARD SUPPLY HARDWARE	SUPPLIES	18.38
341272 WESCO RECEIVABLES CORP	SUPPLIES	1,308.48
341316 FASTENAL CO	SMALL TOOLS	1.94

Prepared by: Georgina Meek
 Finance Accounting

CITY OF ANTIOCH
 CLAIMS BY FUND REPORT
 FOR THE PERIOD OF
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341337	LOWES COMPANIES INC	SUPPLIES	191.19
341348	ORCHARD SUPPLY HARDWARE	OPERATING SUPPLIES	24.10
341350	PACIFIC GAS AND ELECTRIC CO	GAS	11,362.07
918015	LEES BUILDING MAINTENANCE	JANITORIAL SUPPLIES	3,594.82
Public Works-Parks Maint			
341254	PACIFIC GAS AND ELECTRIC CO	ELECTRIC	121.43
341289	BELUS CONSTRUCTION	VANDALISM REPAIR	675.00
341337	LOWES COMPANIES INC	SUPPLIES	106.86
341348	ORCHARD SUPPLY HARDWARE	SUPPLIES	29.17
341349	PACHECO BROTHERS GARDENING INC	LANDSCAPE SERVICES	40,457.82
341350	PACIFIC GAS AND ELECTRIC CO	ELECTRIC	668.57
341359	STEWARTS TREE SERVICE	TREE SERVICE	1,085.00
Public Works-Median/General Land			
341252	ORCHARD SUPPLY HARDWARE	SUPPLIES	51.08
341254	PACIFIC GAS AND ELECTRIC CO	ELECTRIC	11.45
341350	PACIFIC GAS AND ELECTRIC CO	ELECTRIC	1,548.00
Police Administration			
341217	AMERICAN RIVER COLLEGE	TUITION-HEWITT	142.00
341218	AMERICAN RIVER COLLEGE	TUITION-ROSE	142.00
341233	HEWITT, B J	PER DIEM	305.00
341239	LIONS GATE HOTEL	LODGING-ROSE	475.80
341240	LIONS GATE HOTEL	LODGING-HEWITT	475.80
341259	RGH GROUP, THE	RECRUITMENT SERVICES	400.00
341261	ROSE, BRIAN C	PER DIEM	305.00
341279	ALL PRO PRINTING SOLUTIONS	FILE JACKETS	1,957.45
341301	CONCORD UNIFORMS LLC	BODY ARMOR	744.94
341346	OFFICE MAX INC	OFFICE SUPPLIES	447.91
341357	STATE OF CALIFORNIA	FINGERPRINTING	608.00
341360	THRIFTY CAR RENTAL	CAR RENTAL-BROOKS	245.21
918007	MOBILE MINI LLC	STORAGE CONTAINERS	457.85
Police Community Policing			
341325	HUNT AND SONS INC	FUEL	96.23
Police Investigations			
341226	BIAS, STEVE M	EXPENSE REIMBURSEMENT	169.05
341274	XEROX CORPORATION	COPIER LEASE	633.32
341310	COURT SERVICES INC	PRISONER TRANSPORTATION	250.00
Police Facilities Maintenance			
341230	DREAM RIDE ELEVATOR	ELEVATOR SERVICE	1,625.00
341337	LOWES COMPANIES INC	SUPPLIES	12.96
341350	PACIFIC GAS AND ELECTRIC CO	GAS	18,938.47
918014	GRAINGER INC	SUPPLIES	271.22
918015	LEES BUILDING MAINTENANCE	JANITORIAL SUPPLIES	4,411.17
Community Development Administration			
341285	BANK OF AMERICA	ANNUAL FEE	25.00
Community Development Land Planning Services			
341346	OFFICE MAX INC	OFFICE SUPPLIES	41.32

Prepared by: Georgina Meek
 Finance Accounting

9/20/2012

CITY OF ANTIOCH
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Community Development Building Inspection

341346 OFFICE MAX INC OFFICE SUPPLIES 96.29

212 CDBG Fund

CDBG

341227 CITY DATA SERVICES CDBG SERVICES 675.00

341235 HOUSE, TERI CONSULTANT SERVICES 3,960.00

213 Gas Tax Fund

Streets

341275 BNSF RAILWAY COMPANY INC WILBUR BRIDGE EASEMENT FEE 111,512.00

341276 BNSF RAILWAY COMPANY INC WILBUR BRIDGE EASEMENT FEE 21,161.00

341277 BNSF RAILWAY COMPANY INC ADMIN EASEMENT FEE 2,000.00

341350 PACIFIC GAS AND ELECTRIC CO ELECTRIC 21,922.36

214 Animal Control Fund

Animal Control

341234 HILLS PET NUTRITION ANIMAL FOOD 192.45

341247 MWI VETERINARY SUPPLY CO VETERINARY SUPPLIES 742.73

341350 PACIFIC GAS AND ELECTRIC CO ELECTRIC 996.76

918015 LEES BUILDING MAINTENANCE JANITORIAL SUPPLIES 435.75

219 Recreation Fund

Non Departmental

341315 ENRIQUEZ, GRACIELA DEPOSIT REFUND 1,000.00

341330 JOHNSON, ANDREW DEPOSIT REFUND 500.00

341336 LOPEZ, SUSANA DEPOSIT REFUND 500.00

341340 MORENO, ANGELS DEPOSIT REFUND 1,000.00

Recreation Admin

341266 STATE OF CALIFORNIA FINGERPRINTING 32.00

341350 PACIFIC GAS AND ELECTRIC CO GAS 2,753.90

Senior Programs

341309 COSTCO SUPPLIES 575.00

341350 PACIFIC GAS AND ELECTRIC CO GAS 1,835.92

Recreation Classes/Prog

341231 EDUCATION TO GO CONTRACTOR PAYMENT 124.50

341232 GARRISON, JACQUELYN CONTRACTOR PAYMENT 688.20

341290 BIG SKY LOGOS AND EMBROIDERY SHIRTS 1,476.42

341294 CARIASO, ANGELICA CONTRACTOR PAYMENT 418.20

341327 INCREDIFLIX CONTRACTOR PAYMENT 1,782.00

341331 JUMP BUNCH CONTRACTOR PAYMENT 235.20

341334 KOVALICK, LUANNE CONTRACTOR PAYMENT 268.32

341356 STARGAZERS/TRACI MARTIN CONTRACTOR PAYMENT 666.50

341363 WE ARE ONE PRODUCTIONS CONTRACTOR PAYMENT 3,376.80

Recreation Sports Programs

341266 STATE OF CALIFORNIA FINGERPRINTING 32.00

341300 CONCORD SOFTBALL UMPIRES UMPIRE FEES 2,288.00

341321 GOLDEN STATE WARRIORS CAMP SHIRTS 200.00

341332 KIDZ LOVE SOCCER INC CONTRACTOR PAYMENT 1,998.00

341348 ORCHARD SUPPLY HARDWARE SUPPLIES 129.68

Prepared by: Georgina Meek
 Finance Accounting

CITY OF ANTIOCH
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341350 PACIFIC GAS AND ELECTRIC CO	ELECTRIC	1,418.04
Recreation Concessions		
341309 COSTCO	SUPPLIES	367.95
Recreation-New Comm Cntr		
341225 BAY BUILDING MAINTENANCE INC	CUSTODIAL SERVICES	995.00
341229 DIABLO LIVE SCAN	FINGERPRINTING	20.00
341242 MARLIES CLEANING SERVICE	CLEANING SERVICE	277.00
341266 STATE OF CALIFORNIA	FINGERPRINTING	32.00
341272 WESCO RECEIVABLES CORP	SUPPLIES	176.92
341285 BANK OF AMERICA	SUPPLIES	75.00
341337 LOWES COMPANIES INC	SUPPLIES	19.23
341348 ORCHARD SUPPLY HARDWARE	SUPPLIES	84.26
221 Asset Forfeiture Fund		
Non Departmental		
341302 CONTRA COSTA COUNTY	ASSET FORFEITRUE	459.87
341303 CONTRA COSTA COUNTY	ASSET FORFEITURE	710.15
229 Pollution Elimination Fund		
Channel Maintenance Operation		
341221 ANKA BEHAVIORAL HEALTH INC	LANDSCAPE SERVICES	5,520.00
341229 DIABLO LIVE SCAN	FINGERPRINTING	20.00
341266 STATE OF CALIFORNIA	FINGERPRINTING	64.00
341311 DELTA FENCE CO	SUPPLIES	81.46
251 Lone Tree SLLMD Fund		
Lonetree Maintenance Zone 1		
341348 ORCHARD SUPPLY HARDWARE	PVC FITTINGS	4.78
341350 PACIFIC GAS AND ELECTRIC CO	ELECTRIC	768.79
Lonetree Maintenance Zone 2		
341253 PACIFIC COAST LANDSCAPE MGMT INC	LANDSCAPE SERVICES	3,710.67
341350 PACIFIC GAS AND ELECTRIC CO	ELECTRIC	669.27
Lonetree Maintenance Zone 3		
341253 PACIFIC COAST LANDSCAPE MGMT INC	LANDSCAPE SERVICES	968.00
341350 PACIFIC GAS AND ELECTRIC CO	ELECTRIC	1,100.92
Lonetree Maintenance Zone 4		
341250 ODYSSEY LANDSCAPE CO INC	LANDSCAPE SERVICES	825.00
341350 PACIFIC GAS AND ELECTRIC CO	ELECTRIC	290.36
252 Downtown SLLMD Fund		
Downtown Maintenance		
341350 PACIFIC GAS AND ELECTRIC CO	ELECTRIC	371.78
253 Almondridge SLLMD Fund		
Almondridge Maintenance		
341250 ODYSSEY LANDSCAPE CO INC	LANDSCAPE SERVICES	1,175.00
341350 PACIFIC GAS AND ELECTRIC CO	ELECTRIC	200.95
254 Hillcrest SLLMD Fund		
Hillcrest Maintenance Zone 1		
341350 PACIFIC GAS AND ELECTRIC CO	ELECTRIC	800.80

CITY OF ANTIOCH
 CLAIMS BY FUND REPORT
 FOR THE PERIOD OF
 SEPTEMBER 6-19,2012
 FUND/CHECK#

Hillcrest Maintenance Zone 2

341350 PACIFIC GAS AND ELECTRIC CO ELECTRIC 706.28

Hillcrest Maintenance Zone 4

341253 PACIFIC COAST LANDSCAPE MGMT INC LANDSCAPE SERVICES 7,713.00

341350 PACIFIC GAS AND ELECTRIC CO ELECTRIC 582.30

255 Park 1A Maintenance District Fund

Park 1A Maintenance District

341349 PACHECO BROTHERS GARDENING INC LANDSCAPE SERVICES 160.00

341350 PACIFIC GAS AND ELECTRIC CO ELECTRIC 165.57

256 Citywide 2A Maintenance District Fund

Citywide 2A Maintenance Zone 3

341350 PACIFIC GAS AND ELECTRIC CO ELECTRIC 73.61

Citywide 2A Maintenance Zone 4

341350 PACIFIC GAS AND ELECTRIC CO ELECTRIC 363.15

Citywide 2A Maintenance Zone 5

341350 PACIFIC GAS AND ELECTRIC CO ELECTRIC 385.32

Citywide 2A Maintenance Zone 6

341350 PACIFIC GAS AND ELECTRIC CO ELECTRIC 210.67

Citywide 2A Maintenance Zone 8

341350 PACIFIC GAS AND ELECTRIC CO ELECTRIC 261.69

Citywide 2A Maintenance Zone 9

341253 PACIFIC COAST LANDSCAPE MGMT INC LANDSCAPE SERVICES 5,990.00

341350 PACIFIC GAS AND ELECTRIC CO ELECTRIC 458.35

Citywide 2A Maintenance Zone10

341250 ODYSSEY LANDSCAPE CO INC LANDSCAPE SERVICES 745.00

341350 PACIFIC GAS AND ELECTRIC CO ELECTRIC 100.16

257 SLLMD Administration Fund

SLLMD Administration

341337 LOWES COMPANIES INC SUPPLIES 112.63

341348 ORCHARD SUPPLY HARDWARE FISH FOOD 74.66

259 East Lone Tree SLLMD Fund

Zone 1-District 10

341250 ODYSSEY LANDSCAPE CO INC LANDSCAPE SERVICES 1,200.00

341254 PACIFIC GAS AND ELECTRIC CO ELECTRIC 61.43

341350 PACIFIC GAS AND ELECTRIC CO ELECTRIC 23.07

311 Capital Improvement Fund

Measure WW

341238 KARSTE CONSULTING INC CONSULTANT SERVICES 240.00

341249 ODIN SYSTEMS INC SURVEILLANCE CAMERAS 43,048.25

Public Buildings & Facilities

341238 KARSTE CONSULTING INC CONSULTANT SERVICES 3,360.00

341288 BEALS ALLIANCE INC DESIGN SERVICE 14,388.45

341299 COMMERCIAL POOL SYSTEMS INC POOL REPAIR 2,098.14

341306 CONTRA COSTA COUNTY SYSTEM PLAN CHECK FEES 3,335.00

CITY OF ANTIOCH
 CLAIMS BY FUND REPORT
 FOR THE PERIOD OF
 SEPTEMBER 6-19,2012
 FUND/CHECK#

312 Prewett Family Park Fund		
Non Departmental		
341285	BANK OF AMERICA	SIGN 132.16
341343	NARDUCCI, TIM	EVENT ENTERTAINMENT 700.00
416 Honeywell Capital Lease Fund		
Non Departmental		
341222	BANK OF AMERICA	LOAN PAYMENT 42,588.54
569 Vehicle Replacement Fund		
Equipment Maintenance		
341344	NATIONAL AUTO FLEET GROUP	VEHICLE (3) PURCHASE 75,712.47
570 Equipment Maintenance Fund		
Non Departmental		
341325	HUNT AND SONS INC	FUEL 16,077.93
Equipment Maintenance		
341267	SUPERIOR AUTO PARTS	RADIATOR HOSE 14.99
341268	TRED SHED, THE	TIRES 2,685.96
341271	WALNUT CREEK FORD	COOLING FAN 587.91
341280	ANTIOCH AUTO PARTS	AUTO PARTS STOCK 577.70
341281	ARROWHEAD 24 HOUR TOWING INC	TOWING SERVICES 191.25
341295	CHUCKS BRAKE AND WHEEL SERVICE	MASTER CYLINDER 161.29
341313	EAST BAY TIRE CO	TIRES 1,033.91
341337	LOWES COMPANIES INC	SUPPLIES 32.40
341346	OFFICE MAX INC	OFFICE SUPPLIES 39.28
341350	PACIFIC GAS AND ELECTRIC CO	ELECTRIC 553.03
341354	PURSUIT NORTH	VEHICLE EQUIPMENT 2,703.44
918011	COAST OIL COMPANY	SUPPLIES 2,095.65
573 Information Services Fund		
Non Departmental		
341223	BANK OF AMERICA	EE COMPUTER PURCHASE 7,171.77
Network Support & PCs		
341297	COMCAST	INTERNET SERVICE 78.27
341312	DIGITAL SERVICES	WEBSITE MAINTENANCE 1,885.00
918014	GRAINGER INC	SUPPLIES 120.12
Telephone System		
341282	AT AND T MCI	PHONE 174.06
GIS Support Services		
341293	CALIFORNIA SURVEYING & DRAFTING	PAPER 322.74
341339	MEFFORD, ANNETTE R	EXPENSE REIMBURSEMENT 212.80
Office Equipment Replacement		
918012	COMPUTERLAND	HP LASERJET PRINTER 756.67
577 Post Retirement Medical-Police Fund		
Non Departmental		
341364	RETIREE	MEDICAL AFTER RETIREMENT 498.44
580 Loss Control Fund		
Human Resources		
341236	IEDA INC	PROFESSIONAL SERVICES 3,884.46

Prepared by: Georgina Meek
 Finance Accounting

CITY OF ANTIOCH
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 FOR THE PERIOD OF
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341245 MUNICIPAL POOLING AUTHORITY	12/13 WORK COMP INSURANCE	663,189.00
611 Water Fund		
Non Departmental		
341219 AMERICAN TEXTILE AND SUPPLY INC	RAGS	720.51
341260 ROBERTS AND BRUNE CO	SUPPLIES	7,209.76
341272 WESCO RECEIVABLES CORP	SUPPLIES	148.09
341273 WILCO SUPPLY	KEY RINGS & TAGS	172.43
341346 OFFICE MAX INC	OFFICE SUPPLIES	1,701.69
Water Supervision		
341296 COLEY, TIMOTHY P	EXPENSE REIMBURSEMENT	24.85
Water Production		
341216 ACE HARDWARE, ANTIOCH	EXTENSION POLE	52.88
341220 ANIMAL DAMAGE MANAGEMENT	PEST CONTROL SERVICE	125.00
341230 DREAM RIDE ELEVATOR	ELEVATOR SERVICE	475.00
341237 KARL NEEDHAM ENTERPRISES INC	EQUIPMENT RENTAL	40,383.56
341241 M AND L OVERHEAD DOORS	GATE SERVICE	150.00
341253 PACIFIC COAST LANDSCAPE MGMT INC	LANDSCAPE SERVICES	857.00
341257 POLYDYNE INC	POLYMER	2,530.00
341265 SPAULDING, ANN B	CONSULTING SERVICES	4,715.55
341278 ACE HARDWARE, ANTIOCH	SUPPLIES	40.65
341318 FISHER SCIENTIFIC COMPANY	LAB SUPPLIES	62.91
341319 FOSTER, GARY A	COURSE REIMBURSEMENT	50.00
341322 HARRIS, MARK A	EXPENSE REIMBURSEMENT	111.55
341337 LOWES COMPANIES INC	SUPPLIES	94.35
341350 PACIFIC GAS AND ELECTRIC CO	ELECTRIC	162,246.91
341355 REINHOLDT ENGINEERING CONSTR	DIESEL TANK INSPECTION	250.00
341361 UNIVAR USA INC	CAUSTIC	11,338.89
918001 AIRGAS SPECIALTY PRODUCTS	AMMONIA	1,917.60
918003 EUROFINS EATON ANALYTICAL INC	WATER TESTING/ANALYSIS	75.00
918004 GENERAL CHEMICAL CORP	ALUM	13,122.78
918005 GRAINGER INC	PIPE PLUG	135.00
918008 NTU TECHNOLOGIES INC	POLYMER	1,350.00
918013 GENERAL CHEMICAL CORP	ALUM	13,006.99
918015 LEES BUILDING MAINTENANCE	JANITORIAL SUPPLIES	658.60
918017 SIERRA CHEMICAL CO	HYDROFLUOSILICIC ACID	12,142.51
918018 THYSSEN KRUPP ELEVATOR CORP	ELEVATOR SERVICE	120.00
Water Distribution		
341216 ACE HARDWARE, ANTIOCH	SPRAY CAN HANDLE	4.86
341228 COUNTY ASPHALT	ASPHALT	1,274.70
341238 KARSTE CONSULTING INC	CONSULTING SERVICES	1,320.00
341251 OFFICE MAX INC	OFFICE SUPPLIES	100.59
341260 ROBERTS AND BRUNE CO	PIPE & FITTINGS	527.97
341266 STATE OF CALIFORNIA	FINGERPRINTING	32.00
341278 ACE HARDWARE, ANTIOCH	SUPPLIES	7.78
341337 LOWES COMPANIES INC	SUPPLIES	152.21
341346 OFFICE MAX INC	OFFICE SUPPLIES	300.39

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CITY OF ANTIOCH
 CLAIMS BY FUND REPORT
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Water Meter Reading

918002 BADGER METER INC REGISTERS 1,509.72

Warehouse & Central Stores

341346 OFFICE MAX INC OFFICE SUPPLIES 6.50

612 Water Line Expansion Fund

Water Systems

341270 UNIVERSAL UNDERGROUND INC WATER MAIN PROJECT 98,726.37

621 Sewer Fund

Sewer-Wastewater Collection

341228 COUNTY ASPHALT ASPHALT 1,274.70

341256 PCS MOBILE INTEL CORE WINDOWS 4,090.77

341262 SAINS, THOMAS P EXPENSE REIMBURSEMENT 121.78

341278 ACE HARDWARE, ANTIOCH SUPPLIES 3.89

341337 LOWES COMPANIES INC SUPPLIES 53.90

631 Marina Fund

Marina Administration

341251 OFFICE MAX INC OFFICE SUPPLIES 19.21

341286 BAY AREA AIR QUALITY MGMT DIST RENEWAL PERMIT FEE 170.00

341287 BAY AREA NEWS GROUP LEGAL AD 58.18

341346 OFFICE MAX INC OFFICE SUPPLIES 62.49

341350 PACIFIC GAS AND ELECTRIC CO ELECTRIC 3,011.21

Marina Maintenance

341250 ODYSSEY LANDSCAPE CO INC LANDSCAPE SERVICES 890.00

341258 REINHOLDT ENGINEERING CONSTR SYSTEM TESTING 680.00

341337 LOWES COMPANIES INC SUPPLIES 94.22

918006 ICR ELECTRICAL CONTRACTORS ELECTRICAL SERVICES 1,459.56

918015 LEES BUILDING MAINTENANCE JANITORIAL SUPPLIES 1,355.14

641 Prewett Water Park Fund

Non Departmental

341263 SHAVER, CAROL DEPOSIT REFUND 500.00

341292 BUSBY, NATALIE DEPOSIT REFUND 500.00

341323 HARRIS, PATRICIA DEPOSIT REFUND 500.00

Rec - Prewett Admin

341350 PACIFIC GAS AND ELECTRIC CO GAS 16,257.70

Recreation Aquatics

341243 MUIR, ROXANNE CONTRACTOR PAYMENT 105.00

341329 JEFF ELLIS AND ASSOCIATES INC LIFEGUARD LICENSE 112.00

341341 MUIR, ROXANNE CONTRACTOR PAYMENT 140.00

Recreation Water Park

341229 DIABLO LIVE SCAN FINGERPRINTING 280.00

341266 STATE OF CALIFORNIA FINGERPRINTING 608.00

341269 UNIVAR USA INC CHEMICALS 1,666.13

341283 ATCO INTERNATIONAL SUPPLIES 484.00

341284 AUTOMATIC DOOR SYSTEMS INC DOOR REPAIR 335.03

341285 BANK OF AMERICA SUPPLIES 1,342.32

341298 COMCAST MONTHLY DMX SERVICE 53.31

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 Finance Accounting

CITY OF ANTIOCH
 CLAIMS BY FUND REPORT
 FOR THE PERIOD OF
 SEPTEMBER 6-19,2012
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341299	COMMERCIAL POOL SYSTEMS INC	SUPPLIES	4,091.55
341324	HILLYARD INDUSTRIES	SUPPLIES	212.76
341333	KNORR SYSTEMS INC	SUPPLIES	610.63
341337	LOWES COMPANIES INC	SUPPLIES	1,506.28
341346	OFFICE MAX INC	OFFICE SUPPLIES	82.48
341361	UNIVAR USA INC	CHEMICALS	4,508.36
918014	GRAINGER INC	FLUSH VALVES	1,855.81
Rec Prewett Concessions			
341291	BIMBO BAKERIES USA	CONCESSION SUPPLIES	180.10
341326	ICEE COMPANY, THE	SUPPLIES	845.85
721 Employee Benefits Fund			
Non Departmental			
341304	CONTRA COSTA COUNTY	PAYROLL DEDUCTIONS	50.00
341305	CONTRA COSTA COUNTY	PAYROLL DEDUCTIONS	400.00
341347	OPERATING ENGINEERS LOCAL NO 3	PAYROLL DEDUCTIONS	747.55
341351	PARS	PAYROLL DEDUCTIONS	3,210.35
341352	PERS LONG TERM CARE	PAYROLL DEDUCTIONS	97.27
341353	PERS	PAYROLL DEDUCTIONS	280,454.00
341358	STATE OF FLORIDA DISBURSE UNIT	PAYROLL DEDUCTIONS	150.00
341362	US DEPT OF EDUCATION	PAYROLL DEDUCTIONS	305.53
918016	NATIONWIDE RETIREMENT SOLUTIONS	PAYROLL DEDUCTIONS	20,580.71
918019	VANTAGEPOINT TRANSFER AGENTS	PAYROLL DEDUCTIONS	1,687.48



STAFF REPORT TO THE CITY COUNCIL
FOR CONSIDERATION AT THE COUNCIL MEETING OF SEPTEMBER 25, 2012

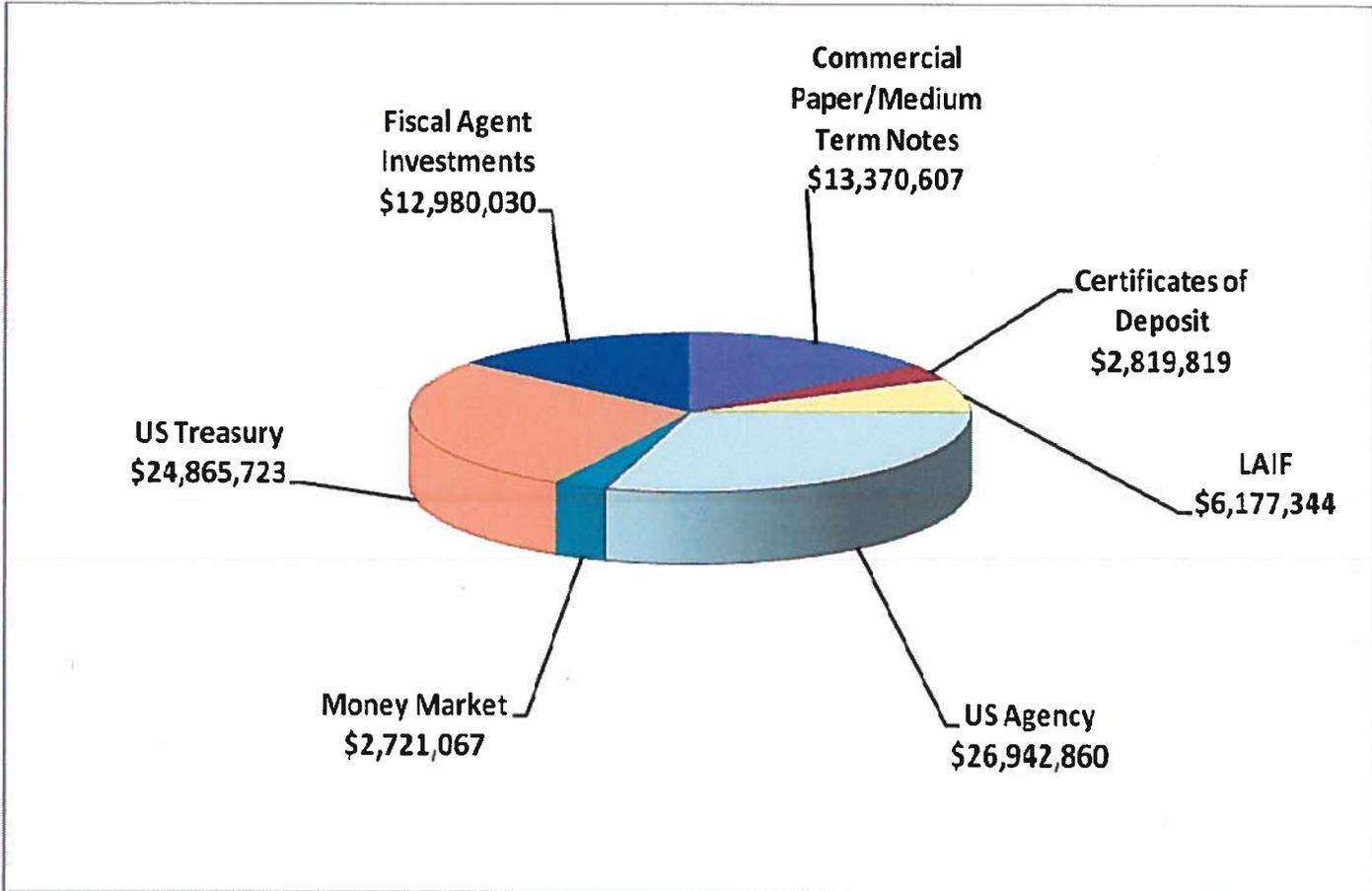
SUBMITTED BY: Donna Conley, City Treasurer
DATE: September 19, 2012
SUBJECT: Treasurer's Report – AUGUST 2012

RECOMMENDATION: Review and file.

C
9-25-2012

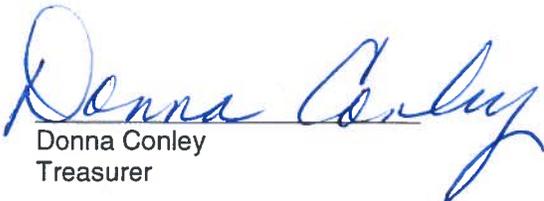
**CITY OF ANTIOCH
SUMMARY REPORT ON THE CITY'S INVESTMENTS**

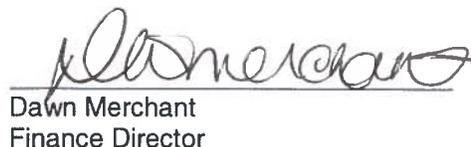
AUGUST 31, 2012



Total of City and Fiscal Agent Investments = \$89,877,450

All City investments are shown above and conform to the City Investment Policy. All investment transactions during this period are included in this report. As Treasurer of the City of Antioch and Finance Director of the City of Antioch, we hereby certify that sufficient investment liquidity and anticipated revenue are available to meet the next six (6) months' estimated expenditures.


Donna Conley
Treasurer


Dawn Merchant
Finance Director

**Summary of Fiscal Agent Balances by
Debt Issue**

	<u>Amount</u>
Antioch Public Financing Authority 2003 Water Revenue Bonds	903,143
Antioch Public Financing Authority 2002 Lease Revenue Bonds	8,760
Antioch Public Financing Authority 1998 Reassessment Revenue Bonds	10,036,634
Antioch Development Agency 2009 Tax Allocation Bonds	1,515,933
Antioch Development Agency 2000 Tax Allocation Bonds	83,022
ABAG Lease Revenue Bonds	<u>432,537</u>
	<u><u>\$12,980,030</u></u>



Managed Account Issuer Summary

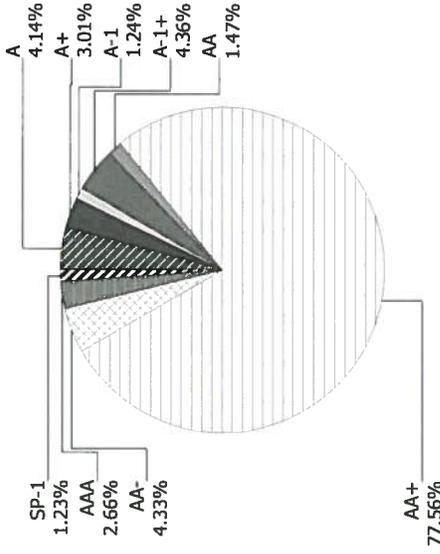
For the Month Ending August 31, 2012

CITY OF ANTIOCH, CA - 04380500

Issuer Summary

Issuer	Market Value of Holdings	Percent
BANK OF NEW YORK	1,033,988.51	1.52
BERKSHIRE HATHAWAY INC	859,921.20	1.26
CATERPILLAR INC	786,851.50	1.15
CITY & COUNTY OF SAN FRANCISCO, CA	586,633.80	0.86
DEERE & COMPANY	961,571.20	1.41
FANNIE MAE	12,257,066.13	17.98
FEDERAL HOME LOAN BANKS	3,037,710.00	4.45
FREDDIE MAC	9,568,128.26	14.03
GENERAL ELECTRIC CO	2,230,974.05	3.27
IBM CORP	1,133,286.80	1.66
JOHNSON & JOHNSON	1,015,549.00	1.49
JP MORGAN CHASE & CO	1,074,398.61	1.58
MET WATER DISTRICT OF SOUTHERN CA	801,413.00	1.18
MITSUBISHI UFJ FINANCIAL GROUP INC	848,688.45	1.24
PROCTER & GAMBLE CO	502,530.00	0.74
ROYAL BANK OF CANADA	1,300,700.96	1.91
STATE OF CALIFORNIA	838,909.50	1.23
TOYOTA MOTOR CORP	1,671,023.55	2.45
UNITED STATES TREASURY	24,936,478.31	36.56
WAL-MART STORES INC	412,892.64	0.61
WELLS FARGO & COMPANY	1,015,889.00	1.49
WESTPAC BANKING CORP NY	1,313,533.00	1.93
Total	\$68,188,137.47	100.00%

Credit Quality (S&P Ratings)



PFM Asset Management LLC



Managed Account Detail of Securities Held

For the Month Ending August 31, 2012

CITY OF ANTIOCH, CA - 04380500

Security Type/Description Dated Date/Coupon/Maturity	CUSIP	S&P Rating	Moody's Rating	Trade Date	Settle Date	Original Cost	YTM at Cost	Accrued Interest	Amortized Cost	Market Value
U.S. Treasury Bond / Note										
US TREASURY NOTES DTD 03/02/2009 1.875% 02/28/2014	912828KF6	AA+	Aaa	04/30/12	05/01/12	2,573,339.84	0.27	129.49	2,559,983.70	2,561,522.50
US TREASURY NOTES DTD 03/31/2009 1.750% 03/31/2014	912828KJ8	AA+	Aaa	10/27/11	10/31/11	3,098,085.94	0.39	22,090.16	3,064,236.87	3,071,718.00
US TREASURY NOTES DTD 05/16/2011 1.000% 05/15/2014	912828OM5	AA+	Aaa	03/27/12	03/29/12	3,799,511.72	0.38	11,107.34	3,789,652.95	3,799,072.27
US TREASURY NOTES DTD 07/15/2011 0.625% 07/15/2014	912828OU7	AA+	Aaa	11/02/11	11/07/11	579,492.19	0.33	468.75	578,129.36	579,177.95
US TREASURY NOTES DTD 07/15/2011 0.625% 07/15/2014	912828OU7	AA+	Aaa	06/20/12	06/21/12	2,841,552.73	0.34	2,302.99	2,839,984.51	2,845,526.45
US TREASURY NOTES DTD 09/15/2011 0.250% 09/15/2014	912828RG7	AA+	Aaa	10/12/11	10/14/11	1,140,701.17	0.53	1,328.13	1,143,495.73	1,150,358.80
US TREASURY NOTES DTD 12/15/2011 0.250% 12/15/2014	912828RV4	AA+	Aaa	01/05/12	01/06/12	1,195,312.50	0.38	639.34	1,196,349.43	1,200,187.20
US TREASURY NOTES DTD 02/15/2012 0.250% 02/15/2015	912828SE1	AA+	Aaa	02/22/12	02/27/12	1,492,207.03	0.43	173.23	1,493,548.22	1,499,766.00
US TREASURY NOTES DTD 03/01/2010 2.375% 02/28/2015	912828MR8	AA+	Aaa	06/20/12	06/21/12	1,578,457.03	0.42	98.41	1,572,789.32	1,578,632.81
US TREASURY NOTES DTD 03/01/2010 2.375% 02/28/2015	912828MR8	AA+	Aaa	04/30/12	05/01/12	2,639,453.13	0.39	164.02	2,623,075.55	2,631,054.69
US TREASURY NOTES DTD 03/15/2012 0.375% 03/15/2015	912828SK7	AA+	Aaa	03/13/12	03/15/12	169,428.91	0.49	294.50	169,516.31	170,478.04
US TREASURY NOTES DTD 03/15/2012 0.375% 03/15/2015	912828SK7	AA+	Aaa	06/27/12	06/28/12	824,355.47	0.40	1,429.18	824,397.49	827,319.90
US TREASURY NOTES DTD 08/02/2010 1.750% 07/31/2015	912828NP1	AA+	Aaa	08/22/12	08/23/12	1,455,453.13	0.39	2,130.43	1,454,993.76	1,458,734.20
US TREASURY NOTES DTD 08/02/2010 1.750% 07/31/2015	912828NP1	AA+	Aaa	06/20/12	06/21/12	1,559,296.88	0.47	2,282.61	1,555,569.95	1,562,929.50



PFM Asset Management LLC



Managed Account Detail of Securities Held

For the Month Ending August 31, 2012

CITY OF ANTIOCH, CA - 04380500

Security Type/Description Dated Date/Coupon/Maturity	CUSIP	Par	S&P Rating	Moody's Rating	Trade Date	Settle Date	Original Cost	YTM at Cost	Accrued Interest	Amortized Cost	Market Value
Security Type Sub-Total											
		24,395,000.00					24,946,647.67	0.38	44,638.58	24,865,723.15	24,936,478.31
Municipal Bond / Note											
CA ST REV BONDS DTD 08/23/2012 2.500% 06/20/2013	130638B68	825,000.00	SP-1	MIG1	08/17/12	08/23/12	839,033.25	0.43	508.56	838,613.66	838,909.50
SAN FRANCISCO CITY & CNTY, CA GO BONDS	797646PU4	230,000.00	AA	Aa2	11/10/11	11/30/11	254,994.10	0.68	2,427.78	247,633.83	249,034.80
METRO WTR DIST AUTH, CA REV BONDS DTD 06/28/2012 0.616% 07/01/2014	59266THP9	575,000.00	AAA	Aa1	06/21/12	06/28/12	575,000.00	0.62	590.33	575,000.00	575,724.50
SAN FRANCISCO CITY & CNTY, CA GO BONDS	797646PV2	300,000.00	AA	Aa2	11/10/11	11/30/11	341,313.00	1.03	3,166.67	332,652.59	337,599.00
METRO WTR DIST AUTH, CA REV BONDS DTD 06/28/2012 0.943% 07/01/2015	59266THO7	225,000.00	AAA	Aa1	06/21/12	06/28/12	225,000.00	0.94	353.63	225,000.00	225,688.50
Security Type Sub-Total											
		2,155,000.00					2,235,340.35	0.65	7,046.97	2,218,900.08	2,226,956.30

Federal Agency Bond / Note

FHLMC GLOBAL NOTES DTD 03/04/2010 1.625% 04/15/2013	3137EACJ6	2,135,000.00	AA+	Aaa	03/03/10	03/04/10	2,132,011.00	1.67	13,106.53	2,134,388.07	2,153,523.26
FHLMC GLOBAL REFERENCE NOTES DTD 03/14/2008 3.500% 05/29/2013	3137EABJ7	575,000.00	AA+	Aaa	03/19/10	03/22/10	604,854.00	1.81	5,143.06	582,127.28	588,992.63
FNMA NOTES DTD 06/17/2011 0.500% 08/09/2013	3135G0BR3	1,450,000.00	AA+	Aaa	11/16/11	11/17/11	1,451,522.50	0.44	443.06	1,450,829.26	1,453,906.30
FNMA GLOBAL NOTES DTD 02/01/2011 1.250% 02/27/2014	3135G0AP8	1,900,000.00	AA+	Aaa	03/17/11	03/18/11	1,903,876.00	1.18	263.89	1,901,980.33	1,931,199.90
FNMA GLOBAL NOTES DTD 02/01/2011 1.250% 02/27/2014	3135G0AP8	3,450,000.00	AA+	Aaa	11/28/11	11/30/11	3,499,990.50	0.60	479.17	3,483,282.70	3,506,652.45
FNMA NOTES DTD 07/18/2011 0.875% 08/28/2014	3135G0BY8	575,000.00	AA+	Aaa	09/29/11	09/30/11	578,588.00	0.66	41.93	577,462.57	581,674.60





Managed Account Detail of Securities Held

For the Month Ending August 31, 2012

CITY OF ANTIOCH, CA - 04380500

Security Type/Description Dated Date/Coupon/Maturity	CUSIP	S&P Rating	Moody's Rating	Trade Date	Settle Date	Original Cost	YTM at Cost	Accrued Interest	Amortized Cost	Market Value
Federal Agency Bond / Note										
FHLMC NOTES DTD 08/12/2011 0.500% 09/19/2014	3134G2YJ5	AA+	Aaa	09/20/11	09/21/11	1,597,863.68	0.55	3,600.00	1,598,533.81	1,605,984.00
FREDDIE MAC GLOBAL NOTES DTD 08/05/2011 0.750% 09/22/2014	3134G2WG3	AA+	Aaa	09/28/11	09/30/11	911,820.00	0.68	3,014.38	911,262.09	918,043.49
FREDDIE MAC GLOBAL NOTES DTD 08/05/2011 0.750% 09/22/2014	3134G2WG3	AA+	Aaa	08/30/11	08/31/11	2,462,838.00	0.58	8,115.63	2,458,664.23	2,471,655.55
FHLB NOTES DTD 11/08/2010 0.875% 12/12/2014	313371PC4	AA+	Aaa	01/19/12	01/19/12	3,028,170.00	0.55	5,760.42	3,022,212.12	3,037,710.00
FANNIE MAE GLOBAL NOTES DTD 04/19/2012 0.500% 05/27/2015	3135G0KM4	AA+	Aaa	04/17/12	04/19/12	1,376,011.80	0.59	1,801.67	1,376,478.35	1,384,714.08
FNMA NOTES (CALLABLE) DTD 08/07/2012 0.500% 08/07/2015	3135G0NG4	AA+	Aaa	08/02/12	08/07/12	3,399,660.00	0.50	1,133.33	3,399,667.51	3,398,918.80
FREDDIE MAC GLOBAL NOTES DTD 07/11/2012 0.500% 08/28/2015	3134G3ZA1	AA+	Aaa	07/30/12	07/31/12	1,827,129.78	0.46	76.04	1,827,071.98	1,829,929.33
Security Type Sub-Total						24,774,335.26	0.73	42,979.11	24,723,960.30	24,862,904.39

Security Type Sub-Total 24,650,000.00

Corporate Note

WELLS FARGO & COMPANY GLOBAL SR NOTES DTD 01/31/2008 4.375% 01/31/2013	949746NY3	A+	A2	01/20/11	01/25/11	1,058,400.00	1.42	3,767.36	1,012,131.77	1,015,889.00
BANK OF NEW YORK MELLON SR NOTES DTD 08/27/2008 5.125% 08/27/2013	06406HBK4	A+	Aa3	04/05/11	04/08/11	678,912.50	1.43	355.90	647,569.84	653,869.38
JOHN DEERE CAPITAL CORP NOTE DTD 03/03/2011 1.600% 03/03/2014	24422ERA9	A	A2	02/28/11	03/03/11	499,505.00	1.63	3,955.56	499,748.57	508,103.50
CATERPILLAR FINANCIAL SE CORP NOTE DTD 04/01/2011 1.650% 04/01/2014	14912L4T5	A	A2	03/24/11	04/01/11	250,197.50	1.62	1,718.75	250,105.41	254,338.50
WAL MART STORES INC. CORP NOTES DTD 04/18/2011 1.625% 04/15/2014	931142DA8	AA	Aa2	04/11/11	04/18/11	403,906.50	1.72	2,486.25	404,400.13	412,892.64



PFM Asset Management LLC



For the Month Ending August 31, 2012

Managed Account Detail of Securities Held

CITY OF ANTIOCH, CA - 04380500

Security Type/Description	Dated Date/Coupon/Maturity	CUSIP	S&P Rating	Moody's Rating	Trade Date	Settle Date	Original Cost	YTM at Cost	Accrued Interest	Amortized Cost	Market Value	
Corporate Note												
IBM CORP GLOBAL NOTES DTD 05/12/2011 1.250% 05/12/2014		459200GW5	AA-	Aa3	05/09/11	05/12/11	814,233.90	1.28	3,084.55	814,563.08	828,017.18	
JOHNSON & JOHNSON GLOBAL NOTE DTD 05/20/2011 1.200% 05/15/2014		478160AX2	AAA	Aaa	05/17/11	05/20/11	998,830.00	1.24	3,533.33	999,326.31	1,015,549.00	
CATERPILLAR FINANCIAL SE NOTES DTD 05/20/2011 1.375% 05/20/2014		14912L4V0	A	A2	05/17/11	05/20/11	274,854.25	1.39	1,060.85	274,915.74	278,949.00	
JP MORGAN CHASE & CO NOTES DTD 05/18/2009 4.650% 06/01/2014		46625HHN3	A	A2	12/19/11	12/22/11	1,062,853.30	2.43	11,741.25	1,048,190.55	1,074,398.61	
PROCTER & GAMBLE CO CORP NOTES DTD 08/15/2011 0.700% 08/15/2014		742718DU0	AA-	Aa3	08/10/11	08/15/11	497,945.00	0.84	155.56	498,654.66	502,530.00	
BERKSHIRE HATHAWAY INC (FLOATING) NOTES DTD 08/15/2011 1.135% 08/15/2014		084670BA5	AA+	Aa2	08/10/11	08/15/11	850,000.00	0.98	455.38	850,000.00	859,921.20	
GENERAL ELEC CAP CORP GLOBAL NOTES DTD 01/09/2012 2.150% 01/09/2015		36962G5M2	AA+	A1	05/23/12	05/29/12	1,061,434.50	1.72	3,260.83	1,060,343.51	1,081,996.65	
GENERAL ELEC CAP CORP GLOBAL NOTES DTD 01/09/2012 2.150% 01/09/2015		36962G5M2	AA+	A1	01/04/12	01/09/12	1,113,840.40	2.19	3,462.69	1,114,083.37	1,148,977.40	
IBM CORP GLOBAL NOTES DTD 02/06/2012 0.550% 02/06/2015		459200HB0	AA-	Aa3	02/01/12	02/06/12	303,508.55	0.72	116.49	303,789.25	305,269.62	
BANK OF NEW YORK MELLON (CALLABLE) NOTES DTD 02/21/2012 1.200% 02/20/2015		06406HCC1	A+	Aa3	02/13/12	02/21/12	374,658.75	1.23	137.50	374,717.91	380,119.13	
CATERPILLAR FIN CORP NOTES DTD 05/30/2012 1.100% 05/29/2015		14912L5D9	A	A2	05/22/12	05/30/12	249,920.00	1.11	695.14	249,926.65	253,564.00	
JOHN DEERE CAPITAL CORP GLOBAL NOTES DTD 06/29/2012 0.950% 06/29/2015		24422ERS0	A	A2	06/26/12	06/29/12	449,878.50	0.96	736.25	449,885.39	453,467.70	
Security Type Sub-Total							10,942,878.65	1.51	40,723.64	10,852,352.14	11,027,852.51	
Commercial Paper												



PFM Asset Management LLC



Managed Account Detail of Securities Held

For the Month Ending August 31, 2012

CITY OF ANTIOCH, CA - 04380500

Security Type/Description	Dated Date/Coupon/Maturity	CUSIP	S&P Rating	Moody's Rating	Trade Date	Settle Date	Original Cost	YTM at Cost	Accrued Interest	Amortized Cost	Market Value	
Commercial Paper												
BANK OF TOKYO MITSUBISHI COMM PAPER	065388M03	850,000.00	A-1	P-1	08/22/12	08/23/12	848,809.29	0.41	0.00	848,896.41	848,688.45	
- 0.000% 12/24/2012												
TOYOTA MOTOR CREDIT CORP COMM PAPER	892333GSH0	1,675,000.00	A-1+	P-1	08/22/12	08/23/12	1,669,161.23	0.47	0.00	1,669,358.05	1,671,023.55	
- 0.000% 05/17/2013												
Security Type Sub-Total		2,525,000.00					2,517,970.52	0.45	0.00	2,518,254.46	2,519,712.00	
Certificate of Deposit												
ROYAL BANK OF CANADA NY CERT DEPOS DTD 02/10/2012 0.490% 02/08/2013	78009NDY9	1,300,000.00	A-1+	P-1	02/08/12	02/10/12	1,300,000.00	0.49	3,609.67	1,300,000.00	1,300,700.96	
WESTPAC BANKING CORP NY (FLOAT) CD DTD 02/16/2012 1.387% 02/14/2014	96121TLT3	1,300,000.00	AA-	Aa2	02/14/12	02/16/12	1,300,000.00	1.47	901.55	1,300,000.00	1,313,533.00	
Security Type Sub-Total		2,600,000.00					2,600,000.00	0.98	4,511.22	2,600,000.00	2,614,233.96	
Managed Account Sub-Total		67,100,000.00					68,017,172.45	0.73	139,899.52	67,779,190.13	68,188,137.47	
Securities Sub-Total		\$67,100,000.00					\$68,017,172.45	0.73%	\$139,899.52	\$67,779,190.13	\$68,188,137.47	
Accrued Interest											\$139,899.52	
Total Investments											\$68,328,036.99	





Managed Account Security Transactions & Interest

For the Month Ending August 31, 2012

CITY OF ANTIOCH, CA - 04380500

Transaction Type	Trade	Settle	Security Description	CUSIP	Par	Principal Proceeds	Accrued Interest	Total	Realized G/L Cost	Realized G/L Amort Cost	Sale Method
BUY											
	08/02/12	08/07/12	FNMA NOTES (CALLABLE) DTD 08/07/2012 0.500% 08/07/2015	3135G0NG4	3,400,000.00	(3,399,660.00)	0.00	(3,399,660.00)			
	08/17/12	08/23/12	CA ST REV BONDS CA ST REV BONDS	130638B68	825,000.00	(839,033.25)	0.00	(839,033.25)			
	08/22/12	08/23/12	US TREASURY NOTES DTD 08/23/2012 2.500% 06/20/2013	912828NP1	1,400,000.00	(1,455,453.13)	(1,531.25)	(1,456,984.38)			
	08/22/12	08/23/12	BANK OF TOKYO MITSUBISHI COMM PAPER DTD 08/02/2010 1.750% 07/31/2015	06538BMO3	850,000.00	(848,809.29)	0.00	(848,809.29)			
	08/22/12	08/23/12	TOYOTA MOTOR CREDIT CORP COMM PAPER -- 0.000% 12/24/2012	89233GSH0	1,675,000.00	(1,669,161.23)	0.00	(1,669,161.23)			
			-- 0.000% 05/17/2013								
Transaction Type Sub-Total					8,150,000.00	(8,212,116.90)	(1,531.25)	(8,213,648.15)			

INTEREST

08/01/12	08/01/12		MONEY MARKET FUND	MONEY0002	0.00	0.00	0.31	0.31			
08/06/12	08/06/12		IBM CORP GLOBAL NOTES	459200HB0	305,000.00	0.00	838.75	838.75			
08/09/12	08/09/12		DTD 02/06/2012 0.550% 02/06/2015								
08/09/12	08/09/12		FNMA NOTES	3135G0BR3	2,980,000.00	0.00	7,450.00	7,450.00			
08/14/12	08/14/12		WESTPAC BANKING CORP NY (FLOAT) CD	96121TLT3	1,300,000.00	0.00	4,707.09	4,707.09			
08/15/12	08/15/12		DTD 02/16/2012 1.387% 02/14/2014								
08/15/12	08/15/12		US TREASURY NOTES	912828SE1	1,500,000.00	0.00	1,875.00	1,875.00			
08/15/12	08/15/12		BERKSHIRE HATHAWAY INC (FLOATING) NOTES	084670BA5	850,000.00	0.00	2,534.66	2,534.66			
08/15/12	08/15/12		PROCTER & GAMBLE CO CORP NOTES	742718DU0	500,000.00	0.00	1,750.00	1,750.00			
08/20/12	08/20/12		BANK OF NEW YORK MELLON (CALLABLE) NOTES	06406HCC1	375,000.00	0.00	2,237.50	2,237.50			
			DTD 02/21/2012 1.200% 02/20/2015								





Managed Account Security Transactions & Interest

For the Month Ending August 31, 2012

CITY OF ANTIOCH, CA - 04380500

Transaction Type	Trade	Settle	Security Description	CUSIP	Par	Principal Proceeds	Accrued Interest	Total	Realized G/L Cost	Realized G/L Amort Cost	Sale Method
INTEREST											
08/27/12	08/27/12		FNMA GLOBAL NOTES DTD 02/01/2011 1.250% 02/27/2014	3135G0AP8	3,450,000.00	0.00	21,562.50	21,562.50			
08/27/12	08/27/12		BANK OF NEW YORK MELLON SR NOTES	06406HBK4	625,000.00	0.00	16,015.63	16,015.63			
08/27/12	08/27/12		FNMA GLOBAL NOTES DTD 08/27/2008 5.125% 08/27/2013	3135G0AP8	1,900,000.00	0.00	11,875.00	11,875.00			
08/28/12	08/28/12		FNMA NOTES DTD 02/01/2011 1.250% 02/27/2014	3135G0BY8	575,000.00	0.00	2,515.63	2,515.63			
08/28/12	08/28/12		FNMA NOTES DTD 07/18/2011 0.875% 08/28/2014	3134G3ZA1	1,825,000.00	0.00	1,191.32	1,191.32			
08/28/12	08/28/12		FREDDIE MAC GLOBAL NOTES DTD 07/11/2012 0.500% 08/28/2015	912828KF6	2,500,000.00	0.00	23,437.50	23,437.50			
08/31/12	08/31/12		US TREASURY NOTES DTD 03/02/2009 1.875% 02/28/2014	912828MR8	1,500,000.00	0.00	17,812.50	17,812.50			
08/31/12	08/31/12		US TREASURY NOTES DTD 03/01/2010 2.375% 02/28/2015	912828MR8	2,500,000.00	0.00	29,687.50	29,687.50			
Transaction Type Sub-Total						0.00	145,490.89	145,490.89			

SELL											
08/02/12	08/07/12		FREDDIE MAC GLOBAL NOTES DTD 10/20/2011 0.500% 10/15/2013	3134G23H3	445,000.00	446,339.45	692.22	447,031.67	1,490.75	1,430.34	SPEC LOT
08/02/12	08/07/12		FNMA GLOBAL BENCHMARK NOTES DTD 09/26/2003 4.625% 10/15/2013	31359MTG8	2,775,000.00	2,919,161.25	39,929.17	2,959,090.42	(101,526.15)	11,016.06	SPEC LOT
08/21/12	08/23/12		FANNIE MAE GLOBAL NOTES DTD 08/06/2010 1.000% 09/23/2013	31398A2S0	1,825,000.00	1,839,819.00	7,604.17	1,847,423.17	19,637.00	16,876.58	SPEC LOT
08/21/12	08/23/12		FNMA NOTES DTD 06/17/2011 0.500% 08/09/2013	3135G0BR3	1,530,000.00	1,533,947.40	297.50	1,534,244.90	2,340.90	3,051.71	SPEC LOT
08/22/12	08/23/12		FREDDIE MAC GLOBAL NOTES DTD 10/20/2011 0.500% 10/15/2013	3134G23H3	1,400,000.00	1,403,780.00	2,488.89	1,406,268.89	4,256.00	4,055.28	SPEC LOT
Transaction Type Sub-Total						8,143,047.10	51,011.95	8,194,059.05	(73,801.50)	36,429.97	

Managed Account Sub-Total						(69,069.80)	194,971.59	125,901.79	(73,801.50)	36,429.97	
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Managed Account Security Transactions & Interest

For the Month Ending August 31, 2012

CITY OF ANTIOCH, CA - 04380500

Total Security Transactions

(\$69,069.80) \$194,971.59 \$125,901.79 (\$73,801.50) \$36,429.97



PFM Asset Management LLC

**STAFF REPORT TO THE MAYOR AND CITY COUNCIL FOR
CONSIDERATION AT THE COUNCIL MEETING OF September 25th 2012**

From: Allan Cantando, Chief of Police
Prepared By: Leonard Orman, Police Captain
Date: September 18, 2012
Subject: **Approve Supplemental Law Enforcement Services Fund Monies**

RECOMMENDATION

Receive and file the report and approve Supplemental Law Enforcement Services Fund Monies.

BACKGROUND

The State of California provides annual funding to local law enforcement agencies to supplement law enforcement services pursuant to the adoption of AB2885. The monies are received by counties and disseminated to the local jurisdictions.

Pursuant to Government Code Section 30061(c)(1), counties must hold public hearings in September to consider front-line funding requests made by county entities. In the case of a city, the city council shall appropriate existing and anticipated monies exclusively to fund front-line municipal services, in accordance with written requests submitted by the Chief of Police of that City or the Chief Administrator of the law enforcement agency that provides police services for the city. These written requests shall be acted upon by the City Council in the same manner as specified in paragraph (1) for county appropriations.

For the 2012/2013 allocation our City will receive an estimated \$150,000 that will fund a percentage of one Community Policing Officer position. Payment allocations will be made on quarterly basis.

There is a strong possibility of further reductions in the State budget that could reduce our current proposed allocation in the future.

FISCAL IMPACT

Revenues of an estimated \$150,000 for the 2012/2013 allocation based on the current fiscal years allocation.

**STAFF REPORT TO THE CITY COUNCIL
FOR CONSIDERATION AT THE MEETING OF SEPTEMBER 25, 2012**

Prepared by: Duane Anderson, Water Treatment Plant Superintendent **DA**
Approved by: Ron Bernal, Director of Public Works/City Engineer
Date: September 20, 2012
Subject: Water Treatment Plant - Remove/Install Granular Activated Carbon
(Bid No. 968-0919-12C)

RECOMMENDATION

Staff recommends City Council award the Remove/Install Granular Activated Carbon bid and issuance of a purchase order to Carbon Activated Corporation, Compton, CA the overall low bidder in the amount of \$464,000.

BACKGROUND

The Department of Public Works published the Remove/Install Granular Activated Carbon request for bids on August 27, 2012. The bid closed on September 19, 2012. We received three (3) responding bidders and all responding bids qualified.

The Water Treatment Plant has two surface water treatment plants with a total of 18 granular activated carbon filters, A Plant has eight (8) filters and B Plant has ten (10) filters. Granular Activated Carbon helps reduce taste and odor, total organic carbon and disinfection by-products. The filter media (GAC) has a life expectancy of 4 to 5 years at which time it must be replaced with new material. This project consists of removing the old media and installing all new carbon filters at B Plant. The filter media in A Plant is scheduled to be replaced in fiscal year 2013/14 as part of the Five Year Capital Improvements Plan.

FISCAL IMPACTS

Funds are allocated in FY12/13 Five Year Capital Improvements Plan from the Water fund.

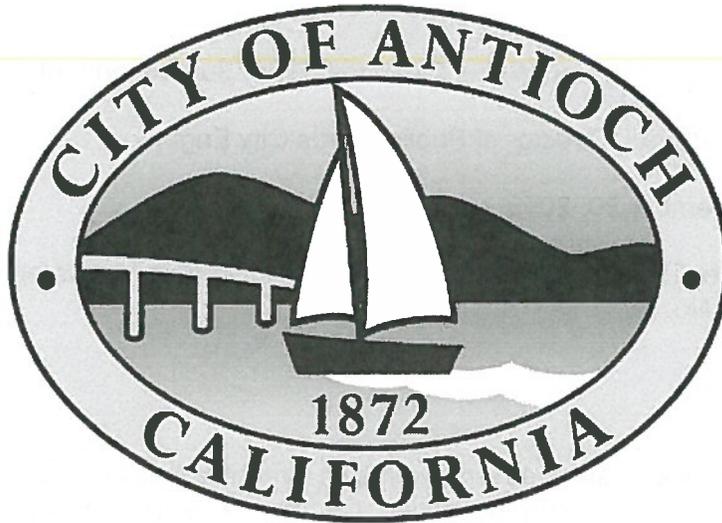
OPTIONS

None. This purchase supports a critical function of the City's water production operations.

ATTACHMENTS

Bid tabulation (reverse).

09/25/12



BID TABULATION

REMOVE/INSTALL GRANULAR ACTIVATED CARBON

BID NO. 968-0919-12C

1	2	3	4
Carbon Activated Corp 250 E Manville St. Compton, Ca 90220 310-885-4555	Prominent Systems 13095 E Temple Ave. City of Industry, Ca 91746 626-858-1888	Calgon Carbon 500 Calgon Carbon Drive Pittsburg, PA 15205 800-422-7266	Clean Harbors 4101 Industrial Way Benicia, Ca 707-747-6699
\$464,000.00	\$468,168.88	\$595,649.00	No Bid

**STAFF REPORT TO THE CITY COUNCIL
FOR CONSIDER AT THE MEETING OF SEPTEMBER 25, 2012**

Prepared by: Victor Carniglia, Consultant for the City of Antioch 
Date: September 19, 2012
Subject: Presentation by BART Staff on Next Segment Station Opportunities for the eBART System

RECOMMENDATION

Staff recommends that the City Council receive the presentation by BART staff on the next segment station opportunities for the eBART system; that Council provide feedback to BART in relation to the City's concerns over the prospective Laurel Road Station site and the Lone Tree Way Station site as summarized in this staff report; as well as other comments/concerns from the City Council.

BART would also like some feedback from City Council members on renaming the "Hillcrest Avenue Station" as the "Antioch Station."

BACKGROUND INFORMATION

As the City Council is aware, as part of the planning and approval process for the Hillcrest eBART station, the Hillcrest Station was not intended to be the end of the line station for the eBART system. As late as 2005, when the eBART system was envisioned to be built within the existing Mococo rail line, there were a number of station sites proposed that included stations as far south as Discovery Bay/Byron. While the Mococo rail line is no longer being actively considered for an extension by BART, the concept of an eBART station or stations beyond Hillcrest in the Hwy 4 median is being evaluated now.

Last year BART allocated funding to evaluate potential eBART station sites beyond Hillcrest. Six possible station locations beyond Hillcrest are under review, along with the "Railroad Station" in Pittsburg as an infill station. The following are the six station sites being studied, which are located in the median of Hwy 4 at the following intersections/interchanges:

- Laurel Road
- Lone Tree Way
- Mokelumne Trail
- Sand Creek Road
- Balfour Road
- Discovery Bay/Byron

The BART presentation at the Council meeting will provide information on the six station sites being studied. Information about each discusses the pros and cons of the six station sites being studied.

The six prospective station sites being studied have been selected by BART in consultation with appropriate staff of the cities involved. While the majority of the sites are located outside of the City's jurisdiction, City staff has a number of comments and observations on several of the sites, as discussed in the following section.

ANALYSIS:

Laurel Road Site: BART is evaluating a possible station site within the Hwy 4 median in close proximity to the Laurel Road/Hwy 4 Interchange. An eBART station at this location would create a number of negative impacts from the City's perspective, as noted below:

- The area around a possible Laurel Road Station site is planned by the City of Antioch for commercial and employment generating uses, such as retail, office, and research and development type activities. The 10 to 20 acres of surface parking associated with an eBART station would "use up" a corresponding amount of land that could be otherwise developed with these kinds of tax and employment generating uses.
- Irrespective of the concern of the loss of land for tax and employment generating purposes, it would be difficult to "fit" an eBART station and acres of associated parking, given the terrain and grades in the area, combined with the presence of the nearby Lindsey detention basin and wetlands.
- In terms of historical context, it is worth noting that at the time the eBART system was proposed within the Mococo rail right of way, the concept was discussed whereby the cities of Antioch and Oakley would preserve land on their respective sides of the rail line to accommodate a shared Antioch/Oakley eBART station. However, the City of Oakley subsequently approved a number of retail and commercial projects that occupied essentially all of the land usable to accommodate a station on the Oakley side of the tracks. Those approved retail/commercial projects were subsequently built in Oakley, and include a large health club, a convenience store, and other retail uses.
- The close proximity of an eBART station located at the Laurel Road/Hwy 4 interchange to the planned and soon to be under construction Hillcrest station would serve fewer riders than an eBART station located further south and farther away from the Hillcrest eBART station.
- The final point to make concerning the Laurel Road location is that the City of Antioch already has one eBART station site at Hillcrest. While having an eBART station site in Antioch provides obvious benefits to Antioch residents, there are also negatives in terms of loss of land that could be utilized for other purposes, as already noted. In addition, the MTC Resolution 3434 requirements for a certain

number and density of residential uses within a one-half mile radius of a station site, are both a challenge and in some ways a burden on the host City.

Lone Tree Way Site: The other station site City staff has concerns about is the Lone Tree Site. In this situation the concerns are more straightforward, namely there is really no room to fit an eBART station, and its associated parking, given all the existing development at this major interchange. Aside from the question of adequate space, this intersection is near its traffic capacity, and the traffic/congestion created by an eBART station would further worsen this congestion.

As a point of information, when the staff of the cities in the area met to discuss possible eBART station locations beyond Hillcrest, the consensus preference was the Mokelumne Trail site, located at the intersection of the Mokelumne regional trail and Highway 4 (south of Lone Tree Way and north of Sand Creek Road). The primary benefits cited at this staff level meeting were its central location, the presence of vacant land to accommodate parking and related station facilities, and the unique access opportunities provided by the connection of the EBMUD Mokelumne trail.

Importance to Antioch of a Next Segment Station Site: Aside from the question of which location is ultimately chosen for a station beyond Hillcrest, it is important to the City of Antioch that an eBART station be located beyond Hillcrest. The reason for this is straightforward, and is attributable to the fact that the Hillcrest eBART Station, while a good location for an eBART station site, is far from being an optimal end of the line station. This is due in large part to the access constraints inherent to the Hillcrest Station site given the design of the Hillcrest Interchange and the lack of a complete surrounding arterial road network. Therefore, it is in the City's best interest to support BART's efforts that are currently underway to move forward with the planning for an eBART station beyond Hillcrest.

FISCAL IMPACTS

The selection of Laurel Road as the location for an eBART station would likely have a negative fiscal impact on the City as lands that would otherwise be developed with revenue generating uses would be occupied by BART parking or other BART related uses.

OPTIONS

There are no options other than receive the presentation.

ATTACHMENTS

None

**STAFF REPORT TO THE CITY COUNCIL
FOR CONSIDER AT THE MEETING OF SEPTEMBER 25, 2012**

Prepared by: Victor Carniglia, Consultant for the City of Antioch 

Date: September 19, 2012

Subject: Update and Discussion of the Status of Antioch Ferry Terminal and Discussion and Direction on “Short Range Transit Plan for FY2012 to FY2021” Prepared by the Water Emergency Transportation Authority (WETA)

RECOMMENDATION:

Staff recommends that the City Council receive the presentation from City staff and discuss and provide direction to staff on the status of the Antioch Ferry Terminal and the “Short Range Transit Plan for Fiscal Year 2012 to Fiscal Year 2021” (attached) prepared by the Water Emergency Transportation Authority (WETA).

BACKGROUND:

Feasibility and Design Studies for the Antioch Terminal: As the City Council is aware, WETA has been preparing feasibility and preliminary location studies for the proposed Antioch Ferry Terminal. This work by WETA builds off of the earlier 2007 study that evaluated three different possible locations for a ferry terminal along the Antioch Waterfront. In late July of this year, City staff received from WETA two separate but related reports that evaluate four different ferry terminal locations. This includes two options studied at the Antioch Marina, and two options at the foot of “G” Street. City staff has reviewed these draft reports and provided comments to WETA. WETA is now in the process of modifying/updating these two reports based on these comments. City staff has tentatively scheduled a presentation by WETA staff and their consultants on these feasibility and location studies for the October 23, 2012 City Council meeting.

WETA’s Short Range Transit Plan (SRTP): In late August, City staff, as part of a regular review of the WETA’s monthly Board agenda, became aware of the fact that WETA had published a draft of a “Short Range Transit Plan” (SRTP) to be considered at the September 6, 2012 WETA Board meeting. A copy of this plan is attached. Transit agencies in the Bay Area are required to submit such a plan periodically to the Metropolitan Transportation Commission (MTC) to be eligible to receive funding through MTC. Due to the fact that WETA has now taken over the ferry service for Alameda, and most recently the Vallejo Ferry system, WETA is required to submit a SRTP, which WETA has not been required to do previously.

What was evident to City, County, and TRANSPLAN staff in reviewing the Draft SRTP was the broad scope of the Draft SRTP, particularly in terms of planning and programming major capital improvements, combined with the short time frame for its review and adoption. The WETA staff transmittal with the Draft SRTP indicated that the WETA Board was to review the document on September 6, 2012 and would adopt it on October 4, 2012. Prior to the SRTP being published, the only other comparable document produced by WETA in terms of planning and programming capital facilities was the legislatively mandated "Transition Plan." However, this comparison is limited as the "Transition Plan," which was published in 2009, focuses on the expansion of capital facilities related to WETA's takeover of the Alameda and Vallejo ferry systems, although it did also include funding for new terminals for South San Francisco and Berkeley. The South San Francisco terminal has subsequently been constructed. Both the 2009 Transition Plan and the SRTP treat the Treasure Island Ferry Service as a "placeholder", as this is to be funded through private resources.

The time line of the "Transition Plan" only extends as far forward as Fiscal Year 2013/2014, which is well before the City of Antioch had envisioned the actual release of construction funding for an Antioch Ferry Terminal. In contrast to the "Transition Plan", the new SRTP covers a longer 10 year time frame extending to FY2021, and programs all of the almost \$400,000,000 in capital funding that WETA has at its disposal. This compares to the \$215,000,000 in capital funding that was programmed in the "Transition Plan". Probably the best way to summarize the differences between the Transition Plan and the SRTP is that the SRTP builds off of the Transition Plan, but goes much farther in terms of timeline (2021) and total capital funding committed (almost \$400,000,000).

Aside from comparisons with existing plans, the just published SRTP is particularly significant from an Antioch, Martinez, Hercules, and Redwood City perspective as ferry terminals in these four jurisdictions are not identified to receive capital funding in the SRTP for construction, only for planning and environmental documentation. Of the almost \$400,000,000 in capital funding included in the SRTP, these four cities are programmed to receive a total of \$2,529,000 (less than 1% of the total), with Antioch receiving over this 10 year period \$751,000 (roughly 2 tenths of 1% of the total capital funding in the SRTP). While the Transition Plan also did not allocate funding to the four terminal locations just mentioned, its time frame ended in 2014, long before funding was realistically expected to be available to construct any of the four terminal sites. Additionally, the Transition Plan left significant funding "unspoken for", as attested to by the \$215,000,000 in capital funding allocated in the Transition Plan as compared to the almost \$400,000,000 in the SRTP.

TRANSPLAN staff, in coordination with City and County staff, contacted WETA staff concerning the short time frame for the review of the Draft SRTP, and requested that the time period be extended for a total of 45 days to October 15, 2012 in order to allow input from TRANSPLAN, which next meets on October 11, 2012. WETA staff indicated that they were facing a timing deadline with MTC, and the time period could not be extended beyond the end of September. City staff in reviewing MTC's requirements for

the submittal and review of SRTP's, notes that for this year the submittal deadline for a Draft SRTP is June 30, 2012, with a Final SRTP due to MTC on September 30, 2012. This September 30, 2012 date is consistent with WETA's staff concern about an impending deadline. At the time of the writing of this report it is unclear if WETA met the June 30, 2012 date for the submittal of a draft SRTP.

Staff representing the City, County, and TRANSPLAN have made inquiries of MTC staff concerning the SRTP process, including timing, MTC's role in approving the SRTP, etc. As a final comment on process related issues, it should be noted that the WETA Community Advisory Panel, which was established by the legislation that created WETA, and of which City Council Member Agopian is a member, was never convened to provide input or to review the WETA SRTP.

ANALYSIS:

In terms of the contents of the SRTP, the plan appears to include all the required subject matter and information as specified by MTC's standards for preparing a SRTP. It is not the intent of the staff report to get into the details of what is proposed in the SRTP at this point in time. The focus of this staff report is to highlight the process to date in preparing the SRTP, and the very significant amount of funding involved. While the SRTP is not locked in stone, as it is required to be updated and reviewed every couple of years like many planning documents, it is nevertheless important to any interested parties what the SRTP starting point looks like.

City, County, and TRANSPLAN staff are in the process of compiling comments on the SRTP, and plan to submit these to WETA staff so they can be included in the mail out of the Board packet for the October 4, 2012 Board meeting. In discussing this issue with WETA staff, it appears that the WETA Board will be getting an updated version of the SRTP as part of the mail out for the October 4, 2012 Board meeting. This updated version will presumably include changes based on comments made by the WETA Board at their September 6, 2012 meeting, and comments/corrections from MTC staff. Obviously, this updated version is not available at the time of the writing of this staff report, and likely won't be available until after the September 25, 2012 City Council meeting. Any specific comments Council members may have about the contents of the attached SRTP should be communicated to City staff so they can be included in the comments going to the WETA Board.

FISCAL IMPACTS:

There are no direct fiscal impacts, although the SRTP as it is currently drafted would effectively rule out an Antioch Ferry terminal prior to the year 2021. If changes were made to the SRTP to specifically identify funding for an Antioch Terminal, or alternately if sufficient funds were identified in the SRTP as "unallocated", then the City of Antioch (and others) could work to demonstrate to WETA the ability to address operational costs and demonstrate the important emergency transportation benefits an East County terminal would provide to the region. Seeking funding for an Antioch ferry terminal after

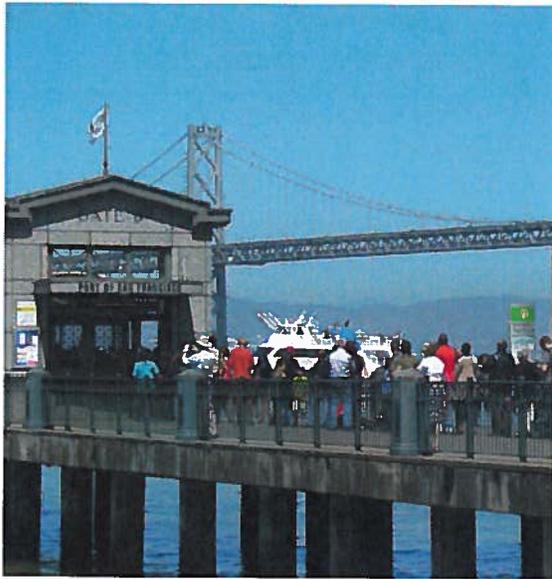
the year 2021 would be a “very steep uphill climb” in the context of almost \$400,000,000 having just been spent on ferry systems in the Bay Area.

ALTERNATIVES:

None

ATTACHMENTS:

Copy of WETA Draft Short Range Transit Plan



SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY (WETA)

SHORT RANGE TRANSIT PLAN FY2012 – FY2021

DRAFT

September 2012



SHORT RANGE TRANSIT PLAN FY2012 – FY2021
 Water Emergency Transportation Authority (WETA)

Table of Contents

		Page
1	Table of Contents	i
2	Overview of Transit System	2-1
	Brief History	2-1
	Governance	2-1
	Organizational Structure.....	2-2
	Description of Services.....	2-4
	Fare Structure	2-8
	Revenue Fleet	2-12
	Existing Facilities	2-12
3	Service and System Performance	3-1
	Ridership, Service Levels and Total Cost.....	3-6
	Efficiency, Cost-Effectiveness and Productivity	3-10
	Other Performance and Compliance.....	3-13
4	Goals, Objectives and Standards	4-1
	Background	4-1
	Introduction.....	4-2
	Core Goal	4-7
	Objectives and Performance Standards.....	4-7
	Major Service Change Policy	4-11
5	Operations Plan and Budget	5-1
	Introduction.....	5-1
	Existing Services	5-2
	Near-Term Expansion Services	5-3
	Long-Term Expansion Services	5-7
	Operations Budget.....	5-11
6	Capital Improvement Program	6-1
	Overview	6-1
	Capital Improvement Program Cost and REvenue	6-7
7	Other Requirements	7-1
	MTC Resolution No. 3434 – Regional Transit Expansion.....	7-1
	Environmental Justice – Outreach and Public Involvement	7-2

SHORT RANGE TRANSIT PLAN FY2012 – FY2021
Water Emergency Transportation Authority (WETA)

Table of Figures

		Page
Figure 2-1	WETA Organizational Chart.....	2-3
Figure 2-2	San Francisco Bay Ferry Existing Services.....	2-5
Figure 2-3	Alameda/Oakland Route Description.....	2-6
Figure 2-4	Alameda Harbor Bay Route Description.....	2-6
Figure 2-5	Vallejo Route Description	2-7
Figure 2-6	South San Francisco Route Description	2-7
Figure 2-7	2012 WETA Fares.....	2-9
Figure 2-8	2012 WETA Special Service Fares (Roundtrip)	2-11
Figure 2-9	WETA Fleet	2-12
Figure 2-10	Existing Facilities	2-13
Figure 3-1	Systemwide Ridership, Cost and Farebox Revenue	3-3
Figure 3-2	Cost and Ridership for Alameda, Oakland and Vallejo Ferry Services	3-4
Figure 3-3	Systemwide Operating Statistics and Performance Metrics	3-5
Figure 3-4	Systemwide Ridership (Composite by Service).....	3-7
Figure 3-5	Systemwide Vehicle Hours (Composite by Service).....	3-8
Figure 3-6	Operating Cost (Composite by Service).....	3-9
Figure 3-7	Farebox Revenue by Service	3-10
Figure 3-8	Passengers per Revenue Hour, Systemwide and by Service.....	3-11
Figure 3-9	Cost per Hour, Systemwide and by Service.....	3-12
Figure 3-10	Farebox Recovery Ratio, Systemwide and by Service.....	3-13
Figure 4-1	Goals, Objectives, Performance Standards Flowchart	4-3
Figure 4-2	Summary of Objectives and Performance Standards.....	4-7
Figure 5-1	Summary of Near-Term Expansion Services	5-4
Figure 5-1	Near-Term Expansion	5-5
Figure 5-2	Long-Term Expansion	5-9
Figure 5-3	Operating Expenses and Revenues	5-13
Figure 6-1	Types of Capital Projects.....	6-1
Figure 6-2	WETA Vessel Fleet and 10-Year Vessel Capital Program.....	6-3
Figure 6-3	WETA Terminal and Mooring Facilities	6-4
Figure 6-4	Summary of Capital Costs	6-7
Figure 6-5	WETA 10-Year Capital Expenses and Revenues.....	6-11

Appendix A: Operating Performance and Trends

2 OVERVIEW OF TRANSIT SYSTEM

BRIEF HISTORY

In October 1999, the California State legislature formed the Water Transit Authority (WTA), a regional agency mandated to create a long-term plan for new and expanded water-transit and related services on the San Francisco Bay. The enabling legislation (Senate Bill 428–1999) directed the WTA to prepare an Implementation and Operations Plan (IOP) in order to evaluate ridership demand, cost-effectiveness and environmental impact of expanded water transit. In July of 2003, the state legislature approved this plan and authorized the WTA to operate a comprehensive public water transit system of ferries, feeder buses and terminals.

Effective January 1, 2008, a new state law, SB 976, dissolved the WTA and replaced it with the San Francisco Bay Area Water Emergency Transportation Authority (WETA). This new regional agency is responsible for consolidating and operating public ferry services in the Bay Area, planning new service routes and coordinating ferry transportation response to emergencies or disasters affecting the Bay Area transportation system. The creation of WETA responds to a need for more comprehensive water transportation and emergency services, a regionalized approach that will significantly increase the Bay Area’s emergency response capabilities and contribute significantly to a more robust and environmentally friendly public transit system.

Under SB 976, WETA is to assume control over publicly operated ferries in the Bay Area, except those owned and operated by the Golden Gate Bridge Highway and Transportation District. The Act authorized implementation of the transition to WETA of assets used in operating the Alameda/Oakland Ferry Service, Alameda/Harbor Bay Ferry Service and Vallejo Service (through a transfer and lease agreement or alternative property rights transfer arrangement).

In October 2010, the Alameda City Council and WETA Board adopted the transition agreement for the Alameda/Oakland and Alameda/Harbor Bay services. The transition was completed in April 2011, when WETA assumed operation of the services. In October 2011, the Vallejo City Council and WETA Board adopted the transition agreement for the Vallejo service. Transition of the Vallejo Service was completed on July 1, 2012.

GOVERNANCE

As directed by SB 976, the WETA Board is comprised of five members with a term of six years. Members of the board are appointed as follows:

- Three members shall be appointed by the Governor, subject to confirmation by the Senate
- One member shall be appointed by the Senate Committee on Rules
- One member shall be appointed by the Speaker of the Assembly

Currently the WETA Board of Directors consists of the following members:

- Charlene Haught Johnson – Chair, Governor's Appointee
- Anthony J. Intintoli, Jr. – Vice Chair, Governor's Appointee
- Gerald Bellows – Governor's Appointee
- Hon. Beverly Johnson – Senate Rules Committee Appointee
- Timothy Donovan – Assembly Committee on Rules Appointee

Each Board member has one vote. The Board holds regular meetings once a month and additional meetings as required. Its meetings are subject to prior public notice and are open to the public.

ORGANIZATIONAL STRUCTURE

WETA has a vital oversight role in managing the regional ferry system and related emergency response coordination activities. As WETA fully transitions into this role, the agency has developed a management and staffing structure to cover the many responsibilities required by this job such as:

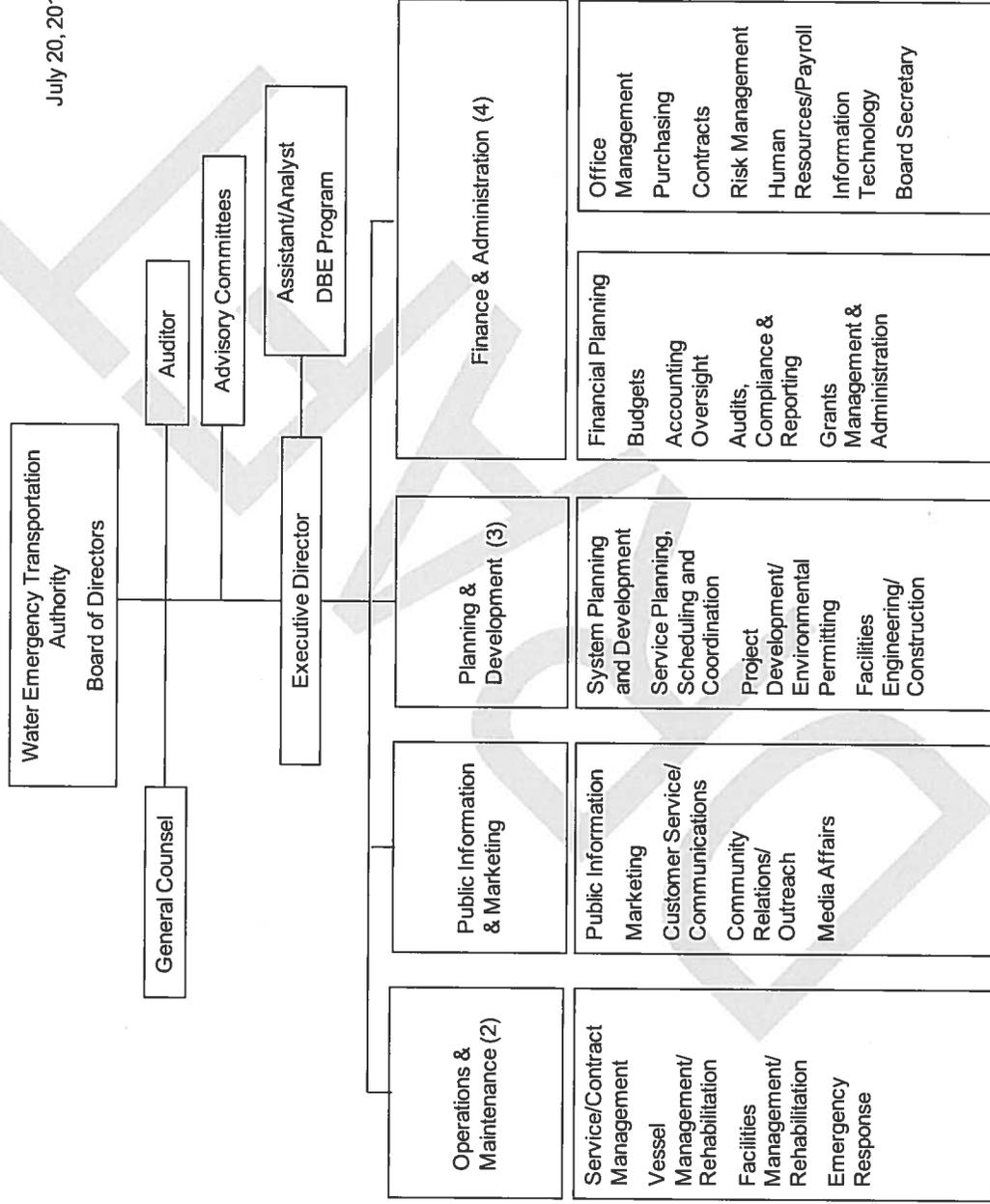
- Planning for future services and implementing the Implementation and Operations Plan (IOP)
- Identifying, securing and managing funding for existing and new services
- Contract administration and management
- Providing the necessary service and asset administrative, financial, grant, legal and oversight work
- Customer service support and marketing the ferry system
- Planning and implementation of emergency response and disaster recovery efforts

Management and Staff

Figure 2-1 presents the organizational chart for WETA including management and staff positions. WETA staff consists of 11 regular employees including the Executive Director. The WETA administration is divided into four departments: Operations and Maintenance, Public Information and Marketing, Planning and Development and Finance and Administration. If more than one person works in a department, the number of staff is indicated in parentheses after the department name in the organizational chart below

July 20, 2012

Figure 2-1 WETA Organizational Chart



Contracted Transportation Services

As of January 1, 2012, the Blue and Gold Fleet (B&GF) is under contract with WETA to provide operation and maintenance services for the entire WETA system. B&GF is responsible for daily operation and management, which includes vessel operations and basic maintenance, equipment and facilities management, terminal operations, communications, dispatching and notification systems, provision of fueling and lubricants, fare collection and provision of on-board services such as food and beverage services. The initial contract term is for a period of five years with options for up to five additional years (for a total of up to ten years) to be exercised at the sole discretion of WETA.

WETA contracts directly with Solano County Transit (SolTrans) for operation of the complementary Route 200 bus service from Vallejo to San Francisco.

Labor Union Representation

WETA employees are not represented by labor unions. Labor unions do represent B&GF employees as follows:

- International Organization of the Masters, Mates and Pilots (MMP)
- Inlandboatmen's Union of the Pacific (IBU)

DESCRIPTION OF SERVICES

WETA operates four ferry routes on San Francisco Bay, providing transbay service to downtown San Francisco and South San Francisco from points east. The Oakland/Alameda, Alameda Harbor Bay and Vallejo routes provide service to the San Francisco Ferry Building with limited service to Pier 41 at San Francisco's Fisherman's Wharf. The South San Francisco route provides service between Oakland, Alameda and Oyster Point in South San Francisco. All four services function primarily as commute services, experiencing the highest loads on westbound trips in the morning and eastbound trips in the evening. In recognition of this, the Alameda Harbor Bay and South San Francisco services operate only during morning and afternoon peak commute periods. The Oakland/Alameda and Vallejo services operate all day, but provide the highest service frequencies during commute hours.

The Vallejo and Alameda/Oakland services provide some seasonal and weekend recreational service to Angel Island and AT&T Park for Giants games.

Figure 2-2 illustrates the existing WETA routes.

Figure 2-2 San Francisco Bay Ferry Existing Services



Alameda/Oakland Ferry Service

The Alameda/Oakland Ferry Service (AOFS) provides daily service between Alameda, Oakland and downtown San Francisco. The AOFS has an annual ridership of approximately 465,000 passengers. Limited seasonal service is provided to Angel Island State Park and to AT&T Park for select Giants games. Service is also provided between Alameda and Oakland (called the “Short Hop”). The figure below summarizes the AOFS service.

Figure 2-3 Alameda/Oakland Route Description

Terminals	Service Hours	Transit Time
Year-Round		
Oakland Clay Street Alameda Main Street San Francisco Downtown Ferry Terminal	Weekdays 6:00 AM to 9:45 PM Weekends: 10:00 AM to 7:50 PM	25 Minutes
Seasonal		
Angel Island	May – October, one roundtrip daily	~1 hour
AT&T Park	One roundtrip for weekday and weekend regular season Giants games	~25-30 Minutes

Alameda Harbor Bay Service

The Alameda Harbor Bay ferry (AHBF) provides weekday peak-period service between Harbor Bay Isle and downtown San Francisco. The AHBF has an annual ridership of approximately 174,800. The figure below summarizes the AHBF service.

Figure 2-4 Alameda Harbor Bay Route Description

Terminals	Service Hours	Transit Time
Year-Round		
Alameda Harbor Bay Terminal San Francisco Downtown Ferry Terminal	Weekdays: 6:30 AM to 10:00 AM and 4:30 PM to 8:00 PM Weekends: None	25 Minutes

Vallejo Ferry Service

The Vallejo ferry provides daily service between Vallejo and downtown San Francisco. The service has an annual ridership of approximately 685,000. Limited seasonal service is provided to AT&T Park for select Giants games. The Route 200 bus service augments the ferry service with early morning, midday and afternoon trips. Route 200 operates when demand does not justify ferry service. It is operated by SolTrans. The figure below summarizes the Vallejo service.

Figure 2-5 Vallejo Route Description

Terminals	Service Hours: Ferry	Service Hours: Bus	Transit Time
Year-Round			
Vallejo Terminal	Weekdays: 5:30 AM to 7:05 PM	Weekdays: 6:00 AM to 10:30 PM	Ferry: 1 hour
Pier 41/Fisherman's Wharf ¹	Weekends: 5:30 AM to 7:05 PM (Winter, Nov-Mar)	Weekends: 7:30 AM	
San Francisco Downtown Ferry Terminal	8:10 AM to 9:50 PM (Summer, Apr-Oct)		Bus: 1 hour
Seasonal			
AT&T Park	One roundtrip weekend games; Return-trip only weekday games	n/a	~1 hour

South San Francisco Ferry Service

The South San Francisco ferry (SSF) service started in May 2012 and provides weekday peak-period service between Alameda, Oakland and Oyster Point in South San Francisco. An intermodal connection at the Oyster Point terminal provides a connection to bus services throughout the employment center located near Oyster Point in South San Francisco. The figure below summarizes the South San Francisco ferry service.

Figure 2-6 South San Francisco Route Description

Terminals	Service Hours	Transit Time
Oakland Clay	Weekdays: 6:25 AM to 6:35 PM	40 minutes
Alameda Main	Weekends: None	
South San Francisco/Oyster Point		

Paratransit

Similar to commuter rail, commuter express bus and intercity bus service, ferry services do not have complementary paratransit requirements under the American's with Disabilities Act (ADA). Complementary paratransit is only required as a complement to standard urban bus service. WETA is required to abide by ADA accessible design regulations.

¹ Off-peak only

FARE STRUCTURE

In November 2011, WETA adopted a fare policy designed to both support system cost recovery and promote system ridership as described below.

Support System Cost Recovery

- **Meet Farebox Recovery Requirements:** WETA will maintain a minimum 40% farebox recovery ratio for commuter (peak) services and a 30% farebox recovery for all-day service to remain eligible for Regional Measure 2 (RM2) funding. New services will have three years to achieve these targets. For special event services, WETA's objective is to recover the full incremental cost of this service through farebox or other special revenues identified for this event.
- **Consider Local Contributions:** WETA will seek local contributions outside of fare revenues to support the operation of all ferry service routes. Where provided, this contribution will be considered when setting fares for each route.
- **Maintain Operating Cost Recovery:** WETA will utilize fares to offset operating cost changes over time, as appropriate, through the following mechanisms:
 - *Annual Fare Adjustments:* Each year, WETA will consider fares relative to annual operating costs—based upon prior year and projected cost increases—and will determine annual fare adjustments to cover changing costs. Individual fare changes may be proposed as a separate Board action or may be made as a part of a multi-year fare program authorized by the Board. The purpose of a multi-year fare program would be to promote financial sustainability through small annual inflationary cost increases.
 - *Fare Surcharge for Unanticipated Expenses:* WETA will consider implementing a fare surcharge when there is a significant and unforeseen increase in expenses that affects the agency's ability to continue to operate services at existing levels. Implementation of specific fare surcharge program and initiation of a surcharge would be subject to Board action. Once a surcharge is implemented, costs triggering the surcharge would be monitored to determine when and if the surcharge should end.

Promote Ridership

- **Provide Frequent Rider Discounts:** WETA will provide fare discounts for frequent riders utilizing pre-paid fare instruments. The Clipper card will ultimately be the exclusive pre-paid fare media for discounted Adult, Youth, Senior and RTC fare categories per Metropolitan Transportation Commission (MTC) program requirements. Initially, all discounted Clipper fares shall be set at a level equivalent to discount fares available through legacy fare products, such as monthly passes and ticket books. Once Clipper is implemented on existing services, legacy products such as ticket books and monthly passes will be phased out.
- **Offer Other Fare Incentives:** WETA will explore options for encouraging ridership on each route, including offering intermodal transfer discounts, promotional fares, group sales and other incentives. These options will be considered to the full extent feasible given other objectives of the Fare Policy.

The figures below show the WETA fare structure effective as of July 2012.

SHORT RANGE TRANSIT PLAN FY2012 – FY2021 | CHAPTER 2: Overview of Transit System
Water Emergency Transportation Authority (WETA)

Figure 2-7 2012 WETA Fares

	Alameda/Oakland		Alameda Harbor Bay		South San Francisco		Vallejo	
	Price	Definition	Price	Definition	Price	Definition	Price	Definition
Single Ticket (one-way)								
Adult (cash)	\$6.25	13 -64 yr	\$6.50	13 - 61 yr	\$7.00		\$13.00	13-64 yr
Adult (clipper)	\$4.75		\$5.00		\$7.00		n/a	
Youth (cash)	\$3.50	5-12 yrs	\$3.25	5-12 yr	\$3.50	5-12 yrs	\$6.50	6-12 yr
Youth (clipper)	\$3.50		\$3.25		\$3.50		n/a	
Senior (cash)	\$3.10	65 yr +	\$3.75	62 yr & +	\$3.50		\$6.50	65 yr & +
Senior (clipper)	\$3.10		\$3.75		\$3.50		n/a	
Disabled (cash)	\$3.10		\$3.75		\$3.50		\$6.50	
Disabled (clipper)	\$3.10		\$3.75		\$3.50		n/a	
Medicare (cash)	\$3.10		n/a		\$3.50		\$6.50	
Medicare (clipper)	\$3.10		\$3.75		\$3.50		n/a	
Active Military	\$5.00		\$5.25				n/a	
Under 5	Free	with adult	Free	with adult	Free	with adult	Free	limit 2 with adult
Short Hop	\$1.50		n/a		n/a		n/a	n/a
Short Hop Discounted rate	\$0.75		n/a		n/a		n/a	n/a
Group adult fare	\$2.00	school group only	n/a		n/a		\$10.50	15+ people
Group adult - reduced fare	n/a		n/a		n/a		\$5.75	15+ people
Day pass (bus+ferry)	n/a		n/a		n/a		\$24.00	
Day Pass Reduced Fare (bus+ferry)	n/a		n/a		n/a		\$13.00	
Group Adult Day Pass (ferry only)	n/a		n/a		n/a		\$20.00	15+ people
Group Day Pass Reduced Fare (ferry only)	n/a		n/a		n/a		\$11.00	15+ people
Multi-Ride Ticket								
10 ticket book	\$50.00		\$55.00		n/a		\$103.00	
10 Ticket reduced fare	n/a		n/a		n/a		\$65.00	

SHORT RANGE TRANSIT PLAN FY2012 – FY2021 | CHAPTER 2: Overview of Transit System
 Water Emergency Transportation Authority (WETA)

	Alameda/Oakland		Alameda Harbor Bay		South San Francisco		Vallejo	
	Price	Definition	Price	Definition	Price	Definition	Price	Definition
20 Tickets book	\$90.00		\$100.00		n/a		n/a	
40 Ticket book	\$170.00				n/a		n/a	
Group Day Fare (bus+ferry)	n/a		n/a		n/a		\$20.00	
Group Day Reduced Fare (bus+ferry)	n/a		n/a		n/a		\$11.00	
Monthly Pass	n/a		\$185.00		n/a			
Monthly Bus and Ferry	n/a		n/a		n/a		\$290.00	
SF Muni Sticker with Monthly Pass only	n/a		n/a		n/a		\$55.00	

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Figure 2-8 2012 WETA Special Service Fares (Roundtrip)

	Alameda/Oakland		Vallejo	
	Price	Definition	Price	Definition
AT&T Park (cash and Clipper fares are equal)				
Adult	\$15.00	13 yrs & +	\$26.00	13-64 yr
Juniors	\$9.50	5-12 yrs	\$13.00	6-12 yr
Seniors	\$10.50	65 yr & +	\$13.00	65 yr & +
Medicare/Disabled	n/a		\$13.00	
Active Military	\$12.50		n/a	
Under 5	Free		Free	
Angel Island				
Adult	\$14.50	19 yr & +	\$30.50	13 yr & +
Juniors	\$11.25	13-18 yrs	\$21.00	6-12 yr
Child	\$8.50	5-12 yrs		
Seniors	\$11.25	62 yr & +	\$21.00	65 yr & +
Medicare/Disabled	n/a	n/a	\$21.00	
Under 5	Free		Free	
Six Flags Discovery Kingdom				
Adult	n/a		\$59.00	13-64 yr
Senior	n/a		\$52.00	65 yr & +
Child	n/a		\$46.00	6-12 yr
Child	n/a		\$30.00^	3-5 yrs
Child (2 and under)	n/a		Free	2 yr & under

Clipper Implementation

WETA is pursuing a phased implementation of Clipper fare payment media throughout the ferry system. The intent of the Clipper system is to provide a fare payment mechanism that supports seamless intermodal transfers to and from transit services throughout the region, improves agency fare payment and cash handling processes and enhances customer convenience. Clipper is currently accepted on the South San Francisco ferry service and is scheduled to be enabled for the Alameda/Oakland and Harbor Bay services in the fall of 2012.

WETA anticipates that Clipper will be enabled for the Vallejo ferry service and Route 200 (operated by SolTrans) as early as mid-2013. As of the writing of this SRTP, MTC is currently working with the Clipper contractor to develop software and install the equipment required to implement Clipper on both bus and ferry modes for the Vallejo service.

REVENUE FLEET

The WETA fleet currently consists of 12 vessels. WETA purchased four new vessels between 2008 and 2010 to operate the SSF service and to provide backup vessels for AOFS, AHBF and Vallejo services. The remainder of the WETA fleet includes vessels used in operation of the services transferred to WETA under the Transition Plan. The figure below provides a summary of the WETA fleet.

Figure 2-9 WETA Fleet

Vessel	Year Built	Passenger Capacity	Service Speed (knots)
Peralta	2001	326	26
Encinal	1985	388	25
Bay Breeze	1994	250	26
Gemini	2008	149	26
Pisces	2009	149	26
Scorpio	2009	199	26
Taurus	2010	199	26
Vallejo	1991	300	34
Intintoli	1996	300	34
Mare Island	1996	300	34
Solano	2004	300	34
Express II*	1995	149	28

* The Express II was retired in 2012, awaiting replacement.

EXISTING FACILITIES

The principal facility for WETA services is the Downtown San Francisco Ferry terminal. The Port of San Francisco owns the terminal and grants use of the facility to WETA under a landing rights agreement.

The City of Alameda retains ownership of the Alameda Main Street and Harbor Bay facilities. The Port of Oakland retains ownership of the Oakland Clay Street terminal. The South San Francisco facility is owned by WETA, but the property is leased from the San Mateo County Harbor District. The same is true for the berthing facility at Pier 9 in downtown San Francisco where the Port of San Francisco is the landowner. WETA provides service to several other facilities granted under landing right agreements. The figure below provides a summary of WETA facilities.

Figure 2-10 Existing Facilities

Facility	Location	Features
Main Street/Alameda Gateway	2990 Main Street, Alameda; adjacent to the north side of the former U.S. Naval Air Station (NAS) Alameda (now "Alameda Point") and the Oakland Inner Harbor Channel	Parking, lit passenger waiting area; restrooms; newsstands; bicycle lockers; canopied walkway
Clay Street/Jack London Square	530 Water Street, Oakland (at the foot of Clay Street, two blocks west of Jack London Square)	Covered passenger waiting area; float and gangway; parking (at Washington Street garage)
Harbor Bay Ferry Terminal	1141 Harbor Bay Parkway, Alameda (West side of Harbor Bay)	Glass passenger waiting area; parking (250-space lot); accessible gangway and floating dock
Vallejo Ferry Terminal	289 Mare Island Way, Vallejo	Passenger waiting areas (inside and outside terminal building); covered gangway and float; parking (across the street); ticket sales booth
Mare Island Operations and Maintenance Facility	477 Waterfront Ave, Vallejo	Mooring and operational support
Downtown San Francisco Ferry Terminal	Market Street and The Embarcadero, San Francisco	
South San Francisco/Oyster Point Marina	925 Marina Boulevard, South San Francisco	Covered passenger waiting area; float and gangway
China Basin Ferry Terminal	Behind AT&T Park (24 Willie Mays Plaza, San Francisco)	
WETA Administrative Office	Pier 9, Suite 111, The Embarcadero, San Francisco	Administrative offices; mooring for two vessels.
Angel Island State Park Ferry Landing	Angel Island State Park, Tiburon	

3 SERVICE AND SYSTEM PERFORMANCE

Introduction

As explained in Chapter 2, the Alameda/Oakland, Alameda Harbor Bay and Vallejo ferry services were transitioned to WETA control in 2011 and 2012 in accordance with the 2009 WETA Final Transition Plan. WETA now operates these three services in addition to the South San Francisco service, which started in the summer of 2012.

Figures 3-1, 3-2 and 3-3 below present a five-year retrospective of system-wide operating expenses and performance trends, excluding the new South San Francisco service. There are several key factors that must be taken into consideration when looking at this combined systemwide data:

- First, looking at systemwide past performance is somewhat misleading because the Alameda and Vallejo services were operated by agencies with differing management structures prior to this fiscal year, and therefore all operating data provided here reflects operation under prior agency management. However, the dataset is presented in combination here to create a baseline for evaluation of system-wide service.
- Second, the agencies previously in control of these ferry operations each used different systems to collect and track performance data and to attribute operating and capital expenses. Therefore, WETA encountered some difficulties in creating one combined data set to measure system performance.
- Finally, the Vallejo service disproportionately impacts overall system statistics. The Vallejo service comprises nearly half of system ridership, over half of revenue hours and nearly three-quarters of revenue miles. Therefore, the overall systemwide trends generally reflect Vallejo's performance, but often mask performance of the other two services, which, in many cases, have distinct performance trends.

Therefore, throughout the discussion below, operating statistics for each individual service are also presented and individual service performance trends are highlighted to illustrate how each of the three services contributes to overall system performance. An overview of the cost and ridership for each of the services is shown in Figure 3-2 below.

This chapter is divided into two major sections:

- The first section presents major operating statistics including ridership, amount of service provided (revenue hours and miles), cost and revenue.
- The second section presents standard performance metrics that measure efficiency, cost effectiveness and productivity that are derived from the basic operating statistics.

Tables that show year-by-year percentage change for each performance metric are included in the appendix.

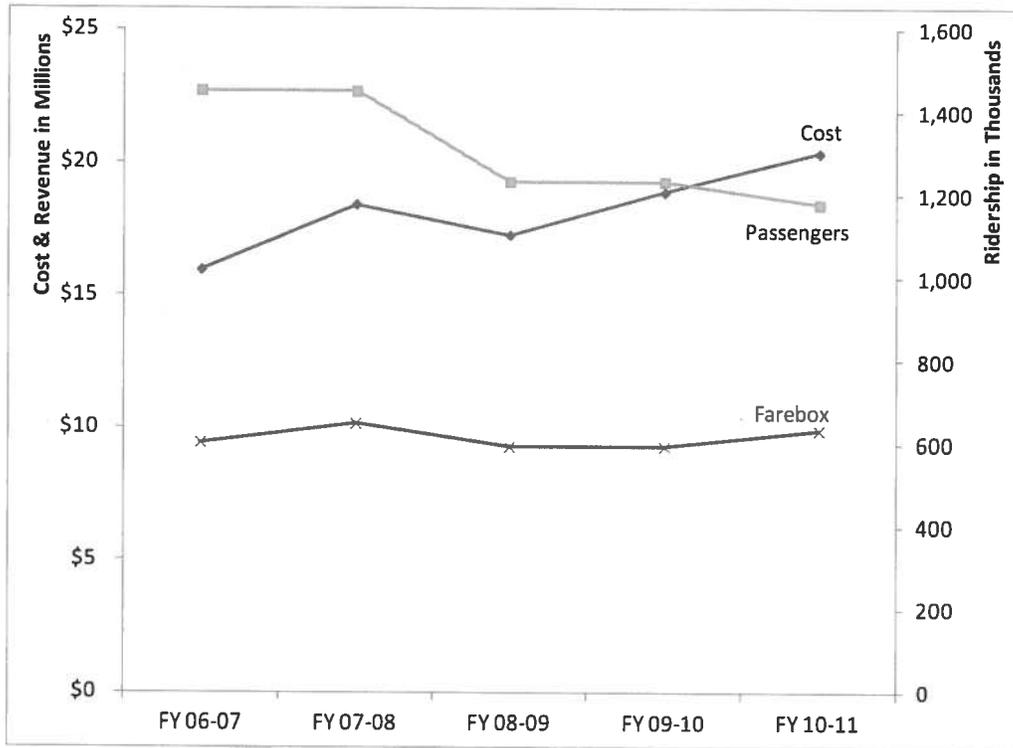
Summary of System Performance

Since FY 06/07, the cost to operate the system has increased primarily due to increased labor and fuel costs. Over this same time, systemwide ridership has fallen, service levels have largely remained steady and farebox revenue has dipped and rebounded back to FY 06/07 levels. These trends mean that systemwide productivity and cost effectiveness have fallen over time; however the three services have not followed the same trends. In particular, ridership, cost and farebox revenue fell for all three services during the recession of 2008-2009, but the Alameda/Oakland services have had a stronger recovery than the Vallejo service. A brief summary of the differential performance of the three services follows and Figure 3-2 illustrates basic trends for each service.

- Although the **Vallejo** service represents the lion's share of ridership, hours and miles on the system, the cost effectiveness and productivity of the Vallejo service have fallen most dramatically across all metrics over the performance period:
 - Ridership and farebox revenue have declined steadily over the past four years while costs have increased
 - This service has the highest cost per hour, cost per passenger and subsidy per passenger and all three have risen the most over time, dramatically illustrated by a 160% increase in the subsidy per passenger since FY 06/07
 - The service experienced the lowest cost increases since FY 06/07, but any potential performance benefit this may have yielded (in terms of revenue and farebox recovery) was offset by losses in ridership
 - The service also has the highest average fare and has seen the greatest fare increases over time, likely contributing to the declining ridership
- The **Alameda Oakland** service performance has been relatively stable and cost effective over time, as compared with the other services:
 - In FY 10/11, this service had the lowest cost per hour and cost per passenger, the highest farebox recovery ratio and lowest subsidy per passenger
 - Although costs have increased and therefore cost effectiveness has decreased somewhat since FY 06/07, ridership has re-bounded to pre-recession levels, productivity has increased slightly and cost per hour has increased the least
 - Farebox recovery ratio and subsidy per passenger have held relatively steady over time
- The **Alameda Harbor Bay** service performance has fluctuated the most over time and its performance across the different metrics varies the most:
 - It is the smallest service in the system, but is the only one that has shown an increase in ridership over the past five years. As a result, it is the most productive of the services in terms of passengers per hour and has maintained this high productivity over time.
 - On the other hand, Alameda Harbor Bay has the lowest farebox recovery ratio and has also maintained this place over time; this is driven at least in part by having the lowest average fare.

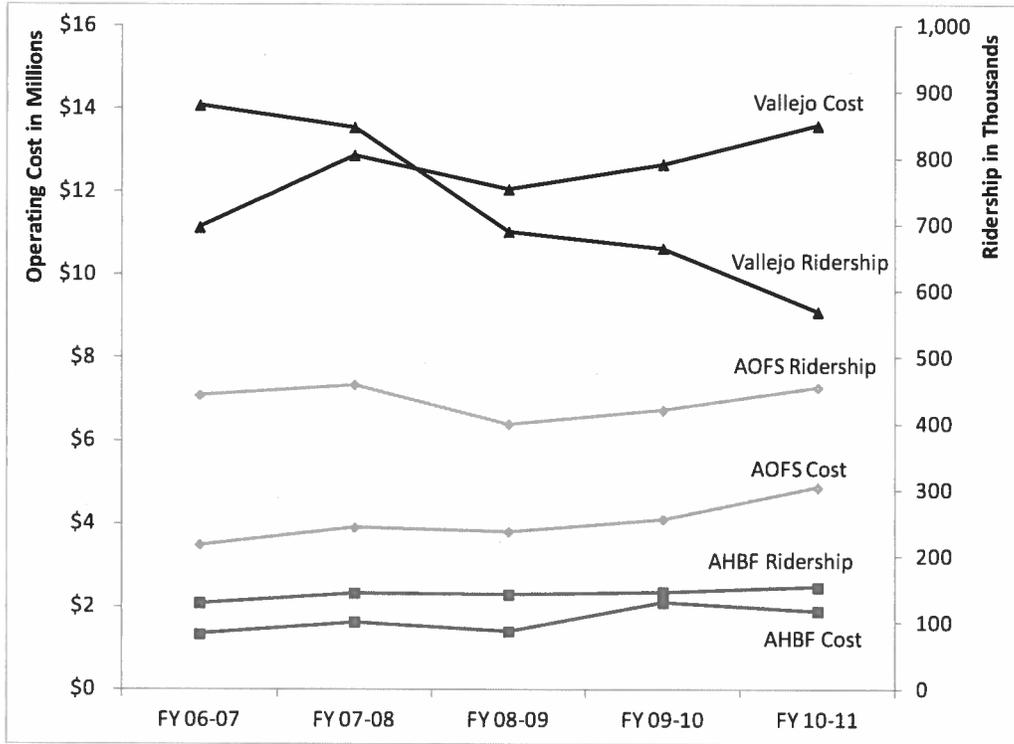
- Cost per hour, cost per passenger and subsidy per passenger have fluctuated dramatically and are in the middle of the range for the system.

Figure 3-1 Systemwide Ridership, Cost and Farebox Revenue



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Figure 3-2 Cost and Ridership for Alameda, Oakland and Vallejo Ferry Services



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SHORT RANGE TRANSIT PLAN FY2012 – FY2021 | CHAPTER 3: Service and System Evaluation
 Water Emergency Transportation Authority (WETA)

Figure 3-3 Systemwide Operating Statistics and Performance Metrics

	FY 06-07	FY 07-08	FY 08-09	FY 09-10	FY 10-11
Operating Statistics					
Cost					
Total Cost	\$15,953,000	\$18,403,000	\$17,259,000	\$18,875,000	\$20,357,390
Revenue					
Passenger Farebox	\$9,453,000	\$10,150,000	\$9,308,000	\$9,299,000	\$9,910,215
Other Revenue (Subsidy)	\$6,500,000	\$8,253,000	\$7,951,000	\$9,576,000	\$10,447,175
Service and Usage					
Total Passengers	1,453,000	1,451,000	1,233,000	1,233,000	1,178,712
Vehicle Revenue Hours	16,500	14,500	14,500	14,500	14,500
Vehicle Revenue Miles	340,000	293,000	290,000	290,000	290,000
Performance Metrics					
Cost Efficiency					
Cost per Revenue Hour	\$966.85	\$1,269.17	\$1,190.28	\$1,301.72	\$1,403.96
Cost per Revenue Mile	\$46.92	\$62.81	\$59.51	\$65.09	\$70.20
Service Productivity/Effectiveness					
Passengers per Rev. Hour	88.1	100.1	85.0	85.0	81.3
Passengers per Rev. Mile	4.3	5.0	4.3	4.3	4.1
Cost Effectiveness					
Farebox Recovery Ratio	59.3%	55.2%	53.9%	49.3%	48.7%
Cost per Passenger	\$10.98	\$12.68	\$14.00	\$15.31	\$17.27
Subsidy per Passenger	\$4.47	\$5.69	\$6.45	\$7.77	\$8.86
Average Fare					
Average Fare	\$6.51	\$7.00	\$7.55	\$7.54	\$8.41

RIDERSHIP, SERVICE LEVELS AND TOTAL COST

This section presents major operating statistics including ridership, amount of service provided (revenue hours and miles), cost and revenue for the system as a whole and for each individual service.

Annual Ridership

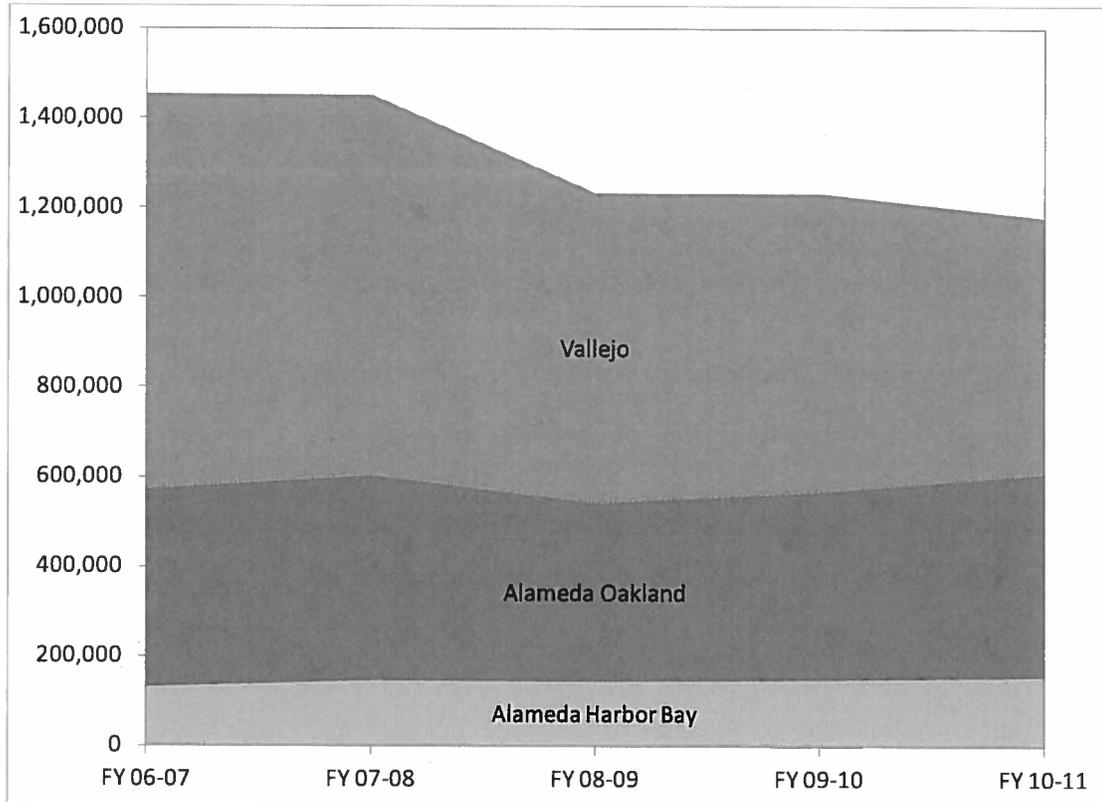
Ridership on the ferry system in FY 10/11 was 1,178,712 total passengers. The Vallejo service is the largest; with 569,582 riders in FY 10/11 it comprised 48% of overall system ridership. The next largest is Alameda Oakland, which serves 39% of the system's riders. The lowest ridership is experienced on the Alameda Harbor Bay, which serves 13% of the system's riders.

Overall ridership on the ferry system has declined over the past five years. However, this decrease in overall patronage has been driven largely by a significant drop in ridership on the Vallejo service. All three services were affected by drops in ridership during the economic downturn in FY 08/09; however, the other two services have recovered or grown since then whereas the Vallejo service has not.

- Ridership on the **Vallejo** service peaked in FY 06/07 and has been trending downward every year since; the service experienced particularly significant declines in FY 08/09, over 18% and over 14% in FY 10/11.
- **Alameda Oakland** was hit during the economic downturn with a ridership drop of about 13% but has since recovered to pre-recession levels and had slightly more riders in FY 10/11 than in FY 06/07 (3% increase).
- Ridership on **Alameda Harbor Bay** has actually increased over time, experiencing a significant increase between FY 06/07 and FY 07/08 of 11.5% and an additional 6.2% increase to FY 10/11. This service also experienced the smallest dip in ridership in FY 08/09 of only -1.4%.

It is important to consider these ridership trends in the context of changes in fares and service levels, which impact whether people choose to ride. Vallejo service experienced a large fare increase in the summer 2008 because of increased fuel costs. This fare increase, coupled with the global economic downturn, contributed to the decrease in ridership. As employment decreased throughout the region, many commuters went back to using casual carpool or driving to work due to reduced traffic volumes on Interstate 80. Despite a partial roll back of fare increases in the fall of 2008, Vallejo ridership has not recovered.

Figure 3-4 Systemwide Ridership (Composite by Service)



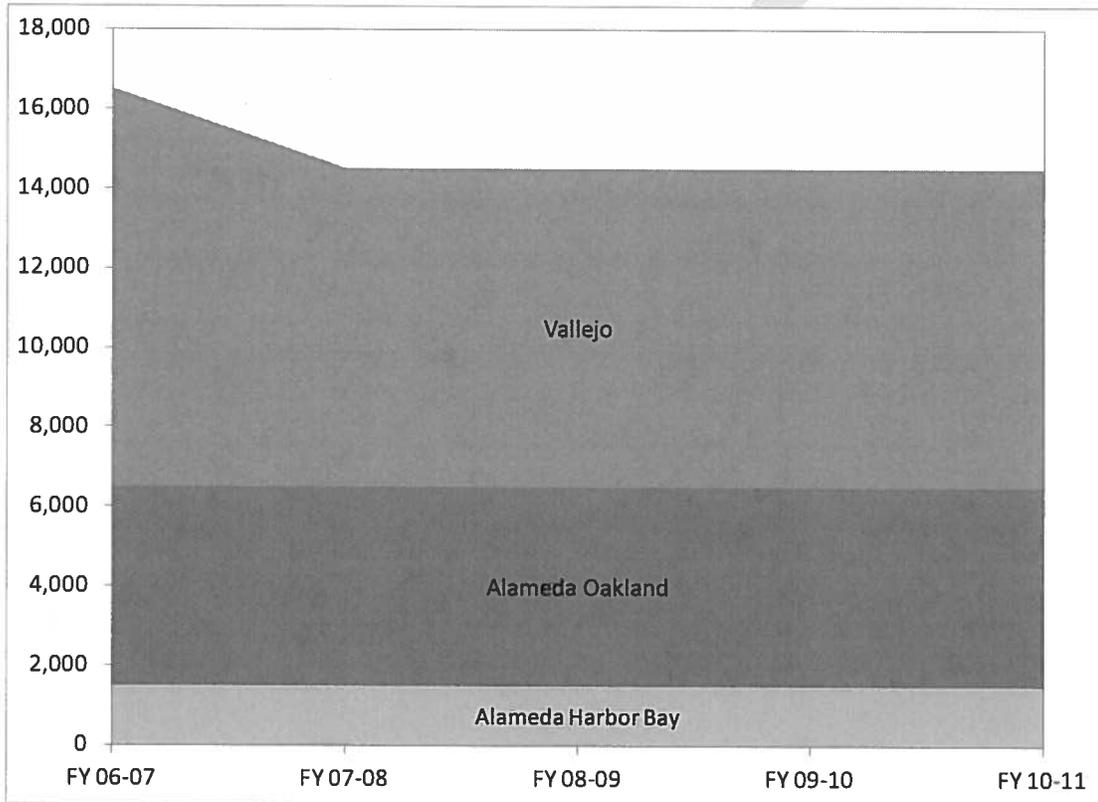
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Service Levels

The amount of service provided has stayed relatively constant for all three services with the exception of a 20% decrease in hours and miles on the Vallejo service between FY 06/07 and FY 07/08 and a minor decrease in FY 08/09.

The Vallejo service comprises the majority of system revenue hours (55%) and nearly three-quarters of system revenue miles (73%), partially due to the fact that it has the longest route. The Vallejo service represents a higher share of miles than hours because travel through the open bay permits the boats to operate at higher speeds on a more sustained basis.

Figure 3-5 Systemwide Vehicle Hours (Composite by Service)



Operating Cost

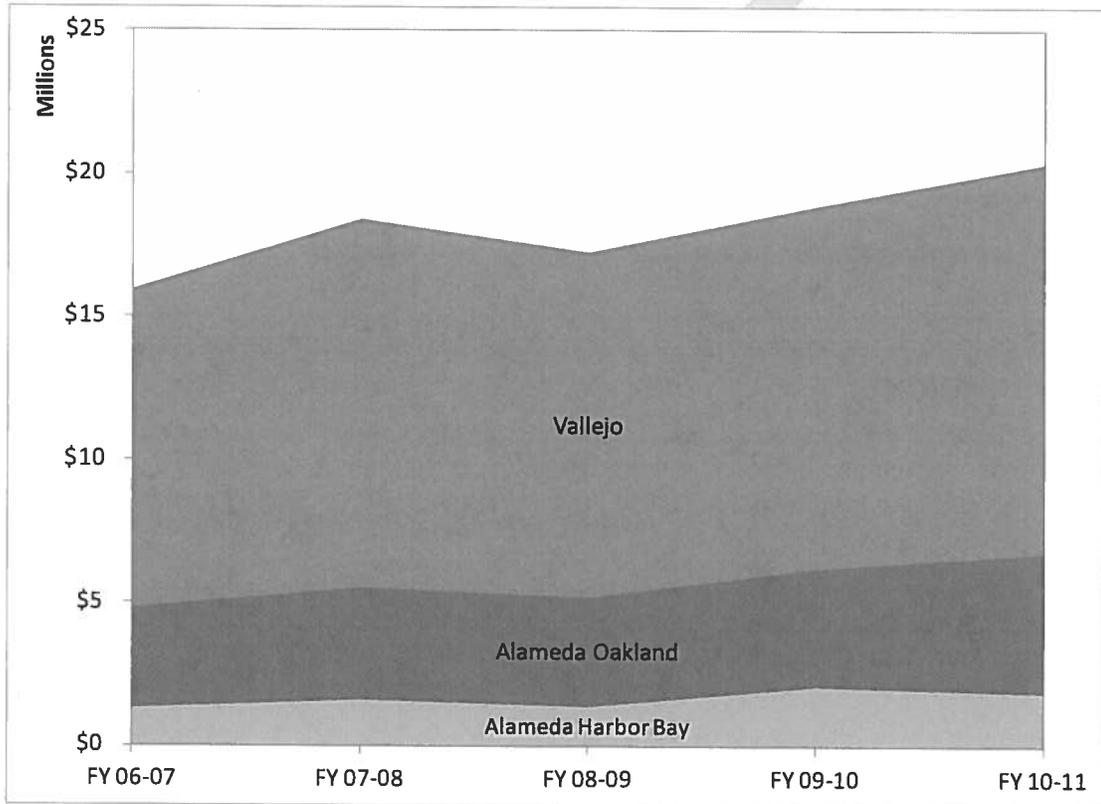
The total cost to operate these three services in FY 10/11 was \$20.4 million. Vallejo accounted for approximately two-thirds of total operating cost in FY 10/11, with Alameda/Oakland representing the second highest share at 24% as shown in Figure 3-6.

Overall, the cost to operate these services has increased over time (21% since FY 06/07) primarily due to increased labor and fuel costs. Operating cost for all three services dropped slightly in FY 08/09 and then continued to rise through FY 10/11. This increase exceeds the Consumer Price Index.

Overall operating cost is one area where the Vallejo service has shown a better trend than the other services. Since FY 06/07:

- Cost for the **Vallejo** service has increased 22%, with relatively steady increases over time (with the exception of FY 08/09).
- Cost for the **Alameda Oakland** service has increased nearly 40% with a particularly large cost increase in FY 10/11 of over 18%, primarily resulting from vessel maintenance projects.
- Cost for the **Alameda Harbor Bay** service has increased by nearly 42% overall with particularly large fluctuations over the five years. Cost for the service peaked in FY 09/10 at over \$2 million, more than 50% higher than the prior year. Cost fell again in FY 10/11 closer to FY 07/08 levels.

Figure 3-6 Operating Cost (Composite by Service)



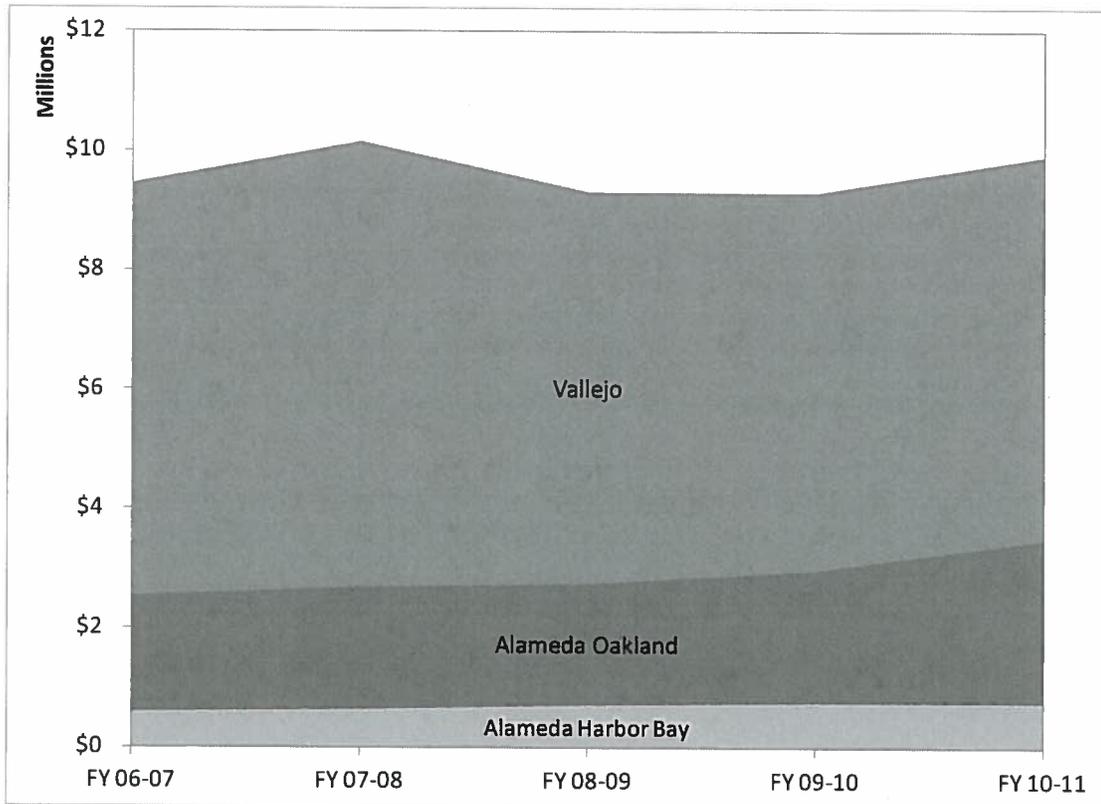
Revenue

As shown in Figure 3-7, overall farebox revenue has decreased since FY 06/07. However, like other statistics, this masks performance amongst the different services:

- **Vallejo** farebox revenue has decreased 7% since FY 06/07, despite an increase in FY 07/08
- **Alameda Oakland** farebox revenue has increased relatively steadily; revenue from fares has increased 40% since FY 06/07
- **Alameda Harbor Bay** farebox revenue has also increased relatively steadily, leveling out in FY 10/11, up nearly 30% overall since FY 06/07

Due to the size of its service relative to the ferry network, the decrease in Vallejo fare revenue has led to an overall decrease for the system as a whole. This decrease, combined with increased operating cost described above, means that the subsidy required to operate these services has increased and now comprises over 50% of overall operating cost. The discussion of farebox recovery ratio below describes this trend in more detail.

Figure 3-7 Farebox Revenue by Service



EFFICIENCY, COST-EFFECTIVENESS AND PRODUCTIVITY

Passengers per Revenue Hour

Passengers (or boardings) per hour of revenue service is the single most widely used measure in the transit industry for productivity of service.

In FY 10/11, passengers per hour performance was:

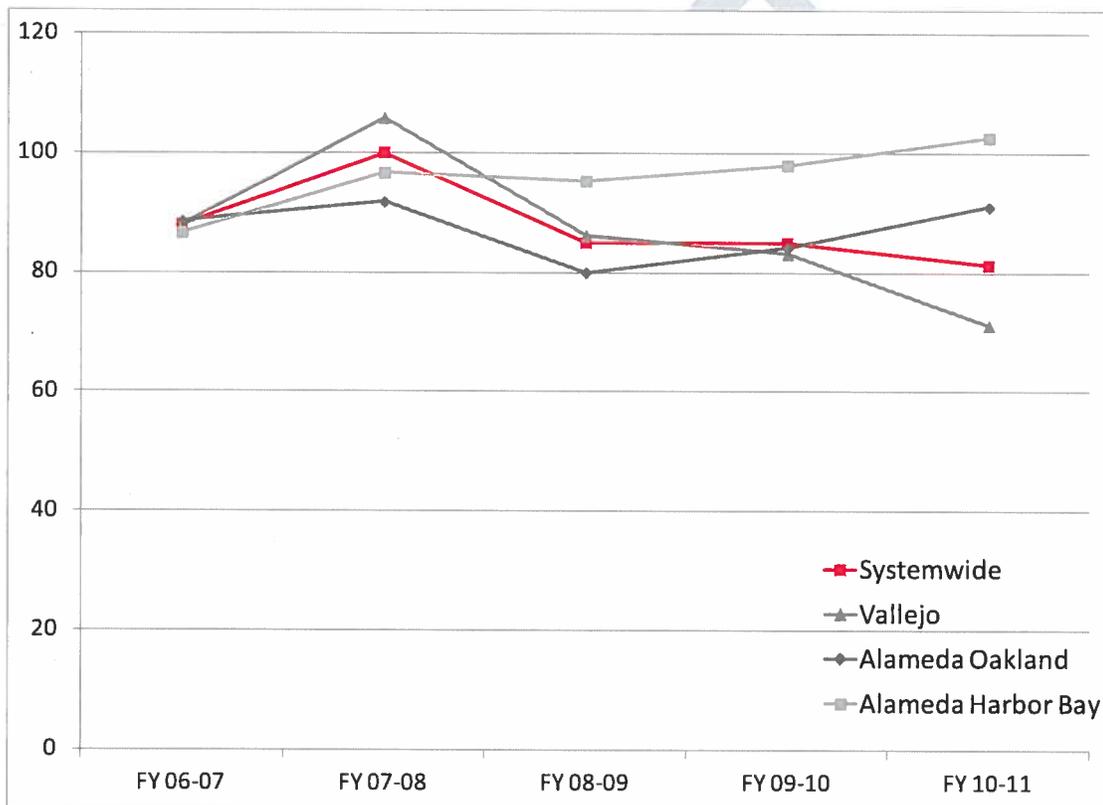
- Systemwide: 81 passengers per revenue hour
- Vallejo: 71 passengers per revenue hour
- Alameda Oakland: 91 passengers per revenue hour
- Alameda Harbor Bay: 103 passengers per revenue hour

Overall, passengers per hour has decreased over time as more service has been operated than “consumed” by riders, as shown in Figure 3-8. This indicates an overall decrease in service productivity; however, this does not hold true for all the services. Since FY 06/07:

- **Vallejo** productivity has decreased nearly 20% impacting the overall trend
- **Alameda/Oakland** productivity has increased slightly (~3%)
- **Alameda Harbor Bay** productivity has increased substantially, by over 18%, reflecting its ridership gains over this period

Therefore, as with other overall system trends, the falling productivity of Vallejo service is overshadowing the stable or increasing productivity of the other services. Opportunities for stabilizing ridership and improving productivity are discussed in Chapter 5.

Figure 3-8 Passengers per Revenue Hour, Systemwide and by Service



Operating Cost per Hour

Operating cost per hour of revenue service is a widely used measure in the transit industry to measure the efficiency of service delivery. Cost per hour in FY 10/11 across the system was:

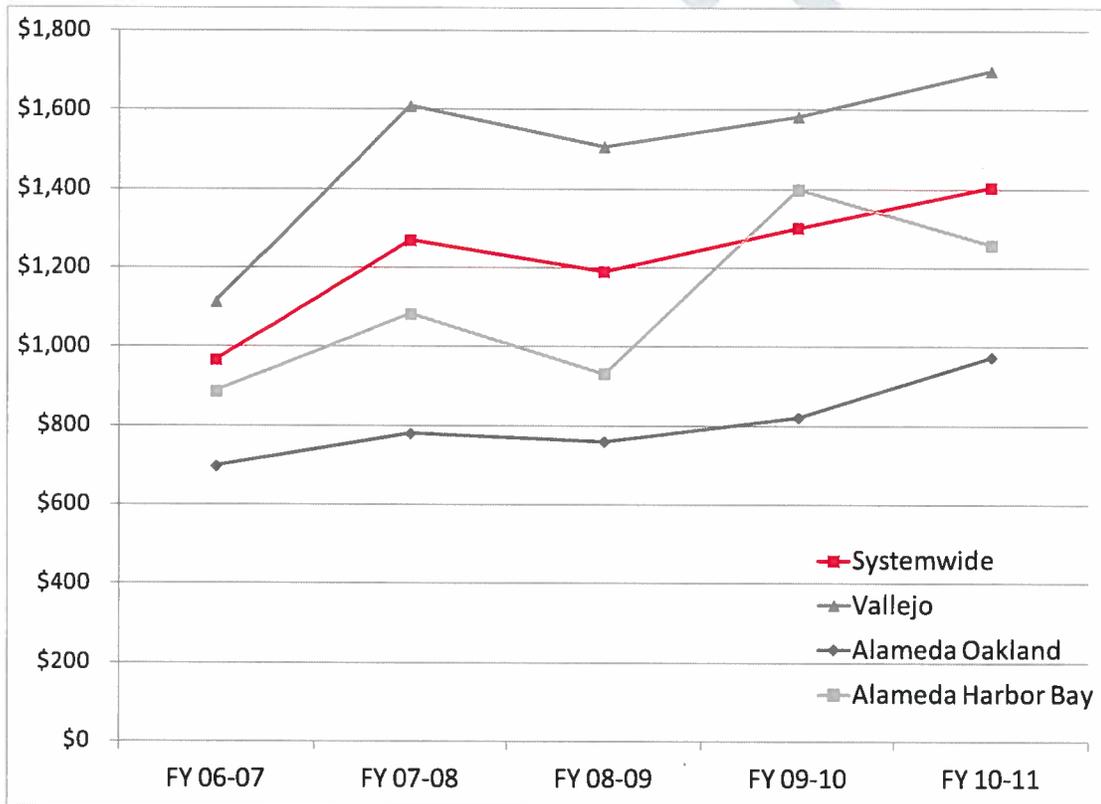
- Systemwide: \$1,400 per hour of revenue service
- Vallejo: \$1,700 per hour of revenue service
- Alameda Oakland: \$970 per hour of revenue service
- Alameda Harbor Bay: \$1,260 per hour of revenue service

Overall, cost per hour has risen over the past five years for all three services and therefore for the system as a whole, as shown in Figure 3-9. Since FY 06/07, increases have ranged from approximately 40% to 50%, and 45% for the system as a whole. Most of the 53% increase in cost per hour on the Vallejo service occurred in FY 07/08, due to a service level decreases and unchanged costs.

Increases occur when the amount of service remains relatively constant while costs increase, which means that every hour and mile of service costs more. This trend is not necessarily indicative of decreased efficiency in service provision, but does mean that efficiency improvements have not kept up with cost increases. These issues are discussed as part of the service plan in Chapter 5.

Cost per revenue mile has followed similar trends and therefore is not shown separately here.

Figure 3-9 Cost per Hour, Systemwide and by Service



Farebox Recovery

Farebox recovery ratio, or fare revenues as a percentage of operating costs, is the primary measure of cost-effectiveness used by MTC for determining system funding.

Farebox recovery ratio for the system as a whole was just under 50% in FY 10/11. In FY 10/11:

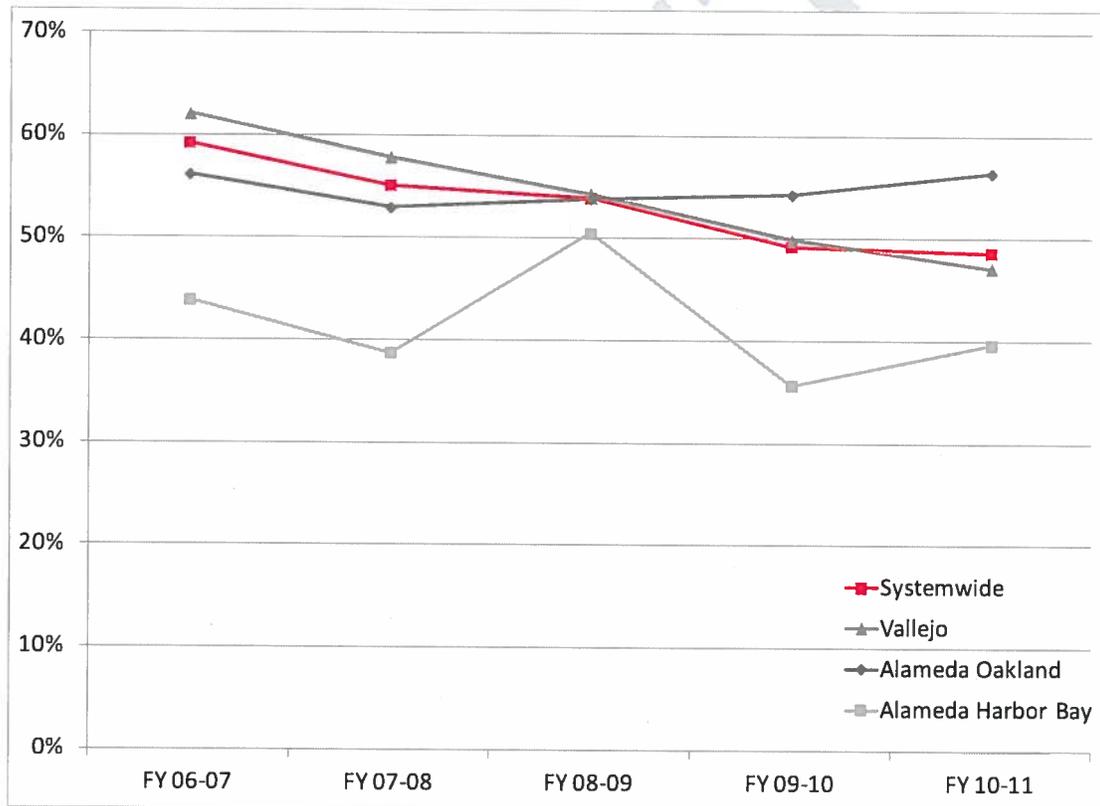
- The **Alameda Oakland** service had the best farebox recovery ratio at 56%
- **Vallejo** had a 47% farebox recovery

- **Alameda Harbor Bay** had the lowest farebox recovery at just under a 40% farebox recovery ratio

The farebox recovery ratio has decreased over the last five years; in FY 06/07 it was close to 60% for the system as a whole. It has decreased on all services, but as with many metrics described here, change has occurred most dramatically on the Vallejo service. Since FY 06/07:

- Farebox recovery on the **Vallejo** service has decreased by 24%
- Farebox recovery on the **Alameda Oakland** service has held quite steady; the FY 10/11 farebox recovery ratio was nearly identical to FY 06/07
- Farebox recovery on the **Alameda Harbor Bay** service has fluctuated the most over time, decreasing 10% overall.

Figure 3-10 Farebox Recovery Ratio, Systemwide and by Service



OTHER PERFORMANCE AND COMPLIANCE

Equipment and Facility Deficiencies and Remedies

All equipment and facility needs are described in WETA's capital improvement program, which can be found in Chapter 6.

Community Based Transportation Plans (CBTPs)

MTC's Lifeline Transportation Program supports projects that address mobility and accessibility needs in low-income communities throughout the region. The program is funded by a combination of federal and state operating and capital funding sources, including the Federal Transit Administration's (FTA) Jobs Access and Reverse Commute Program and state Proposition 1B Transit Capital and State Transit Assistance programs. This program funds Community Based Transportation Plans (CBTPs) in low income and other identified "communities of concern."

The Alameda CBTP considered improving access to the Oakland-Alameda Ferry in its plan priorities. Recommended actions included:

- Increasing awareness of existing services (medium importance ranking): Includes increasing awareness of AC Transit's Route 63 feeder service, AC Transit's free bus transfer offer with purchase of a ferry ticket and existing bicycle facilities.
- Improving pavement and bicycle striping near the ferry terminal (by the City of Alameda) (medium importance ranking).
- Increasing the frequency of the ferry (low ranking).
- The CBTP also cites the Estuary Crossing Study Final Draft Feasibility Report, which proposes an expanded ferry service between Alameda and Oakland. The service would provide a more regular shuttle along the estuary with 15-minute headways to complement the existing Alameda/Oakland service. This project also proposes a water shuttle/taxi service between a new and/or modified dock in Alameda and the Jack London District, with potential for additional stops on either shore. Two water taxis will be required to maintain service at 15-minute headways.

The CBTP included significant outreach efforts. Responses related to the Alameda-Oakland ferry service included:

- One-quarter of respondents reported riding the Oakland-Alameda ferry. Of these, the most common trip purposes reported were recreation and work commute.
- Respondents reported that the ferry terminal is difficult to access without a car. The majority of ferry passengers reported driving or getting dropped off at the Alameda terminal by car.
- In addition, transit buses are reportedly not well-timed with the ferry, causing passenger delays.

WETA will take these identified needs and recommended actions into consideration in making service planning decisions.

Title VI Compliance

As part of its responsibilities as a transit provider receiving federal funding, WETA completed the agency's first Title VI report. This report evaluates whether WETA provides transit service without respect to the minority and income status of its riders, in accordance with FTA Title VI guidance.

Title VI of the Civil Rights Act of 1964 specifies that "no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." Executive Order 12898 and the subsequent guidelines issued by the

Department of Transportation and the U. S. Environmental Protection Agency require consideration of the impacts on minority and low-income populations. Circular 4702.1A distributed by the FTA provides guidance under Title VI for transit agencies and other federal funding recipients to ensure that services are provided in a manner that is nondiscriminatory and without respect to the minority or income status of its current or potential riders.

WETA is a recipient of federal funds, pursuant to Title 49 U.S.C. Chapter 53, under FTA section 5307/09. As a recipient of federal funds, WETA prepared its 2012 Title VI Program in accordance with FTA Circular 4702.1A, dated May 13, 2007. WETA clearly understands its responsibility to ensure that all transit service and access to its facilities are equitably distributed and provided without regard to race, color, religious creed, or national origin. Furthermore, WETA shall continuously strive to ensure that equal opportunities are afforded to all individuals in its service area without regard to race, color, religious creed or national origin, as they relate to community participation in local transit planning and decision-making processes.

The Title VI analysis concludes that WETA does not provide transit service in a discriminatory manner and that low-income and minority populations are provided with an equivalent level and quality of service as non-low-income and non-minority populations.

FTA Triennial Review

WETA has not completed an FTA Triennial Review yet. This will be included in the next update of the SRTP.

4 GOALS, OBJECTIVES AND STANDARDS

BACKGROUND

As described previously, WETA has recently transitioned from primarily a planning agency to an operations and planning agency. This is the first SRTP prepared by the agency and thus is the first opportunity to articulate goals, objectives and performance standards. In developing this chapter, the agency revisited the mission and goals that have guided their planning efforts and built on these to create more concrete metrics by which they can gauge system performance in coming years.

It is anticipated that every three to five years WETA will review the goals, objectives and standards and will recommend changes to the Board of Directors as appropriate.

There are numerous sources that were referenced to develop WETA's performance standards:

- The **2003 WTA Final Implementation and Operations Plan** and the **2009 WETA Final Transition Plan**: These planning documents established the framework for operations and expansion of ferry service on San Francisco Bay that has guided the agency to date. This chapter builds on the mission, goals and overall concepts presented in these documents to guide creation of more specific goals, objectives and standards for their services.
- The ferry **operations and maintenance contracts** for the Alameda and Vallejo services establish performance measures, some of which can be translated into broader goals, objectives and standards for WETA.
- **National Transit Database (NTD) performance indicators**: WETA sought to make their standards consistent with the basic performance indicators required by NTD.
- **Standards at peer agencies**: WETA researched peers to learn the "state of the practice" for ferry performance standards. The best comparable service for WETA is Golden Gate Ferry. Standards at other agencies such as the Washington State Ferries and long-distance commuter bus services were also used as references.
- **TCRP report 152—Guidelines for Ferry Transportation Services**: This document presents a comprehensive framework of potential standards that served as a useful general reference.

INTRODUCTION

Transit system performance measures should provide a consistent framework for evaluating the efficiency and quality of transit services and should also serve as a tool for the effective management and planning of transit services. In general, transit performance standards fall into the following basic categories: efficiency, effectiveness, reliability, quality and safety.

There are three primary components that determine performance of a system:

- **Service Design** reflects what an agency is *seeking* to do with its service; this includes route design, frequency, schedule, selection of origins and destinations and boat capacity. Once these service design factors are in place, the agency delivers the daily services that have been planned, which leads to the second component.
- **Service Delivery** reflects how the agency is performing in actually executing and implementing the service, this includes things such as on-time performance, reliability and customer service.
- **Travel Market** is the size of the customer base or volume of potential riders that the service is designed to attract. This can be affected by land use patterns that impact ferry terminal accessibility.

These three service components impact achievement of objectives and performance standards, as illustrated on the following page for WETA. The first two components are generally under the direct control of the transit agency. The last component, travel market, is initially determined during the planning of the service and thereafter during the operation. It is subject to change and fluctuation and can be affected by factors beyond the control of the agency such as the general state of the economy. It is critical that the transit agency monitor and anticipate, when possible, the fluctuations in its travel markets and adjust its service appropriately to achieve the desired level of system performance.

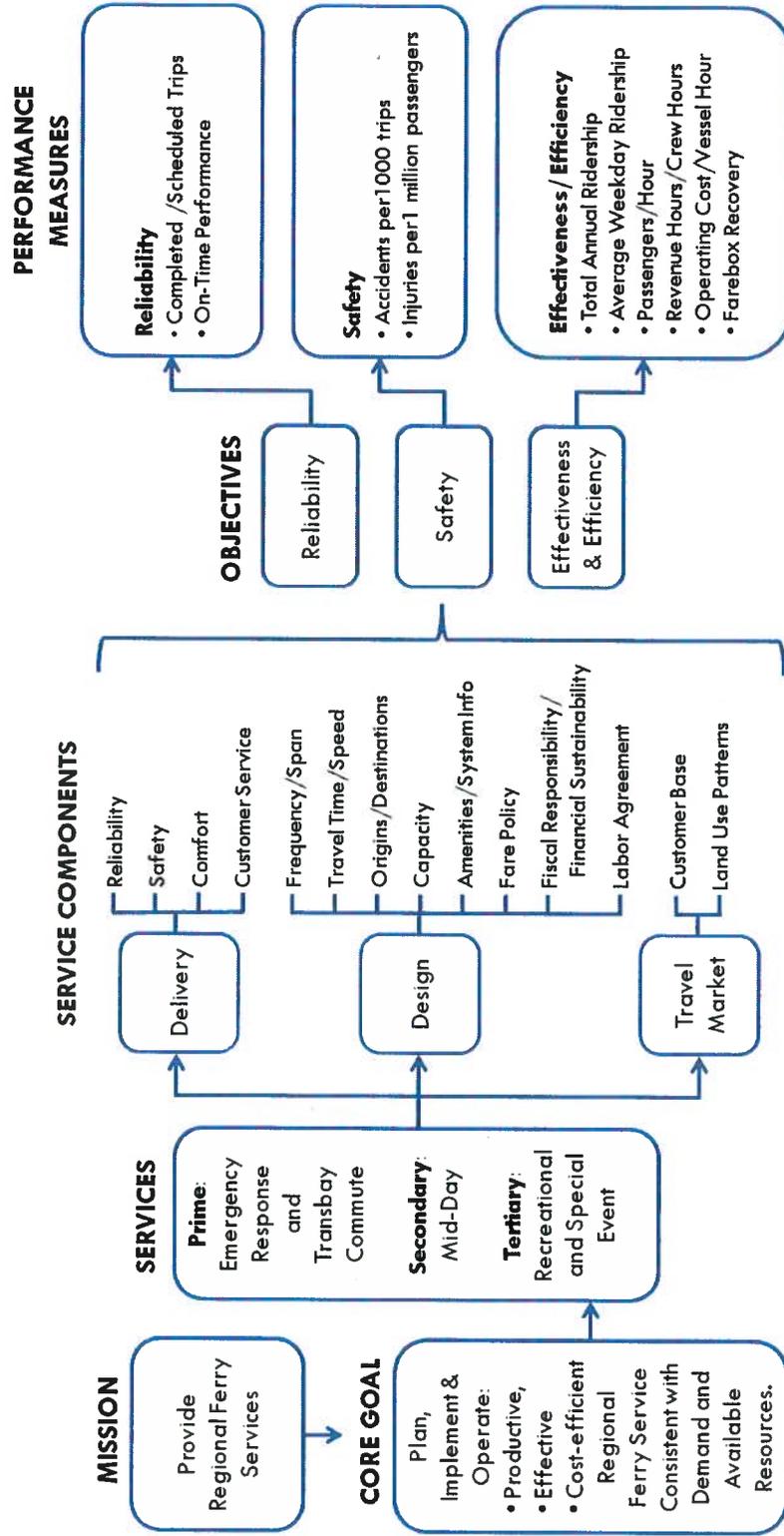
WETA has one core goal for its ongoing transbay ferry transportation system and has established three main objectives to support this goal, each of which has several corresponding performance measures:

- Reliability
- Safety
- Efficiency/Effectiveness

Factors that impact service quality such as customer service and comfort (e.g. cleanliness of vessels and responding to customer complaints) are covered in the service contract and therefore not included here.

Figure 4-1 provides a graphic example of how WETA's mission statement leads to a set of services, service components, objectives and performance standards.

Figure 4-1 Goals, Objectives, Performance Standards Flowchart



Special Considerations for Performance Standards

Peak and Off-Peak Measures: Currently, the four services that WETA operates are primarily commuter services focused on peak period trips. This is reflected in the fact that two of the services, Alameda Harbor Bay and South San Francisco, only operate during the morning and afternoon peak commute periods. In addition, the two all-day services, Vallejo and Alameda/Oakland, offer the greatest frequency and experience highest loads during peak hours in the peak commute direction. Taking this reality into consideration in the development of service standards is important, because each of the services perform very differently during peak hours in the peak direction than during the off-peak period.

Emergency Service: While WETA's primary daily task is ensuring smooth operation on four regional ferry services, emergency response is one of the agency's core goals. The WETA Emergency Water Transportation System Management Plan was prepared in cooperation with state emergency officials and the U.S. Coast Guard. It lays out how WETA will prepare for, respond to and recover from disasters affecting public health, welfare and transportation across the Bay Area. As described in the sidebar below, WETA has recently provided critical emergency response services to help support Bay Area commuters during a sudden BART shutdown which left thousands of commuters stranded in June 2012.

The emergency response role is a key consideration in evaluating WETA service. Emergency response, by definition, requires redundancy and flexibility, ensuring that if one system fails, another is available to take its place. Therefore, although WETA will always strive to be as productive and efficient in its daily operations as possible, ensuring that boats are available in the event of an emergency is an overriding concern that will factor into service planning decisions. Ensuring that a basic level of ferry service is available on certain routes will be critical to ensuring the availability of these resources in the event of an emergency.

In the future, WETA will continue to be available to quickly marshal its vessels and staff to respond to short-term emergency needs such as the BART shutdown described in the sidebar. However, in the event of a prolonged transportation emergency that requires more sustained services for emergency recovery, WETA would require additional staff and financial resources and would likely require additional vessels to support the Bay Area's transportation needs. WETA is currently exploring what options are available and what resources would be required to provide this type of sustained emergency recovery service.

WETA's Emergency Response: San Francisco Bay Ferry Accommodates Commuters Affected by BART Shutdown

On the morning of June 14, 2012, a fire shut down all BART service between the East Bay and San Francisco for many hours. WETA took immediate action to enhance San Francisco Bay ferry service to assist stranded commuters. Service changes included:

- Three ferries were added to the Oakland-San Francisco route
- One additional ferry worked the Harbor Bay route between Alameda and San Francisco
- An unscheduled run was added between AT&T Park and Oakland to accommodate Giant's fans attending that day's game to keep the impact at the destination terminal to a minimum
- The number of ferry departures increased from the usual 25 round trips to 46 round trips
- No ferries were added to the newest South San Francisco route, but passenger counts nearly doubled

On this day, ridership on all East Bay ferry routes nearly quadrupled, reaching over 9,500 boardings compared to a typical weekday when the routes carry approximately 2,500 passengers. This event illustrated the importance of having a robust and flexible passenger ferry transit system in place on San Francisco Bay. WETA and the services it provides clearly play a critical role in Bay Area emergency response.

Remedial Actions: In the case of a service drop below the minimum standards outlined below for a sustained period of time (e.g. 3-6 months), WETA shall consider service alterations such as cutting service, redesigning schedules or re-structuring routes. WETA will strive to design any remedial actions to minimize effects on WETA passengers.

Further, WETA will always hold its mission as an emergency response agency above all whenever it re-designs its services.

Tracking Performance: WETA carefully selected these performance standards as the best metrics by which to measure future performance of the system. However, since the services were operated by other agencies until quite recently and due to the recent commencement of the South San Francisco service, the data necessary to reliably and consistently measure performance against these standards is not yet available. Therefore, for the purposes of illustrating performance for this initial Short Range Transit Plan (SRTP), Chapter 3 describes the performance of the system against standard metrics using data reported to MTC and the National Transit Database (NTD).

For future iterations of the SRTP, WETA will fully report on the performance metrics described here. To enable the agency to accomplish this, upon adoption of these measures WETA will begin the process to create a data collection and tracking system that will allow consistent data reporting across all services. The agency will work closely with the contractor to ensure that their reporting allows performance on these adopted standards to be measured and reported.

CORE GOAL

To plan, implement and operate **productive, effective and cost-efficient** regional ferry transit services **consistent with demand and available resources**.

OBJECTIVES AND PERFORMANCE STANDARDS

Objectives and performance measures for WETA services are summarized in Figure 4-2 and then described in more detail below.

Figure 4-2 Summary of Objectives and Performance Standards

Objective	Measure	Standard
Reliability	Trip Reliability	Operate 99% of scheduled ferry trips
	On-Time Arrivals	95% of trips will arrive no more than ten (10) minutes after the scheduled arrival time.
Safety	Accidents and Injuries	No accidents No injuries
Effectiveness & Efficiency	Total Annual Ridership	<i>Minimum:</i> Total number of annual passenger boardings tracks with service area travel market volume <i>Target:</i> Annual ridership increases
	Average Weekday Ridership	<i>Minimum:</i> No decrease in average weekday ridership compared to the prior fiscal year average <i>Target:</i> Increased average weekday ridership consistent with growth in transit use of the region
	Passengers per Hour	System Total: Minimum- 80; Target- 100 Peak Hour & Direction: Minimum- 100; Target- 125
	Labor Efficiency	Revenue hours are no less than 80% of total crew hours
	Operating Cost	Limit annual cost rate increases to no more than the annual Bay Area CPI with the exception of fuel
	Farebox Recovery	40% for commute-only services 30% for all-day services New services have 3 years to achieve these targets Special event services will recover the full incremental cost of this service through fares and/or other special revenues

Objective – Reliability

Provide reliable, safe and effective transit service that attracts and retains riders. This is a beneficial metric for evaluation because it has a direct relationship with customer satisfaction.

Trip Reliability

Measure: Ratio of completed trips to scheduled trips

Standard: Operate 99% of scheduled ferry trips

Discussion: This measure is the proportion of actual trips operated relative to the number of trips that are scheduled. Any trip operating 30 minutes or more behind the scheduled time shall be considered a “Missed Trip.” Weather, traffic congestion and vessel mechanical failures are examples of reasons a ferry system may cancel a trip.

On-Time Arrivals

Measure: Percent of all fixed route trips that have an on-time arrival

Standard: Ninety-five percent of all trips will arrive no more than ten (10) minutes after the scheduled arrival time

Discussion: This measure illustrates how well WETA service is actually following its published schedules.

Objective – Safety

Accidents and Injuries

Measure: Number of accidents per 1,000 trips and number of injuries per 1 million riders

Standard: No accidents and no injuries

Discussion: Ferry accidents are recorded according to the NTD definitions, including passenger trip and fall accidents. WETA has selected a zero accident standard because of a strong history of no accidents or injuries on the services now controlled by WETA. In addition, customer perception of safety and security on public transportation systems is a major factor in their trust in the system and their likelihood to ride.

Objective – Effectiveness & Efficiency

Enhance productivity of transit services, equipment and operating labor to maximize use of available resources. Operate in a fiscally responsible manner that considers the limited availability of operating subsidies and fares.

Annual Ridership

Measure: Total annual ridership

Standard: *Minimum:* Total number of annual passenger boardings tracks with service area travel market volume

Target: Annual ridership increases

Discussion: The simplest measure of effectiveness of a transit service is how many passengers the service is attracting. WETA's goal is for ridership to increase over time; however, at a minimum the agency aims for ridership to not decrease from one year to the next. The exception to this is if the travel market of a service area decreases significantly, in which case some decrease in ridership would be expected.

Average Weekday Ridership

Measure: Ratio of total number of weekday riders to total weekday service days

Standard: *Minimum:* No decrease in average weekday ridership compared to the prior fiscal year average

Target: Increased average weekday ridership consistent with growth in transit use in the region

Discussion: This measure provides a simple snapshot of service productivity by illustrating how many passengers the system as a whole is carrying every day, on average. The measure will not include weekday holiday ridership, but will include any special services that operate on weekdays. The average weekday ridership in FY 11/12 was approximately 3,908 passengers.

Passengers per Hour

Measures: Ratio of total passenger boardings to total revenue service hours

The ratio of peak hour and peak direction passenger boardings to revenue service hours

Standard: System Total: *Minimum:* 80

Target: 100

Peak Hour and Direction: *Minimum:* 100

Target: 125

Discussion: The number of passengers per hour is a reliable measure of service productivity and indicates how efficiently WETA is matching service to demand. This measure is critical to the establishment of vessel and facility design standards and can be used as a benchmark for expansion of service.

Labor Efficiency

Measure: The ratio of total revenue service hours to total paid crew service hours

Standard: Revenue hours are no less than 80% of total crew hours

Discussion: Non-revenue hours include deadhead trips between terminals and the maintenance and fueling facilities where ferry vessels go in and out of service, as well as paid crew time before and at the end of their shifts (vessel checks, sign in time and time spent refueling vessels, etc.). During this time, WETA has to pay the crew but is not receiving revenue from passengers. Crew costs are a

significant cost item for ferry services and the efficient use of these resources is critical to maintain sustainable operation costs.

Operating Cost

Measure: The ratio of total operating cost to total vessel hours

Standard: Limit annual cost rate increases to no more than the annual Bay Area Consumer Price Index (CPI), with the exception of fuel

Discussion: WETA seeks to operate as efficiently as possible in order to utilize its limited resources effectively. Some cost increases are likely to happen over time due to inflation, but beyond this, WETA aims to control costs to current levels. Therefore this measure allows for costs to increase at approximately the same rate as the Bay Area CPI. Because fuel prices are often highly volatile and do not track with the CPI, if WETA experiences a major increase in fuel costs that impacts performance under this standard, cost change will exclude the fuel increase.

It should be noted that a portion of the WETA fleet is aging, which means that the operations budget in future years will be affected by a higher allocation for vehicle repairs. It is expected that fuel and lubricants cost will also continue to increase in the near future. These will be major factors that WETA will need to take into consideration in controlling cost increases.

Farebox Recovery

Measure: The ratio of total fare revenue to total operating cost

Standard: Forty percent for commute-only services

Thirty percent for all-day services

New services have three years to achieve these targets

Special event services will recover the full incremental cost of the service through fares and/or other special revenues

Discussion: The farebox recovery ratio reflects ridership and fare levels as well as the level of and cost of service. This illustrates service effectiveness, efficiency and productivity.

WETA will maintain a minimum 40% farebox recovery ratio for commuter (peak) services and a 30% farebox recovery for all-day service to remain eligible for Regional Measure 2 (RM2) funding. New services will have three years to achieve these targets. For special event services, WETA's objective is to recover the full incremental cost of this discretionary service through farebox or other special revenues identified for this event.

MAJOR SERVICE CHANGE POLICY

Federal Transit Administration regulations require that transit operators develop and use a process for soliciting and considering public comments before increasing fares or making significant changes in service. WETA defines a major service change as one that affects 25% or more of the trips within a route that WETA is operating at the time it is considering making the service modifications.

As adopted by the WETA Board of Directors under Resolution 2010-38, WETA will undertake the following actions as part of the process for receiving public comments, ideas and feedback on proposed fare changes and/or major service changes:

- WETA will begin the public notification process for proposed changes 30 days or more before holding a public hearing to consider public comments.
- The public notification process will provide information about the proposed fare increase or service modification in sufficient detail that a member of the general public can readily understand the specifics of the change. This information may be contained in materials that are referenced in the Public Notice as space and the need for clarity and simplicity in communication of information reasonably dictates.
- At a minimum, the Public Notice will clearly explain the manner(s) in which the public can obtain details of the proposed changes, how they can comment on them and the date time and location of the public hearing.
- The Public Notice will be published and posted on the applicable ferry vessels that are used for the affected services, on WETA's website and using other forms of mass media that will provide economical and effective announcements to the public.
- Any comments made before the public hearing will be transmitted to the Board at the official public hearing and will, in all intents and purposes, be considered a part of the official record.

The above policy reflects the agency's commitment to a process that is open, transparent and considerate of public input. It requires that WETA establish procedures that the public can use to provide input other than attending and testifying at a formal public hearing; recognizing the value of personal time as well as the variety of options for receiving input through online or social media accounts. The policy is flexible to allow use of informal public meetings, written comments via email or letter and other ways the public can voice its comments to the Board concerning any proposed fare increase or major service change.

5 OPERATIONS PLAN AND BUDGET

INTRODUCTION

This chapter outlines WETA's proposed operating plan and budget for the 10 year horizon of this SRTP. The operating plan builds on the plans for expansion of ferry services outlined in the 2003 Implementation and Operation Plan (IOP) and plans for consolidation of existing services outlined in the 2009 Transition Plan.

In 1999, the State Legislature created the Bay Area Water Transit Authority (WTA) to plan new and expanded environmentally friendly ferry service and related ground facilities. The IOP delivered in 2003 by the WTA identified seven new potential ferry routes in the region. In 2007, the governor signed SB 976, which created the WETA as successor to the WTA and was directed to run a consolidated regional ferry system including services operated by the cities of Alameda and Vallejo. SB 1093 was adopted by the legislature to clarify the transition of existing services to WETA. The WETA Transition Plan was subsequently adopted in 2009. Since adoption of the Transition Plan in 2009, WETA has successfully taken over control of the Alameda and Vallejo services.

WETA has continued to plan for and study ferry system expansion as outlined in the IOP. WETA recently updated its ridership projections to the year 2035 to support expansion planning efforts. The updated projections are useful to evaluate the feasibility of starting new services and the potential long-term sustainability of such services. Expansion planning also includes site feasibility studies, conceptual design and environmental review as appropriate for each expansion project. WETA has coordinated planning efforts with staff from all cities identified for expansion services. The service expansion projects identified in the IOP are at different stages of development based on a variety of factors including availability of capital and operational funding and long-term ridership potential.

The Operations Plan is separated into three sections based on WETA's need to maintain existing services while planning for service expansion:

- **Existing Services:** The core of the plan is the continued operation of the existing four ferry routes
- **Near-Term Expansion:** Services that can be realistically implemented over the 10 year planning horizon of this SRTP
- **Long-Term Expansion:** Expansion projects that are unlikely to be ready for implementation in the next 10 years due to site and project specific challenges, decreased ridership projections, the need for significantly more planning and development before implementation and/or funding challenges

EXISTING SERVICES

This plan assumes that WETA will continue operation of its four existing ferry services over the planning horizon of this SRTP. The basic parameters of these existing services were described in Chapter 2. No major service changes are anticipated at this time. However, this is WETA's first year of operations and the agency is still in the midst of finalizing goals, objectives, performance standards and service evaluations. *WETA reserves its rights to implement service changes if any are warranted based on the completed service analysis or changes in travel patterns, economic conditions or funding projections.*

WETA will also conduct market studies for some of the services to determine the stability of those rider markets, as described below. Special considerations specific to each service over the planning horizon of this plan are discussed below.

Alameda/Oakland Ferry Service

As described in Chapter 3, the Alameda/Oakland ferry service (AOFS) is a relatively stable and productive service. WETA does not anticipate any major market changes requiring service alteration and, based on currently available information, the service appears to have sufficient capacity to accommodate moderate ridership growth over the next 10 years. Therefore, the SRTP assumes WETA would continue operating this service at the current service levels through the 10 year planning period. This service is fully funded over the next 10 years.

There have been a number of discussions with the City of Alameda about moving the Main Street/Alameda Gateway ferry terminal to the other side of the island. This is contingent upon the City's plans to redevelop Alameda Point (the former Alameda Naval Air Station at the north end of the island). It has been suggested that the terminal might be moved to a new location in the Seaplane Lagoon on the west side of the island. This would require splitting the service into two separate services and acquiring an additional vessel. At this time, WETA is not pursuing this terminal relocation. It should be noted, however, that WETA does plan to develop a Central Bay Operations and Maintenance Facility at this location, as described in Chapter 6.

Alameda Harbor Bay Ferry Service

Although the performance of the Alameda Harbor Bay (AHBF) service has fluctuated over time, ridership has significantly increased over the past five years and it is now the most productive of the services in terms of passengers per hour. Similar to Alameda/Oakland, WETA does not anticipate any major market changes that would dictate a change in service levels for AHBF. Based on currently available information, the service appears to have sufficient vessel capacity to accommodate moderate ridership growth over the 10 year planning horizon. However, ridership growth will be limited by the maximum capacity of the existing parking lot. WETA is exploring options to maximize parking lot efficiency and expansion of multimodal access. Therefore, WETA plans to continue operating this service at the current service levels through this SRTP period. This service is fully funded over the next 10 years.

Vallejo Ferry Service

The Vallejo service has shown downward trends in performance in recent years that are cause for concern given that this is the largest and most expensive service operated by the agency. In particular, as noted in Chapter 3, ridership has declined significantly and the required subsidy per

passenger has increased by 160% since FY 06/07. The increased subsidy has been funded by WETA since FY 08/09 utilizing Regional Measure 2 ferry funds approved by voters for ferry expansion services but not needed until future expansion services (Berkeley and Richmond) are ready to implement.

For purposes of the SRTP, the Vallejo service is assumed to continue at its existing level of service throughout the 10 year planning period. However, implementation of expansion services could require Vallejo service changes in the event that an alternative service subsidy is not found when RM2 funds are needed to fund planned Berkeley and Richmond expansion services.

South San Francisco Ferry Service

The South San Francisco ferry service was launched on May 4, 2012 to provide weekday peak-period service between Alameda, Oakland and Oyster Point in South San Francisco. It is expected that this service will need one to two years to become established and for ridership markets to fully mature. WETA is assuming a 20% increase in annual ridership on this service through FY 16/17 and a 1.5% annual ridership increase from FY 17/18 and beyond. The service has adequate capacity on current vessels to accommodate this growth.

At this time, no service changes are planned. WETA will conduct a complete review of the South San Francisco service in 18 months to determine if any changes are necessary based on performance trends. There is a funding shortfall identified to operate this service in FY 20/21.

NEAR-TERM EXPANSION SERVICES

Of the seven routes identified in the IOP, WETA plans to develop up to three expansion projects over the next five to 10 years at Richmond, Berkeley and Treasure Island. These three central Bay routes have travel times similar to the existing central Bay service and have high projected ridership. Ferry service to Treasure Island is the least certain as it depends entirely on the speed of development on Treasure Island. WETA is continuing with conceptual design and environmental review for the Richmond and Berkeley terminal projects. Figure 5-1 provides a summary of the near-term expansion services and Figure 5-2 illustrates the services and facility locations.

Availability and Evaluation of Local Operating Funds

The operations plan addresses WETA's need to maintain a core level of existing services while planning for service expansion. WETA is considering two near-term expansion projects in Richmond and Berkeley. Over the course of the next several years, WETA will evaluate the markets for these services to refine the service plans. Full funding of these services will require re-allocation of RM2 funds currently used to fill a funding gap for the Vallejo service; an arrangement made between City of Vallejo, WETA and MTC to address the short term funding shortfall for the service utilizing RM2 ferry expansion funds not needed until expansion services are fully developed. This would be in keeping with the voter intent of the Regional Measure 2 expansion ferry funds and consistent with WETA's transition agreement with City of Vallejo. WETA will collaborate with the cities of Berkeley, Richmond and Vallejo to further define the service and funding plans for expansion services. This includes coordination with regional transportation sales tax entities such as the West Contra Costa County Transportation Advisory Committee, who are responsible for managing Contra Costa County Measure J transportation sales tax revenues. Once these analyses are complete, WETA will evaluate the best use of limited

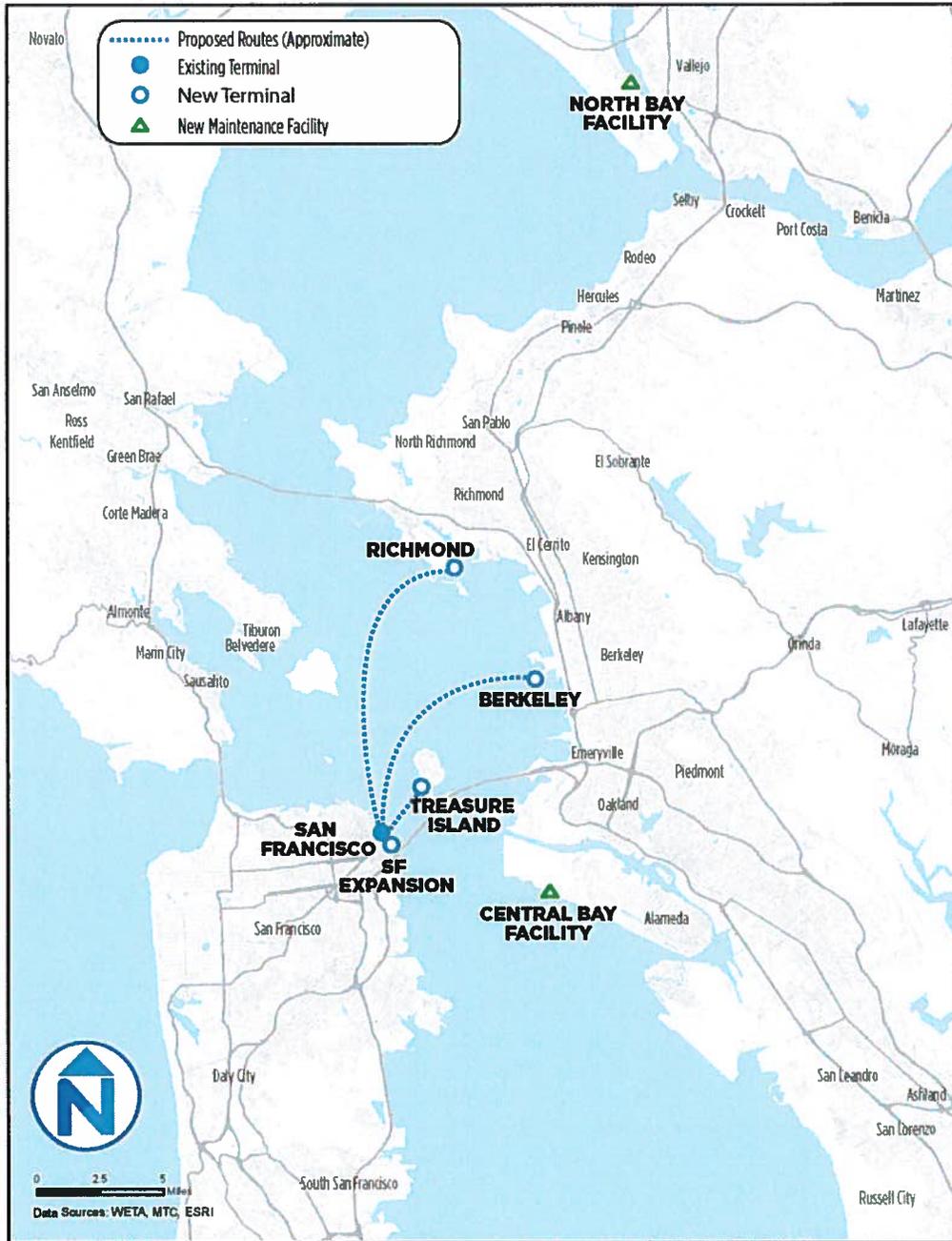
local operating funds including Regional Measure 2 (RM2) funding. Performance, future market potential, and availability of other local operating funds will be taken into consideration in determining how to re-allocate RM2 funding to support planned Richmond and Berkeley expansion. Depending on the outcome of this evaluation, service changes may be necessary on the Vallejo service in the event that an alternative replacement funding source for the Vallejo service is not available.

Figure 5-1 Summary of Near-Term Expansion Services

Service	Terminals	Service Hours	Start Date
Richmond	Richmond Ferry Terminal, south end of Ford Peninsula	Weekdays: Commute only	FY 15/16
Berkeley	Berkeley Ferry Terminal, south of Berkeley Fishing Pier	Weekdays: Commute only	FY 17/18
Treasure Island	Treasure Island Ferry Terminal, west side of Treasure Island	Daily: at least 50-minute headways upon sale of 50 th housing unit	Uncertain, planned for FY 16/17

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Figure 5-1 Near-Term Expansion



Richmond Ferry Service

WETA's next major service expansion is between San Francisco and Richmond. Passengers would embark/disembark at a new terminal on the Ford Peninsula in the City of Richmond and at the existing San Francisco Ferry Building. This proposed new Richmond ferry terminal is described in Chapter 6. The 2035 projected daily ridership for the Richmond service is 1,715 passenger trips (equals approximately 858 total unique individuals).

There are a number of factors influencing the decision to implement the Richmond to San Francisco ferry service before other potential routes:

- The capital costs necessary to construct the ferry terminal in Richmond are far lower than the other proposed expansion projects (described in Chapter 6).
- Current land uses around the Richmond terminal are supportive of a new transit service and the future development potential on the land surrounding the terminal is higher than other locations. In accordance with MTC Resolution 3434, WETA strongly considers current development and the potential for future development in prioritizing the location of future facilities and service expansions in order to encourage multimodal access to the terminal.
- Richmond has been selected by UC Berkeley as the site for a new research facility for the Lawrence Berkeley Laboratory, scheduled to open in 2016. Hundreds of jobs, currently located at dispersed off-site research facilities throughout the East Bay will be relocated to UC's Richmond Field Station, a 120-acre area at the southern end of Richmond's waterfront. This development, and other commercial development, creates the potential for a two-way commute market for the Richmond ferry, which could boost productivity of the service.
- There are Contra Costa County Measure J transportation sales tax funds approved by voters to support this project which could provide \$1.25 million or more annually towards operation of the service.
- The City of Richmond is highly motivated and has begun actively exploring how to optimize multimodal access to the future ferry terminal, such as shuttles.
- The location of the Richmond terminal at the mid-point between Vallejo and Oakland will allow WETA to tap into an entirely new ridership market in western Contra Costa County.

Annual ridership on the Richmond service is projected to be just over 206,000 in the first year and is projected to increase by 1.57% annually thereafter.¹

Berkeley Ferry Service

The second short-term expansion project planned by WETA is a link between the Berkeley waterfront and the Downtown San Francisco Ferry Terminal. Passengers would embark/disembark at a new Berkeley ferry terminal and the existing San Francisco Ferry Building. The proposed new Berkeley ferry terminal is described in Chapter 6. The 2035 projected daily ridership for the Berkeley service is 1,589 (795 unique individuals).

Annual ridership on the Berkeley ferry is projected to be just over 203,000 in the first year and increase by 1.78% annually.² Although there appears to be strong market demand for this ferry

¹ WETA 2015 Ridership Model.

service, the current development patterns and the potential for development around the Berkeley terminal are not as supportive of regional goals for integration of land use and transportation. The Berkeley service has lower potential for walk-up and other multimodal access.

Treasure Island Ferry Service

The proposed Treasure Island ferry service is being developed and implemented by the Treasure Island Development Authority (TIDA). TIDA is in charge of a large-scale proposed development project on Treasure Island that will include 8,000 new housing units, restaurants, retail and entertainment venues. This new ferry service between Treasure Island and the San Francisco Ferry Building is required as a condition of approval for the project to address transportation impacts created by locating thousands of new residents and other uses on the island. The development will be organized around the new Treasure Island Ferry Terminal, which will be designed to meet the transportation needs of future residents on the island.³ The 2035 projected daily ridership for the Treasure Island service is 2,475 (1,237 unique individuals).

TIDA intends to work through the Treasure Island Mobility Management Agency (TIMMA) to partner with WETA for day-to-day operation and administration of the service, but WETA is not responsible for any capital or operating costs of the project. TIDA and its developers are responsible for construction of the terminal on Treasure Island, the purchase of the first ferry vessel for the service, as well as a “local match” for any additional ferries that are needed. In addition, TIMMA is underwriting the operating costs necessary to provide the required level of ferry service. The operating costs for this service will be paid for through homeowners’ dues, monthly passes for all residents on the new development and other TIMMA operating subsidies.

A minimum level of service of 50 minute headways during regular weekdays is required upon sale of the 50th housing unit. As demand for the ferry service increases with the construction and occupancy of new housing units, TIMMA and WETA will coordinate to increase levels of ferry service accordingly.

WETA is not required to allocate any funding for capital or operating costs of this service, but has planned for accommodation of the new vessels in its Downtown San Francisco Ferry Terminal expansion project. The timing of this service is entirely contingent on the advancement of the Treasure Island development project. Although it is difficult to predict whether the minimum development threshold will be reached within the next ten years, WETA is assuming a start date of FY 16/17 for this service in terms of capacity planning in downtown San Francisco.

LONG-TERM EXPANSION SERVICES

The IOP delivered in 2003 by the WTA identified seven new potential ferry routes to expand service in the region. In addition to expanding into those markets that are feasible in the near-term, as described above, WETA is also studying and planning for projects that could be developed over the longer term in order to meet its mandate of expanding water transit services

² WETA 2015 Ridership Model.

³ More information about the project can be found here: www.sftreasureisland.org

for both regular commuting and disaster recovery needs. These projects include potential terminals and services to Antioch, Hercules, Martinez and Redwood City.

The projects identified for long-term expansion either have no identified funding or are not completely funded for capital improvements or long-term operations. Planning and development of transit expansion projects is a complex process that typically requires a broad spectrum of partnerships cities, agencies and other stakeholders. It is important that the local communities work to develop funding sources for terminal construction and long-term operations. As local jurisdictions control local development, it is also important that the cities are a partner in future development around water transit service.

Developing and ultimately implementing new services and their associated facilities requires an extensive process starting with project specific environmental reviews, continuing through with design and engineering of new terminals and vessels, and concluding with their construction. Altogether, these activities can easily take five or more years while funding is secured for the construction and long-term operations. WETA staff will continue to coordinate with stakeholders for each long-term expansion project to identify and proceed with appropriate next steps.

Planning and Study of Long-Term Expansion Projects

Over the past several years, WETA has continued to work with the cities of Antioch, Hercules, Martinez and Redwood City. It is important to note that the conceptual design and environmental review for the Antioch, Martinez and Redwood City projects originally commenced in 2007 and 2008. However, due to the state budget crisis, these projects were put on hold indefinitely until state funds were available to support the work. Conceptual design and planning resumed in early 2011 and WETA staff has continued to coordinate with the cities on project development. The planning and coordination is summarized in more detail below.

WETA recently updated its ridership projections to the year 2035. The updated projections are used to evaluate the feasibility of starting new services and the long-term sustainability of these services. The projects identified for long-term expansion have experienced substantial decreases in projected ridership compared to the initial ridership projects developed in support of the IOP. The decrease in projected ridership can be attributed to a variety of factors including changes in economic conditions in the Bay Area (economic downturn of 2008), changes to the regional transportation network and new projects identified in the current Regional Transportation Plan (RTP). In addition, these services have longer travel times to downtown San Francisco, making other travel modes more competitive and ferry service more costly due to higher fuel consumption and limited stops (which means almost no rider turnover per one-way trip).

During this SRTP period, WETA will continue with alternatives analysis, site feasibility, conceptual design and environmental review processes for these long-term expansion services using available Regional Measure 2 and Proposition 1B resources. WETA staff has and will continue to coordinate with staff from each city throughout the planning processes. A brief overview of the projects is provided below.

An illustration of long-term expansion services and facilities is shown in Figure 5-2 below.

Figure 5-2 Long-Term Expansion



Proposed routes for illustrative purposes only

Antioch

The Antioch service was identified in the IOP to provide service to and from downtown San Francisco with an intermediate stop in Martinez. WETA staff has coordinated with the City of Antioch to identify two alternative sites near downtown Antioch. A site feasibility study was prepared to identify site constraints and design requirements to better understand project feasibility and cost. The recent WETA ridership model update projected a total daily ridership for the Antioch service of less than 445 passenger trips by 2035 (223 unique individuals). Challenges for the Antioch service include long trip times (90 to 120 minutes to Downtown San Francisco) and the service would be in a competitive corridor with the Bay Area Rapid Transit (BART) extension to east Contra Costa County (eBART). The project will extend BART to Antioch with a station at Hillcrest Avenue in the City of Antioch. That project is under construction with service expected to begin in 2016. The Antioch ferry project is currently funded through the conceptual design and environmental review phases only. There are no capital or operational funding sources identified for this project.

Hercules

The Hercules service was identified in the IOP to provide service to and from downtown San Francisco. The Hercules ferry terminal would be a component of a larger Intermodal Transit Center (ITC) that includes train, bus, bicycle and pedestrian connections. Construction of the ferry terminal component would have to occur after construction of the train station component. WETA has coordinated with the City of Hercules to receive regular updates on the ITC project including the environmental review status, current phasing plans, funding and schedule of the ITC project. The recent WETA ridership model update projected a total daily ridership for the Hercules service of 565 passenger trips by 2035 (283 unique individuals). Funding is in place to construct the initial phases of the ITC. The City of Hercules is continuing to secure funding for the later phases, including the train station.

To date, WETA has worked cooperatively with the City of Hercules to prepare the conceptual design and the necessary environmental documents for this new ferry service. A draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) was in process, but was put on hold pending progress on other project components that the ferry terminal depends on. Based on the current funding status and phasing schedule, the ITC project will not advance to such a point that ferry terminal construction could begin until 2017 at the earliest. Therefore, WETA will not continue with the environmental review process until the City of Hercules accomplishes the key funding and phasing goals for the ITC. The ferry component is partially funded with Contra Costa County Measure J funds. Of particular concern for the Hercules site is that construction costs for the project are substantially higher compared to other projects due to large mudflats requiring extensive pier and dredging work to access the site. The anticipated dredging alone would result in both significant capital and ongoing operating costs to the project, posing serious financial challenges for the service.

Martinez

The Martinez service was identified in the IOP to provide service to and from downtown San Francisco. The potential terminal would be north of downtown in the Martinez Regional Shoreline Park and adjacent to the Martinez Marina. The recent WETA ridership model update projected a total daily ridership for the Martinez service of 614 passenger trips by 2035 (307

unique individuals). A site feasibility report was prepared to identify site constraints and design requirements to understand project feasibility and cost. The report analyzed two sites along the shoreline of the park. The sites were analyzed to evaluate options for dredge quantities and wave protection. Construction of the project would require a large initial dredge and regular maintenance dredging would also be required resulting in higher capital and operation costs. Other challenges for the Martinez project include a lack of employment and residential density in the immediate vicinity of the proposed terminal site. The proposed site is located approximately 0.5 miles north of Downtown Martinez. The Martinez project is currently funded through the conceptual design and environmental review phases only. There are no capital or operational funding sources identified for this project.

Redwood City

The Redwood City service was identified in the IOP to provide service to and from downtown San Francisco. The potential terminal would be at the northern-most point of the Port of Redwood City near the Pacific Shores office complex. The recent WETA ridership model update projected a total daily ridership for the Redwood City service of less than 214 passenger trips by 2035 (107 unique individuals). A site feasibility report was prepared to identify site constraints and design requirements to understand project feasibility and cost. Terminal construction would require minor dredging to create for turning basin and to increase water depth in the adjacent access channel. Challenges for the Redwood City project include a lack of employment and residential density in the immediate vicinity of the proposed terminal site. The trip time to downtown San Francisco is estimated at 68 minutes. The service would be in a competitive corridor with Caltrain service, which offers a comparable travel time and better access to employment centers and residential areas in Redwood City. This terminal and service has partial funding consisting of \$15 million in San Mateo County sales tax funds.

OPERATIONS BUDGET

Major operating budget assumptions in the plan are as follows:

- Purchased Transportation service costs to increase 4% annually
- Other expenses to increase 2% annually
- Fares to increase annually at 3%
- Annual ridership increases on established services between 1.3% and 2.5%

As previously discussed in the Vallejo Service and Near-Term Expansion section above, assuming implementation of the planned service expansion and no change to the Vallejo service or new subsidy dollars, there is a projected operating budget shortfall of approximately \$2.1 million beginning in FY 17/18, and escalating annually thereafter. As plans for Richmond and Berkeley expansion are finalized, WETA will work with MTC and the City of Vallejo to explore alternative Vallejo service subsidy sources and alternatives for filling the Vallejo service subsidy shortfall.

SHORT RANGE TRANSIT PLAN FY2012 – FY2021 | CHAPTER 5: Operations Plan and Budget
Water Emergency Transportation Authority (WETA)

MTC has not allowed WETA to establish an operating reserve using RM2, its primary source of operating funds. However, WETA has established a reserve to fund its operating and capital cash flow needs.

The figure below shows projected operating expenses and revenues through FY 20/21.

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SHORT RANGE TRANSIT PLAN FY2012 – FY2021 | CHAPTER 5: Operations Plan and Budget
Water Emergency Transportation Authority (WETA)

Figure 5-3 Operating Expenses and Revenues

	FY2011/12	FY2012/13	FY2013/14	FY2014/15	FY2015/16	FY2016/17	FY2017/18	FY2018/19	FY2019/20	FY2020/21	TOTAL
	Est. Actual	Projected	10-Year								
FERRY EXPENSES											
Alameda/Oakland Ferry Service	\$4,880,181	\$6,159,200	\$6,328,044	\$6,531,613	\$6,702,333	\$6,874,671	\$7,098,788	\$7,330,852	\$7,571,161	\$7,820,024	\$67,296,888
Alameda/Harbor Bay Ferry Service	\$1,845,016	\$2,181,400	\$2,237,542	\$2,305,630	\$2,346,014	\$2,399,976	\$2,474,228	\$2,551,014	\$2,630,428	\$2,712,566	\$23,663,814
Vallejo Ferry Service	\$12,505,728	\$14,045,380	\$14,337,368	\$14,760,116	\$15,096,759	\$15,487,793	\$15,950,531	\$16,428,643	\$16,922,682	\$17,433,220	\$152,968,218
South San Francisco Ferry Service	\$170,364	\$3,394,100	\$3,487,320	\$3,600,401	\$3,698,477	\$3,786,318	\$3,920,990	\$4,050,105	\$4,183,830	\$4,322,339	\$34,624,264
Richmond Ferry Service	\$0	\$0	\$0	\$0	\$4,580,408	\$4,688,103	\$4,852,477	\$5,012,354	\$5,177,942	\$5,349,455	\$29,670,738
Berkeley Ferry Service	\$0	\$0	\$0	\$0	\$0	\$0	\$4,359,123	\$4,506,984	\$4,661,290	\$4,821,249	\$18,347,645
TOTAL	\$19,401,309	\$25,780,080	\$26,390,274	\$27,197,760	\$32,423,991	\$33,256,881	\$38,655,136	\$39,879,952	\$41,147,333	\$42,458,952	\$326,591,548
FERRY REVENUES											
Fare Revenues	\$9,465,348	\$9,868,158	\$10,347,301	\$10,850,175	\$12,841,860	\$13,463,465	\$15,647,482	\$16,405,740	\$17,201,304	\$18,036,045	\$134,126,978
Local - Bridge Tolls / RM 1 2% Prev Maint	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Local - Bridge Tolls / RM 1 5% Ferry Ops	\$2,757,665	\$2,854,189	\$2,807,200	\$2,807,200	\$2,807,200	\$2,807,200	\$2,807,200	\$2,807,200	\$2,807,200	\$2,807,200	\$28,089,454
Local - Bridge Tolls / RM 2 Ferry Ops	\$7,066,776	\$12,958,733	\$13,136,773	\$13,441,385	\$15,375,298	\$15,300,000	\$15,300,000	\$15,300,000	\$15,300,000	\$15,300,000	\$138,478,962
Local - Sales Tax Measure B	\$0	\$0	\$0	\$0	\$0	\$0	\$825,412	\$424,607	\$471,962	\$866,284	\$2,568,265
Local - Sales Tax Measure J	\$0	\$0	\$0	\$0	\$1,250,000	\$1,250,000	\$1,250,000	\$1,250,000	\$1,250,000	\$1,250,000	\$7,500,000
Local - Property Tax / Assessments	\$78,192	\$74,000	\$74,000	\$74,000	\$124,535	\$411,196	\$717,530	\$720,401	\$723,329	\$726,316	\$3,723,499
Local - Subsidy from Developer	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Local - Lease / Rental / Advertising	\$33,188	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$256,198
Local - Other Revenue	\$130	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$130
State Transit Assistance (STA)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$413,110	\$421,373	\$429,799	\$1,264,282
Federal - FTA Section 5307 Prev Maint.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Funding - TBD	\$0	\$0	\$0	\$0	\$0	\$0	\$2,082,512	\$2,533,854	\$2,947,165	\$3,018,209	\$10,581,780
TOTAL	\$19,401,309	\$25,780,080	\$26,390,274	\$27,197,760	\$32,423,991	\$33,256,881	\$38,655,136	\$39,879,952	\$41,147,333	\$42,458,952	\$326,591,548
NET INCOME (DEFICIT)	\$0										

- Assumptions:
 Assumes Purchased Transportation to increase 4% annually
 Assumes other expenses to increase 2% annually
 Assumes an annual fare increase of 3% starting in FY13/14
 Assumes annual ridership increase on each service between 1.3% to 2.5%

6 CAPITAL IMPROVEMENT PROGRAM

OVERVIEW

This chapter provides an overview of WETA's planned capital improvements and current information on project funding need and status over the planning horizon of this SRTP. The 10 year Capital Improvement Program (CIP) includes both one-time capital projects and cyclical rehabilitation and replacement needs for WETA's capital assets. Systematic and timely replacement and rehabilitation of these assets is necessary to support WETA's ongoing ferry service operations.

The CIP consists of a prioritized list of capital improvements that will be needed to support WETA's regional program of public transit and emergency response ferry services. This program provides a basis for the long-term financial planning, development of grant programs and annual capital budgeting for 10 years. The CIP is organized to reflect the multi-year nature of capital projects and the recurring cycles of many capital improvements that will assist WETA in providing its regional program of ferry transportation and emergency response services. Project categories included in the CIP program are summarized in the figure below.

Figure 6-1 Types of Capital Projects

Program	Description
Revenue Vessel Projects	Rehabilitation, replacement and expansion of ferry vessel fleet
Major Facilities	Rehabilitation and replacement of passenger ferry and vessel mooring facilities (e.g. terminals, floats, docks, etc.)
Service Expansion Projects	Ferry terminals necessary for near-term ferry expansion services and operations
Maintenance Facility Projects	Two new facilities to support the provision of existing and new ferry services and emergency response functions
Miscellaneous	Includes general equipment and emergency response system equipment.

Development of the Capital Improvement Program

The program of projects included in the CIP has been developed to ensure existing system needs are captured. System expansion needs have also been included in the plan based on WETA's near and long-term service expansion plans, described in Chapter 5. All projects contained in the plan support WETA's state-mandated mission to operate a comprehensive water transportation system and to coordinate and operate the water transportation response to regional emergencies.

Capital projects have been included in this plan after an evaluation of existing facilities and assets and consideration of expansion needs. The rehabilitation and replacement needs of existing facilities and assets depend upon the type of asset. Some assets, such as vessels, terminal facilities, floats, gangways and waterways, require a program of periodic rehabilitation and maintenance in order to ensure reliable daily operation and extend their useable lifespan. The cyclical capital rehabilitation needs of all of WETA's assets have been evaluated for this SRTP and the cost associated with this work is included in the financial plan.

Other capital project needs included in this plan represent one-time projects; these include the construction of new ferry terminals and vessels as well as the acquisition of assets—such as new mooring floats— required to support WETA's existing services and build WETA's regional water emergency transportation capability. All cost estimates included in this plan are based on experience from existing services or cost estimates developed as a part of WETA's system design and development processes.

Revenue Vessel Capital Needs

WETA currently owns and maintains a fleet of 12 ferries used to support its transit service needs. By FY 20/21, WETA's combined ferry fleet will consist of up to 16 vessels, including nine of the existing vessels, three replacement vessels and four new vessels, shown in the Figure 6-2 below. These revenue vehicles will be used for up to 120 daily service trips and 22,830 hours of service annually, not including the Treasure Island service. They also will provide an emergency response fleet of vessels that is prepared to serve the Bay Area's transportation needs in the event of an emergency. Revenue vessels projects are outlined below by the needs for rehabilitation, replacement and expansion of the fleet.

Vessel Rehabilitation

Vessel rehabilitation includes projects to provide periodic rehabilitation and replacement of ferry boat components such as haul-outs, engines, generators, propulsion systems and other major components required to keep the vessels in service.

Major Component Rehabilitation/Replacement

Ferry vessels are required to undergo periodic haul-out and rehabilitation work in order to remain in working order over their 25-year lifespan. Major component rehabilitation/replacement life-cycles can include propulsion systems, navigation systems, onboard monitoring and alarm systems, interior components and boarding apparatus. The need for this type of rehabilitation is often cyclical and can be planned. For example, engine overhauls are generally required every 12,000 hours of operation. Other major component work is determined by a preventative maintenance program and inspection process.

Mid-Life Repower/Refurbishment

A mid-life overhaul is scheduled when a ferry reaches 12.5 years of service life. Ferries are repowered at mid-life in order to provide for continued safe and reliable operation. This work generally includes replacement of major vessel systems, such as engines, electronics, propulsion systems and refurbishment of the passenger cabins. The vessels will also be sandblasted and repainted. Equipment service hours and specific vessel needs may affect the timing of the projects.

Vessel Replacement

Passenger ferry vessels are expected to have a useful life of 25 years. Vessel replacement is necessary when: 1) a vessel reaches the end of its useful life or 2) when a vessel is nearing the end of its useful life and major component rehabilitation and replacement is no longer cost effective. WETA anticipates replacement of three vessels over the next ten years.

Vessel Expansion

WETA's expansion vessel program includes the purchase of up to four new ferry vessels to serve the Richmond and Berkeley ferry system expansion projects. The Treasure Island Development Authority (TIDA) will purchase the first vessel required for the Treasure Island service. The four new vessels for the Richmond and Berkeley services would be purchased for approximately \$17 million each for a total of approximately \$68 million. These vessels will be funded with RM 2 funds, state Proposition 1B funds and federal funds.

Figure 6-2 WETA Vessel Fleet and 10-Year Vessel Capital Program

Vessel	Capacity	Service Speed	Year Built
Rehabilitation			
Peralta	318	25	2002
Bay Breeze	250	25	1994
Intintoli	300	34	1997
Mare Island	300	34	1997
Solano	300	34	2004
Gemini	149	25	2008
Pisces	149	25	2008
Scorpio	199	25	2009
Taurus	199	25	2009
Replacement			
Harbor Bay Express II*	149	28	1995
Vallejo	300	34	1994
Encinal	400	25	1985
Expansion			
Berkeley 1	299	TBD	TBD
Berkeley 2	299	TBD	TBD
Richmond 1	299	TBD	TBD
Richmond 2	299	TBD	TBD
Treasure Island 1 (TIDA)	199-299	TBD	TBD

*Early replacement due to inoperability.

Major Existing Facilities

The WETA ferry system includes five terminals and one vessel mooring facility as presented in Table 6-3 below. Programmed rehabilitation and maintenance of these facilities is critical to ensure the facilities remain operable at all times. This program also ensures that major WETA facilities are prepared and ready to serve the Bay Area in the event of an emergency. Facility projects include maintenance and rehabilitation of floats and gangways, dredging and general terminal facility maintenance and upkeep.

Figure 6-3 WETA Terminal and Mooring Facilities

Facility	Year Built
Vallejo	1999
Clay Street, Oakland	1990
Main Street, Alameda	1990
Harbor Bay, Alameda	1992
South San Francisco	2012
Pier 9 Mooring	2011

Floats and Gangways

Floats and gangways provide passenger access as well as facilities to moor WETA ferryboats when they are out of service. Funds in this category provide for the rehabilitation and/or replacement of passenger and mooring ferry docks/floats and gangways. Periodic haul-out, inspection and repair of existing floats are scheduled to occur as a part of this plan. Nearly all of WETA's facilities will require some maintenance funding over the next 10 years.

Dredging

The Vallejo ferry basin requires dredging approximately every three years to remove silt build-up that would otherwise prevent ferries from operating in this area. The timing of maintenance dredging depends on previous dredging depths and variable sedimentation rates. Dredge work will next need to take place in FY14/15, FY 17/18 and FY 20/21. Dredging of the Harbor Bay basin and channel is currently underway and will be completed by end of this fiscal year (FY 12/13). Dredging in South San Francisco is anticipated to be outside of the SRTP period. No other channels require dredging during this SRTP period.

Terminal Maintenance

Terminal facilities— including terminal buildings, parking lots and shelters— require periodic rehabilitation and replacement work to support ongoing ferry operations. WETA anticipates a variety of terminal maintenance projects over the next 10 years to ensure that ferry services are not interrupted and the facilities can function properly in the event of an emergency.

Major New Facilities

Over the 10 year planning horizon of this SRTP, the following capital needs are anticipated for the near-term expansion projects described in Chapter 5.

Downtown San Francisco Ferry Terminal Expansion Project

To ensure adequate facilities are available in downtown San Francisco to accommodate current and future planned services, the Downtown San Francisco Ferry Terminal needs to be expanded and improved. This project supports WETA's IOP, which calls for the expansion of ferry service throughout the San Francisco Bay Area, as well as WETA's Emergency Water Transportation Management Plan (EWTSMP), which sets forth the framework for WETA's emergency operations in the event of a regional disaster. WETA is working in close partnership with the Port of San Francisco to implement the project.

The project includes construction of up to three new ferry berths, installation of amenities such as weather-protected areas for queuing, improvements to pedestrian circulation and covering of the current "lagoon" area south of the Ferry Building for future use as a staging area for evacuees in the event of a major catastrophe. Construction of the new berths will be phased in accordance with demand and implementation of service expansion projects. The new gates and amenities are necessary to accommodate the additional ferry vessels that will be operating with the near-term expansion projects to Richmond, Berkeley and Treasure Island. Additional capacity will also be available to support long-term expansion projects including Hercules, Redwood City, Martinez and Antioch. Phased construction of the expansion is projected to begin in 2014 and be complete by 2017.

Berkeley Terminal

The new Berkeley ferry service will require a new Berkeley ferry terminal and associated waterside and landside facilities for berthing ferry boats and to provide access for ferry patrons. The ferry project site is located near the west terminus of University Avenue along Seawall Drive, south of the Berkeley Fishing Pier. The proposed project includes the construction of a new ferry pier between the existing Berkeley Fishing Pier and the Hs Lordships restaurant. The proposed terminal includes a fixed pier and a gangway that will lead to a new passenger float. The proposed float will accommodate two vessels. The terminal will also require construction of a breakwater and a new navigation channel extending west into the Bay. Proposed landside improvements include reconfiguration of the existing parking facility, roadway improvements, a bus drop area, Bay Trail improvements and landscaping.

Richmond Terminal

The proposed Richmond ferry service will require construction of a ferry terminal facility on the Ford Peninsula in the City of Richmond. The proposed terminal site is approximately 1.5 miles south of the Richmond downtown core. The proposed Richmond ferry terminal is located at the southern point of Ford Peninsula, adjacent to the Ford Building along an existing wharf. In general, the proposed new terminal will replace an existing ferry facility consisting of a gangway, float, ramping system and piles. The proposed terminal includes a gangway leading from the plaza adjacent to the existing wharf to a new passenger float. The orientation of the proposed float will be able to accommodate one vessel at a time. Ferry passenger parking is planned to occur at an existing parking lot to the west of the Ford Building. Other project features include an access

gate with informational signage and a waiting area at the Craneway Pavilion within the Ford Building. The project includes minor reconfiguration of the existing parking lot and trail improvements in the vicinity.

Maintenance Facility Projects

Central Bay Operations and Maintenance Facility

The proposed WETA Central Bay Operations and Maintenance Facility Project will provide a central San Francisco Bay base for WETA's ferry fleet, Operations Control Center and Emergency Operations Center. The facility will also support running maintenance needs such as fueling, engine oil changes, concession supply and light repair work for all WETA ferry boats operating in the San Francisco Bay. Day-to-day management and oversight of service, crew and facilities will also occur at this facility. In the event of a regional disaster, the facility would function as an Emergency Operations Center, serving passengers and sustaining water transit service for emergency response and recovery.

The project site is located southeast of the intersection of West Hornet Avenue and Ferry Point Road near Pier 3 in the City of Alameda, within the Naval Air Station Base Realignment and Closure area known as Alameda Point. The project includes a four-story landside building of approximately 25,000 square feet designed to Essential Facilities Standards in accordance with the California Building Code. The marine facility consists of floats, gangways and a pier structure providing berthing capacity for up to 11 WETA vessels with limited capacity to provide berthing for vessels in transit. Construction of the facility is projected to begin in Fall 2013 and be complete by Spring 2015.

North Bay Operations and Maintenance Facility

The proposed WETA North Bay Operations and Maintenance Facility Project will provide a north San Francisco Bay base for WETA's ferry fleet. The project includes both landside and waterside improvements undertaken in phases to ultimately provide administrative office space, maintenance and fueling facilities and berthing capacity for ferry vessels.

The project site is located on Mare Island across from the Vallejo Ferry Terminal, in the City of Vallejo. The project will replace an existing maintenance facility located on Waterfront Avenue about half a mile upstream from the project site. The waterside portion of the project is adjacent to Waterfront Avenue, between 6th and 7th Avenue. The new facility will be located at Building 165 within the area of the former Mare Island Naval Shipyard, which was in operation from 1854 until closure of its primary facilities in 1996.

The marine facility will consist of floats, gangways and a pier structure providing berthing capacity for at least five WETA vessels. New berths for the ferry vessels and required improvements for operation of the ferry maintenance facility, including the capability for loading and unloading passengers and performance of vessel maintenance, will also be included. The landside facility includes a mechanics shop for heavy maintenance, fuel storage, a new warehouse and renovation of Building 165 for office space. Construction of the facility is anticipated to begin in 2013 with construction completed in 2015.

Miscellaneous

WETA anticipates the need to purchase miscellaneous operations, maintenance and administration capital tools, equipment and medium to heavy non-revenue vehicles to support ferry operations. This also includes emergency response system equipment.

Other

Vallejo Parking Structure

The City of Vallejo has included Phase 2 of the Vallejo Station Parking Structure in City’s capital improvement program as a high priority for future funding. Although specific funding is not identified in the WETA capital improvement program for the parking structure, WETA will continue to support the city in retaining the existing RM2 capital funding for the project and in the pursuit of additional funding needed for completion of Phase 2 of the Parking Structure.

CAPITAL IMPROVEMENT PROGRAM COST AND REVENUE

The CIP identifies projects requiring a total investment of approximately \$400 million over the 10 year plan period. A summary of how the different system needs contribute to this total cost is illustrated in the figure below. More detailed projected capital expenses, by project category, and revenues through FY 20/21, are shown at the end of this chapter.

Figure 6-4 Summary of Capital Costs

Project	Cost	Percent of Total
To Support Existing and Expanded Ferry Operations	\$175 million	44%
<i>Rehabilitation and Replacement of Current Assets</i>	<i>\$110 million</i>	<i>28%</i>
<i>Two new Operations and Maintenance Facilities</i>	<i>\$65 million</i>	<i>16%</i>
Near-Term Expansion	\$221 million	55%
<i>San Francisco Terminal Expansion</i>	<i>\$116 million</i>	<i>29%</i>
<i>Richmond Service and Vessels</i>	<i>\$42 million</i>	<i>10%</i>
<i>Berkeley Service and Vessels</i>	<i>\$63 million</i>	<i>16%</i>
Long-Term Expansion	\$2.5 million	1%
<i>Environmental/Concept Design for Martinez, Hercules, Redwood City and Antioch</i>	<i>\$2.5 million</i>	<i>1%</i>

Revenues

A variety of federal, state and local funding sources are programmed and available to support the approximately \$400 million CIP contained in this plan. These include the following:

Regional Measure 1 – 2% Program

In November 1988, Bay Area voters approved Regional Measure 1 (RM 1), authorizing a \$1.00 toll increase for all seven state-owned Bay Area toll bridges. Approximately \$1 million RM 1 – 2% funds are available annually from this program, through MTC, to support capital expenses associated with transbay services in the Carquinez and Bay Bridge corridors.

Regional Measure 2 Program

In 2004, voters passed Regional Measure 2 (RM2), raising the toll on the seven state-owned toll bridges in the San Francisco Bay Area by \$1.00. RM2 capital funds totaling \$84 million are available to WETA to support specific capital projects, including system environmental and design studies, construction of new vessels for South San Francisco and Berkeley/Richmond, construction of spare vessels and development and construction of expanded berthing capacity in San Francisco.

Federal Grants

WETA has secured approximately \$13 million in federal ferryboat discretionary and high priority project grants over the past several years to support construction of the South San Francisco and Berkeley terminals and vessels. Additional federal funds assumed in this plan include Federal 5307 and 5309 funds to support capital rehabilitation and replacement projects for existing Vallejo and Alameda system assets. These funds are programmed annually by MTC based on regional criteria.

Assembly Bill 664

Assembly Bill 664 funds are programmed annually by MTC to provide partial local match to Federal Section 5307 and 5309 formula grant funds for projects serving the Bay Bridge transbay corridor. This plan assumes WETA eligibility for these funds for ferry rehabilitation and replacement projects.

San Mateo Sales Tax

In 2004, San Mateo County voters approved an extension of the existing Measure A transportation sales tax measure to provide funding for continued and new transportation projects in the county. This program included \$30 million to support development of new ferry services to South San Francisco and Redwood City. \$15 million of these funds were dedicated to support South San Francisco terminal construction and service.

Proposition 1B

The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act, approved by voters in 2006, allows the state to sell up to \$1.475 billion in bonds for security and disaster preparedness projects throughout the state. If fully implemented, this program would provide WETA with \$250 million in Proposition 1B funds to support implementation of its regional

emergency response ferry system. This plan assumes use of the entire allocation of Proposition 1B funds to construct terminal, float and gangway access projects, construct system maintenance and emergency operations facilities, and construct new vessels.

Other Miscellaneous

Other grant funds assumed to be available to support WETA projects include Carl Moyer grant funds to support ferry vessel repower projects and a small mix of state and local funds secured by Vallejo to support the North Bay Operations and Maintenance Facility project.

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SHORT RANGE TRANSIT PLAN FY2012 – FY2021 | CHAPTER 6: Capital Improvement Program
Water Emergency Transportation Authority (WETA)

Figure 6-5 WETA 10-Year Capital Expenses and Revenues

	FY2011/12 Est. Actual	FY2012/13 Projected	FY2013/14 Projected	FY2014/15 Projected	FY2015/16 Projected	FY2016/17 Projected	FY2017/18 Projected	FY2018/19 Projected	FY2019/20 Projected	FY2020/21 Projected	TOTAL 10-Year
EXPENSES											
Rehabilitation & Replacement of Current Assets:											
Rehabilitation of Facilities	\$1,409,800	\$3,256,200	\$3,237,000	\$5,486,580	\$78,030	\$79,591	\$1,406,080	\$82,806	\$371,633	\$2,077,972	\$17,485,691
Rehabilitation & Replacement of Vessels	\$40,064	\$6,288,283	\$18,824,080	\$6,908,934	\$39,688,117	\$482,459	\$638,602	\$4,733,719	\$1,406,165	\$13,163,934	\$92,184,237
Other Capital Equipment Purchase & Replacement	\$0	\$0	\$75,000	\$78,500	\$78,030	\$79,591	\$81,182	\$82,806	\$84,462	\$86,151	\$643,723
Subtotal - Rehabilitation & Replacement of Current Assets	\$1,449,864	\$9,554,483	\$22,136,080	\$11,472,014	\$39,844,177	\$641,640	\$2,125,864	\$4,899,331	\$1,862,260	\$15,327,958	\$110,313,651
Operations & Maintenance Facilities:											
Central Bay Operations & Maintenance Facility	\$362,900	\$2,150,100	\$2,432,000	\$15,525,000	\$15,525,000	\$3,105,000	\$0	\$0	\$0	\$0	\$39,100,000
North Bay Operations & Maintenance Facility	\$0	\$4,862,500	\$12,630,000	\$8,007,500	\$0	\$0	\$0	\$0	\$0	\$0	\$25,500,000
Subtotal - Operations & Maintenance Facilities	\$362,900	\$7,012,600	\$15,062,000	\$23,532,500	\$15,525,000	\$3,105,000	\$0	\$0	\$0	\$0	\$64,600,000
Near-Term Expansion Projects:											
San Francisco Downtown Berthing Expansion	\$999,700	\$2,650,000	\$2,407,500	\$15,803,000	\$18,745,500	\$74,980,000	\$0	\$0	\$0	\$0	\$115,585,700
Richmond Terminal Facility	\$66,200	\$673,000	\$1,050,000	\$120,000	\$5,880,000	\$0	\$0	\$0	\$0	\$0	\$7,789,200
Richmond Vessel Construction	\$0	\$0	\$8,625,000	\$20,700,000	\$5,175,000	\$0	\$0	\$0	\$0	\$0	\$34,500,000
Berkeley Terminal Facility	\$315,300	\$1,004,200	\$1,600,000	\$800,000	\$8,262,900	\$18,786,700	\$0	\$0	\$0	\$0	\$28,771,100
Berkeley Vessel Construction	\$0	\$0	\$0	\$5,175,000	\$14,662,500	\$14,662,500	\$0	\$0	\$0	\$0	\$34,500,000
Subtotal - Near Term Expansion Projects:	\$1,381,200	\$4,327,200	\$13,682,500	\$42,598,000	\$58,725,900	\$108,431,200	\$0	\$0	\$0	\$0	\$221,146,000
Long-Term Expansion Projects:											
Marina - EnvironConcept Design	\$64,000	\$75,400	\$612,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$751,400
Hercules - EnvironConcept Design	\$1,000	\$0	\$55,000	\$284,100	\$0	\$0	\$0	\$0	\$0	\$0	\$340,100
Redwood City - EnvironConcept Design	\$42,500	\$5,200	\$639,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$686,700
Anchorage - EnvironConcept Design	\$22,000	\$250,000	\$479,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$751,200
Subtotal - Long Term Expansion Projects:	\$129,500	\$330,600	\$1,785,200	\$284,100	\$0	\$0	\$0	\$0	\$0	\$0	\$2,529,400
TOTAL CAPITAL EXPENSES	\$3,323,464	\$21,224,883	\$52,665,780	\$78,886,614	\$106,095,077	\$112,177,848	\$2,125,864	\$4,899,331	\$1,862,260	\$15,327,958	\$388,589,051
REVENUES											
Federal - FTA Sections 5307/5309	\$1,435,239	\$8,150,112	\$7,261,877	\$11,168,588	\$32,500,494	\$385,967	\$1,570,800	\$3,786,975	\$1,354,669	\$12,124,524	\$79,739,255
Federal - Ferriboat Discretionary	\$0	\$856,462	\$0	\$1,011,195	\$3,381,849	\$639,956	\$0	\$0	\$0	\$0	\$5,888,462
Federal - Port Security Grant	\$0	\$142,263	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$142,263
State - Prop 1B	\$1,273,952	\$6,907,911	\$40,134,487	\$51,457,513	\$48,241,480	\$101,357,106	\$0	\$0	\$0	\$0	\$249,372,449
State - STP	\$128,500	\$2,480,600	\$3,935,200	\$284,100	\$0	\$0	\$0	\$0	\$0	\$0	\$6,828,400
State - State Transit Assistance (STA)	\$0	\$0	\$150,000	\$153,000	\$156,060	\$159,181	\$162,365	\$165,612	\$168,924	\$172,303	\$1,287,445
Local - Prop K	\$0	\$1,300,000	\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$2,300,000
Local - Bridge Tolls AB664	\$0	\$0	\$314,440	\$133,307	\$0	\$96,492	\$127,720	\$946,744	\$281,233	\$117,166	\$2,017,102
Local - Bridge Tolls RM1-2%	\$161,973	\$380,165	\$669,776	\$249,696	\$1,570,375	\$0	\$284,979	\$0	\$57,434	\$2,913,965	\$6,468,363
Local - Bridge Tolls RM2 - Capital	\$315,300	\$4,200	\$0	\$13,388,805	\$7,061,195	\$0	\$0	\$0	\$0	\$0	\$30,769,500
Local - Sales Tax Measure B	\$8,500	\$1,003,150	\$0	\$1,040,400	\$3,183,624	\$0	\$0	\$0	\$0	\$0	\$5,235,674
Other Funds - TBD	\$0	\$0	\$0	\$0	\$0	\$8,540,138	\$0	\$0	\$0	\$0	\$8,540,138
TOTAL CAPITAL REVENUES	\$3,323,464	\$21,224,883	\$52,665,780	\$78,886,614	\$106,095,077	\$112,177,848	\$2,125,864	\$4,899,331	\$1,862,260	\$15,327,958	\$398,589,051

Assumptions:
Assumes full programming of California Transit Security Grant Program, Regional Public Works Transit Funds (State - Prop 1B)
Other Funds - TBD assumes Nura Ferry Grant Program, Passenger Ferry Grants or other discretionary funding awards

7 OTHER REQUIREMENTS

MTC RESOLUTION NO. 3434 – REGIONAL TRANSIT EXPANSION

MTC Resolution 3434 (the Resolution) was a cornerstone of the 2001 Regional Transportation Planning process. It was hoped that the Resolution would allow the region's transit operators and planning agencies to "speak with one voice" with respect to large scale regional transit expansion projects. The original resolution included nine new rail extensions, significant service expansions and a comprehensive regional bus program, totaling roughly \$10.5 billion.

An update of the Resolution (effective 4/26/06) included an expansion of ferry service (new routes and/or an increased number of trips):

- Berkeley to San Francisco
- Alameda/ Oakland to San Francisco
- Alameda Harbor Bay to San Francisco
- Hercules to San Francisco
- Richmond to San Francisco
- Oakland to South San Francisco
- Antioch to San Francisco

Accuracy of Resolution 3434

The 2006 cost estimate for expanded ferry service was \$180 million (2006 dollars). The Resolution document did not indicate if the \$180 million is for capital costs, operations or both, nor does it allocate the cost between the various services.

Of the services listed in the Resolution, the Alameda/Oakland, Harbor Bay and South San Francisco services are all in operation and the three older routes have seen some increase in service levels.

The Richmond and Berkeley services are included in the operating and capital budget plans as near term expansion projects (see Chapters 5 and 6).

The Hercules and Antioch services continue to have a number of significant barriers to implementation. Planning for those services is still underway and implementation is not anticipated within the 10-year planning horizon of this SRTP (see Chapters 5 and 6).

It is difficult to determine how much, if any, the ferry plans for expansion have changed since the 2006 version of 3434 was released, simply because the documentation in 3434 is fairly vague. It is clear that WETA, as the new operator of these services, is in a better position than its

predecessors to estimate operating/capital costs and potential start up dates for new services as the agency is taking a very conservative approach for service planning in this SRTP.

Station Area Transit-Oriented Development

Each transit extension project funded in Resolution 3434 must plan for a minimum number of housing units along the corridor. These minimum numbers, or thresholds, will be estimated on a case by case basis. The evaluation will be based on the potential for increased transit ridership, exemplary existing station sites in the Bay Area, local general plan data, predicted market demand for transit-oriented development (TOD) in each county and an independent analysis of feasible development potential in each transit corridor.

In the case of the ferry services, the thresholds apply only to housing developed around new terminals (those built after 2006). This could include the existing and planned terminals in South San Francisco, Berkeley, Richmond, Treasure Island, Hercules and Antioch. Certainly the South San Francisco terminal is not in compliance with the threshold requirement. Treasure Island will be in compliance, as service is specifically planned to be only when residential development has reached a certain density. Berkeley, Richmond, Hercules and Antioch will all need to complete Station Area Plans (if they have not done so already).

ENVIRONMENTAL JUSTICE – OUTREACH AND PUBLIC INVOLVEMENT

In order to integrate considerations expressed in Executive Order 12898 on Environmental Justice, WETA integrates environmental justice analysis into the National Environmental Policy Act (NEPA) documentation for its expansion projects. This analysis was incorporated into the NEPA documents prepared for the South San Francisco and Berkeley terminal projects. The ongoing NEPA analysis of the Downtown San Francisco Ferry Terminal Expansion, Richmond terminal and the maintenance facility projects will include an environmental justice analysis as appropriate. Environmental justice analyses will also be conducted for long-term expansion projects as required.

APPENDIX A

Operating Performance and Trends

Appendix A: Operating Performance and Trends

Figure A-1 Systemwide Performance and Trends

	FY 06-07	FY 07-08	FY 08-09	FY 09-10	FY 10-11
Operating Statistics					
Cost					
Total Cost	\$15,953,000	\$18,403,000	\$17,259,000	\$18,875,000	\$20,357,390
% Change		15.4%	-6.2%	9.4%	7.9%
Revenues & Assistance					
Passenger Farebox	\$9,453,000	\$10,150,000	\$9,308,000	\$9,299,000	\$9,910,215
% Change		7.4%	-8.3%	-0.1%	6.6%
Other Revenue (Subsidy)	\$6,500,000	\$8,253,000	\$7,951,000	\$9,576,000	\$10,447,175
% Change		27.0%	-3.7%	20.4%	9.1%
Service and Usage					
Total Passengers	1,453,000	1,451,000	1,233,000	1,233,000	1,178,712
% Change		-0.1%	-15.0%	0.0%	-4.4%
Rev. Vehicle Hours	16,500	14,500	14,500	14,500	14,500
% Change		-12.1%	0.0%	0.0%	0.0%
Rev. Vehicle Miles	340,000	293,000	290,000	290,000	290,000
% Change		-13.8%	-1.0%	0.0%	0.0%

SHORT RANGE TRANSIT PLAN FY2012 – FY2022 | APPENDIX A
Water Emergency Transportation Authority (WETA)

Systemwide Performance and Trends (cont.)

Performance Metrics							
Cost Efficiency							
Cost per Revenue Hour	FCost/FRVH	\$966.85	\$1,269.17	\$1,190.28	\$1,301.72	\$1,403.96	
% Change			31.3%	-6.2%	9.4%	7.9%	
Cost per Revenue Mile	FCost/FRVM	\$46.92	\$62.81	\$59.51	\$65.09	\$70.20	
% Change			33.9%	-5.2%	9.4%	7.9%	
Service Productivity/Effectiveness							
Passengers per Rev. Hour	FPass/FRVH	88.1	100.1	85.0	85.0	81.3	
% Change			13.6%	-15.0%	0.0%	-4.4%	
Passengers per Rev. Mile	FPass/FRVM	4.3	5.0	4.3	4.3	4.1	
% Change			15.9%	-14.1%	0.0%	-4.4%	
Cost Effectiveness							
Farebox Recovery Ratio	FRev/FCost	59.3%	55.2%	53.9%	49.3%	48.7%	
% Change			-6.9%	-2.2%	-8.7%	-1.2%	
Cost per Passenger	FCost/FPass	\$10.98	\$12.68	\$14.00	\$15.31	\$17.27	
% Change			15.5%	10.4%	9.4%	12.8%	
Subsidy per Passenger	ORev/FPass	\$4.47	\$5.69	\$6.45	\$7.77	\$8.86	
% Change			27.1%	13.4%	20.4%	14.1%	
Average Fare							
Average Fare	FRev/FPass	\$6.51	\$7.00	\$7.55	\$7.54	\$8.41	
% Change			7.5%	7.9%	-0.1%	11.5%	

SHORT RANGE TRANSIT PLAN FY2012 – FY2022 | APPENDIX A
Water Emergency Transportation Authority (WETA)

Figure A-2 Alameda/Oakland Ferry Service Performance and Trends

	FY 06-07	FY 07-08	FY 08-09	FY 09-10	FY 10-11
Operating Statistics					
Cost					
Total Cost	\$3,485,000	\$3,901,000	\$3,801,000	\$4,107,000	\$4,870,416
% Change		11.9%	-2.6%	8.1%	18.6%
Revenues & Assistance					
Passenger Farebox	\$1,958,000	\$2,066,000	\$2,046,000	\$2,230,000	\$2,748,690
% Change		5.5%	-1.0%	9.0%	23.3%
Other Revenue (Subsidy)	\$1,527,000	\$1,835,000	\$1,755,000	\$1,877,000	\$2,121,726
% Change		20.2%	-4.4%	7.0%	13.0%
Service and Usage					
Total Passengers	443,000	459,000	400,000	421,000	455,130
% Change		3.6%	-12.9%	5.3%	8.1%
Rev. Vehicle Hours	5,000	5,000	5,000	5,000	5,000
% Change		0.0%	0.0%	0.0%	0.0%
Rev. Vehicle Miles	50,000	49,000	49,000	49,000	49,000
% Change		-2.0%	0.0%	0.0%	0.0%

SHORT RANGE TRANSIT PLAN FY2012 – FY2022 | APPENDIX A
Water Emergency Transportation Authority (WETA)

Alameda/Oakland Ferry Service Performance and Trends (cont.)

Performance Metrics									
Cost Efficiency									
Cost per Revenue Hour	FCost/FRVH	\$697	\$780	\$760	\$821	\$974			
% Change			11.9%	-2.6%	8.1%	18.6%			
Cost per Revenue Mile	FCost/FRVM	\$69.70	\$79.61	\$77.57	\$83.82	\$99.40			
% Change			14.2%	-2.6%	8.1%	18.6%			
Service Productivity/Effectiveness									
Passengers per Rev. Hour	FPass/FRVH	88.6	91.8	80.0	84.2	91.0			
% Change			3.6%	-12.9%	5.3%	8.1%			
Passengers per Rev. Mile	FPass/FRVM	8.9	9.4	8.2	8.6	9.3			
% Change			5.7%	-12.9%	5.3%	8.1%			
Cost Effectiveness									
Farebox Recovery Ratio	FRev/FCost	56.2%	53.0%	53.8%	54.3%	56.4%			
% Change			-5.7%	1.6%	0.9%	3.9%			
Cost per Passenger	FCost/FPass	\$7.87	\$8.50	\$9.50	\$9.76	\$10.70			
% Change			8.0%	11.8%	2.7%	9.7%			
Subsidy per Passenger	ORev/FPass	\$3.45	\$4.00	\$4.39	\$4.46	\$4.66			
% Change			16.0%	9.7%	1.6%	4.6%			
Average Fare									
Average Fare	FRev/FPass	\$4.42	\$4.50	\$5.12	\$5.30	\$6.04			
% Change			1.8%	13.6%	3.6%	14.0%			

SHORT RANGE TRANSIT PLAN FY2012 – FY2022 | APPENDIX A
Water Emergency Transportation Authority (WETA)

Figure A-3 Alameda Harbor Bay Ferry Service Performance and Trends

	FY 06-07	FY 07-08	FY 08-09	FY 09-10	FY 10-11
Operating Statistics					
Cost					
Total Cost	\$1,330,000	\$1,625,000	\$1,398,000	\$2,099,000	\$1,887,408
% Change		22.2%	-14.0%	50.1%	-10.1%
Revenues & Assistance					
Passenger Farebox	\$584,000	\$630,000	\$706,000	\$749,000	\$749,000
% Change		7.9%	12.1%	6.1%	0.0%
Other Revenue (Subsidy)	\$746,000	\$995,000	\$692,000	\$1,350,000	\$1,138,408
% Change		33.4%	-30.5%	95.1%	-15.7%
Service and Usage					
Total Passengers	130,000	145,000	143,000	147,000	154,000
% Change		11.5%	-1.4%	2.8%	4.8%
Rev. Vehicle Hours	1,500	1,500	1,500	1,500	1,500
% Change		0.0%	0.0%	0.0%	0.0%
Rev. Vehicle Miles	28,000	29,000	29,000	29,000	29,000
% Change		3.6%	0.0%	0.0%	0.0%

SHORT RANGE TRANSIT PLAN FY2012 – FY2022 | APPENDIX A
Water Emergency Transportation Authority (WETA)

Alameda Harbor Bay Ferry Service Performance and Trends (cont.)

Performance Metrics							
Cost Efficiency							
Cost per Revenue Hour	FCost/FRVH	\$887	\$1,083	\$932	\$1,399	\$1,258	
% Change			22.2%	-14.0%	50.1%	-10.1%	
Cost per Revenue Mile	FCost/FRVM	\$47.50	\$56.03	\$48.21	\$72.38	\$65.08	
% Change			18.0%	-14.0%	50.1%	-10.1%	
Service Productivity/Effectiveness							
Passengers per Rev. Hour	FPass/FRVH	86.7	96.7	95.3	98.0	102.7	
% Change			11.5%	-1.4%	2.8%	4.8%	
Passengers per Rev. Mile	FPass/FRVM	4.6	5.0	4.9	5.1	5.3	
% Change			7.7%	-1.4%	2.8%	4.8%	
Cost Effectiveness							
Farebox Recovery Ratio	FRev/FCost	43.9%	38.8%	50.5%	35.7%	39.7%	
% Change			-11.7%	30.3%	-29.3%	11.2%	
Cost per Passenger	FCost/FPass	\$10.23	\$11.21	\$9.78	\$14.28	\$12.26	
% Change			9.5%	-12.8%	46.1%	-14.2%	
Subsidy per Passenger	ORev/FPass	\$5.74	\$6.86	\$4.84	\$9.18	\$7.39	
% Change			19.6%	-29.5%	89.8%	-19.5%	
Average Fare							
Average Fare	FRev/FPass	\$4.49	\$4.34	\$4.94	\$5.10	\$4.86	
% Change			-3.3%	13.6%	3.2%	-4.5%	

SHORT RANGE TRANSIT PLAN FY2012 – FY2022 | APPENDIX A
Water Emergency Transportation Authority (WETA)

Figure A-4 Vallejo Ferry Service Performance and Trends

	FY 06-07	FY 07-08	FY 08-09	FY 09-10	FY 10-11
Operating Statistics					
Cost					
Total Cost	\$11,138,000	\$12,877,000	\$12,060,000	\$12,669,000	\$13,599,566
% Change		15.6%	-6.3%	5.0%	7.3%
Revenues & Assistance					
Passenger Farebox	\$6,911,000	\$7,454,000	\$6,556,000	\$6,320,000	\$6,412,525
% Change		7.9%	-12.0%	-3.6%	1.5%
Other Revenue (Subsidy)	\$4,227,000	\$5,423,000	\$5,504,000	\$6,349,000	\$7,187,041
% Change		28.3%	1.5%	15.4%	13.2%
Service and Usage					
Total Passengers	880,000	847,000	690,000	665,000	569,582
% Change		-3.8%	-18.5%	-3.6%	-14.3%
Rev. Vehicle Hours	10,000	8,000	8,000	8,000	8,000
% Change		-20.0%	0.0%	0.0%	0.0%
Rev. Vehicle Miles	262,000	215,000	212,000	212,000	212,000
% Change		-17.9%	-1.4%	0.0%	0.0%

SHORT RANGE TRANSIT PLAN FY2012 – FY2022 | APPENDIX A
Water Emergency Transportation Authority (WETA)

Vallejo Ferry Service Performance and Trends (cont.)

Performance Metrics							
Cost Efficiency							
Cost per Revenue Hour	FCost/FRVH	\$1,113.80	\$1,609.63	\$1,507.50	\$1,583.63	\$1,699.95	
% Change			44.5%	-6.3%	5.0%	7.3%	
Cost per Revenue Mile	FCost/FRVM	\$42.51	\$59.89	\$56.89	\$59.76	\$64.15	
% Change			40.9%	-5.0%	5.0%	7.3%	
Service Productivity/Effectiveness							
Passengers per Rev. Hour	FPass/FRVH	88.0	105.9	86.3	83.1	71.2	
% Change			20.3%	-18.5%	-3.6%	-14.3%	
Passengers per Rev. Mile	FPass/FRVM	3.4	3.9	3.3	3.1	2.7	
% Change			17.3%	-17.4%	-3.6%	-14.3%	
Cost Effectiveness							
Farebox Recovery Ratio	FRev/FCost	62.0%	57.9%	54.4%	49.9%	47.2%	
% Change			-6.7%	-6.1%	-8.2%	-5.5%	
Cost per Passenger	FCost/FPass	\$12.66	\$15.20	\$17.48	\$19.05	\$23.88	
% Change			20.1%	15.0%	9.0%	25.3%	
Subsidy per Passenger	ORev/FPass	\$4.80	\$6.40	\$7.98	\$9.55	\$12.62	
% Change			33.3%	24.6%	19.7%	32.2%	
Average Fare							
Average Fare	FRev/FPass	\$12.66	\$15.20	\$17.48	\$19.05	\$23.88	
% Change			20.1%	15.0%	9.0%	25.3%	

**STAFF REPORT TO THE MAYOR AND CITY COUNCIL FOR
CONSIDERATION AT THE COUNCIL MEETING OF SEPTEMBER 25, 2012**

FROM: Dawn Merchant, Finance Director

REVIEWED BY: Jim Jakel, City Manager

DATE: September 17, 2012

SUBJECT: Appropriation of Expenditures for Encumbrances and Project Budgets
Outstanding as of June 30, 2012 to the 2012/13 Fiscal Year Budget and
Other Budget Amendments

RECOMMENDATION

Adopt the Resolution of the City Council of the City of Antioch appropriating expenditures for encumbrances and project budgets outstanding to the 2012/13 fiscal year budget and approving amendments to the 2013 fiscal year budget.

BACKGROUND INFORMATION

Fiscal year 2013 budget amendments are being requested for the following items:

- Encumbrances are commitments (purchase orders) related to not yet completed contracts or purchases of goods or services. Encumbrances outstanding at June 30, 2012 are reported as reservations of fund balances since they do not constitute expenditures or liabilities and must be reappropriated in the 2012/13 fiscal year budget. This action affords the appropriate authorization to complete the payment for these prior commitments (Attachment A).
- Certain projects appropriated in the 2011/12 budget were not complete, and thus require the remaining budget (and any related reimbursement if any) to be carried forward into the 2012/13 budget to pay for remaining project expenditures (Attachment B).
- Other budget items reflecting changes to the fiscal year 2013 budget which occurred after adoption of the budget on June 26, 2012 (Attachment C). Clarification of these items is provided in the next section.

Other Budget Items Requiring Amendments

Since the adoption of the budget on June 26, 2012, several changes have occurred which need to be accounted for in the budget.

General Fund

- 1.01% drop in property assessed values by the County Assessor. A 2% decrease was budgeted. This results in \$84,060 more projected property tax revenue than budgeted.
- Sales tax in lieu projections have been revised by our consultant resulting in a revenue decrease of \$104,245.

- Increase in projected cable franchise revenue of \$58,695 based on fiscal year 2012 actuals.
- The City was awarded \$1,502,680 in COPS funding for the hiring of 5 entry level officers. The grant will pay 67.7% of approved salary costs. Any benefits provided beyond those approved in the grant are funded by the City. In addition, any difference in salary attributable to hiring above entry level is to be funded by the City. We anticipate filling the positions for 7 months of FY13 and will need to amend grant revenue by \$246,085 in the current fiscal year. Personnel expenditures in the Police Department need to be reduced by \$135,652 resulting from vacancy savings netted with the addition of five new positions funded under the grant.
- A new Human Resources Director will be starting with the City in October. Personnel expenditures in that department need to be increased by \$83,380.
- Increase in liability insurance allocation of \$17,526. The expected premium did not increase, only the allocation among funds based on the final adopted budget.
- Increase of \$22,590 for contractual services related to eBART. The FY13 budget is not sufficient to cover all contractual services committed to.

Other Funds

- Measure WW funds were awarded to complete a turf field project off of James Donlon. The total project cost may exceed the funding level and therefore we are requesting the Park in Lieu Fund be amended by \$60,000 for environmental work for the project. If sufficient grant funds remain once the project is complete, the fund will be reimbursed for these costs.
- Increase personnel expenditures by \$6,738 in the Senior Bus fund for costs associated with an employee retirement.
- Add funding of \$4,300 out of the Child Care Fund for the Deer Valley High School after school library program. Funding has been provided for the last two fiscal years and has been requested again this year and authorized by the City Manager.
- The City Council previously approved an Out of Agency Services Agreement with GenOn for the provision of water and sewer services to the GenOn power plant. The Agreement requires GenOn to install a new 2100 linear-foot sewer line in Wilbur Avenue, but capped GenOn's responsibility for that cost at \$700,000. The estimate for the sewer line now exceeds that amount due to more refined site-specific cost estimates. Therefore, a budget adjustment is necessary to the Sewer Fund in a sum not to exceed \$600,000, to reimburse GenOn for the additional cost of installing a sewer line. Upon authorization of this budget amendment, a reimbursement agreement will be executed between the parties based on the City's standard template dealing with the mechanics of the reimbursement from the City to GenOn. Upon satisfactory completion of the sewer line as determined by the City, it shall be conveyed to the City.

The following changes are requested to the authorized and funded staffing levels as adopted in the fiscal year 2013 budget:

- Add 5 new Police Officer positions for 80 total authorized and funded positions.
- Add 1 authorized and funded Human Resources Director.
- Reflect an Administrative Analyst I/II position authorized and funded in Community Development Administration instead of an Administrative Secretary. The salary for the revised position is already in the adopted budget but was inadvertently not included on the staffing summary as the new job specification was not taken to Council until August 14, 2012. Council approved the updated revisions to the job specifications for the

Confidential Unit. A review of the Administrative Secretary position in the Community Development Department by Johnson Associates and City management found that the incumbent in this position is performing duties and responsibilities that exceed the job requirements of Administrative Secretary. It is therefore recommended that this position and the incumbent be reclassified to Administrative Analyst II.

Budget Summary

While we are still closing the books for fiscal year 2012 (awaiting final sales tax, sales tax public safety allocations, and June 2012 elections invoice), the following table reflects fiscal year 2012 preliminary closing numbers and revised fiscal year 2013 budget figures incorporating requested amendments to the budget.

GENERAL FUND			
	2011-12	2012-2013	2012-13
	Preliminary	Adopted	Revised
Beginning Balance, July 1	\$6,785,056	\$8,049,122	\$8,049,122
Revenue Source:			
Taxes	25,801,638	26,188,947	26,227,457
Estimated sales tax/PSAF	(13,000)	-	-
Licenses & Permits	990,855	754,040	754,040
Fines & Penalties	73,216	100,000	100,000
Investment Income & Rentals	462,671	462,440	462,440
Revenue from Other Agencies	909,801	157,000	403,085
Current Service Charges	1,807,068	1,723,810	1,723,810
Other Revenue	944,029	1,107,520	1,121,571
Transfers In	3,687,512	3,768,797	3,768,797
Total Revenue	34,663,790	34,262,554	34,561,200
Expenditures:			
Legislative & Administrative	2,269,876	2,476,734	2,582,704
Estimated election invoice	110,000	-	-
Finance	1,806,992	1,328,291	1,328,291
Nondepartmental	1,416,333	1,236,995	1,254,521
Public Works	4,629,695	5,512,485	5,526,536
Police Services	23,456,786	25,284,676	25,149,024
Police Services-Animal Support	485,993	529,633	529,633
Recreation/Community Services	285,000	596,720	596,720
Community Development	1,095,411	1,431,333	1,431,333
Interfund Charges	(2,156,362)	(1,673,912)	(1,673,912)
Total Expenditures	33,399,724	36,722,955	36,724,850
Surplus/(Deficit)	1,264,066	(2,460,401)	(2,163,650)
Ending Balance, June 30	\$8,049,122	\$5,588,721	\$5,885,472
Committed-Code Enforcement	-	50,000	50,000
Committed-Compensated Absences	94,030	115,000	101,640
Committed-Litigation Reserve	-	170,000	170,000
Assigned-RDA Contingency	284,122	-	284,122
Unassigned Fund Balance	7,670,970	5,253,721	5,279,710
Percentage of Revenue	22.13%	15.33%	15.28%

Fiscal year 2012 is actually closing with approximately \$247,000 higher fund balance than projected, which is good news. The following factors contributed to higher fund balance:

- Unanticipated redevelopment agency (RDA) dissolution revenues of \$284,122. Contra Costa County calculated excess funds for distribution available to taxing entities as a result of AB 1x26 as amended by AB1484. We are recommending that these funds be assigned for “RDA Contingency” in the General Fund to be held pending the outcome of the SCO’s review of the calculations done by the County and the balance reviews to be completed by an independent auditor that is due to the State and County by October 15th and December 15th. There is the possibility that the State may undo transactions done by the Antioch Development Agency from January 1, 2011 forward, which includes the FY11 transfer of \$706,458 and FY12 transfer of \$250,000 from the reserves of the former Antioch Development Agency to the Marina Fund (which the State denied as an enforceable obligation). If any transactions are deemed invalid, the funds will need to be returned to the Successor Agency with the possibility that they are remitted to the County. The surplus funds we received as a taxing entity may need to be used to replace funding of the former Antioch Development Agency.
- General fund subsidy to Recreation Fund savings of \$117,000 to due expenditure savings in the Recreation Fund.

Due to minor increases in projected tax revenues and vacancy savings within the Police Department, deficit spending is expected to decrease approximately \$300,000 in fiscal year 2013. Even with slightly better projections for this year, we still face significant deficit spending in fiscal year 2014 which continues into fiscal year 2015 as discussed in the next section.

Budget and Staffing Priorities

Council provided input at prior meetings that public safety is a top funding priority. Council expressed the desire to hire Community Service Officers, Code Enforcement Officers, Dispatchers, and a Recreation Specialist if funding were available. In addition, Council wants the vacant Police Officer positions filled as quickly as possible. As an update to questions posed at the council meeting on September 11th the total adopted dispatch budget was \$2,412,849 with \$703,087 to be reimbursed by the City of Brentwood, or 29% of the budget, and funding for one Code Enforcement Officer was authorized in fiscal year 2012 to be funded from the General Fund, CDBG, Solid Waste and Abandoned Vehicle. A contractor was hired in lieu of a permanent employee due to an unsuccessful recruitment.

Hiring Status

Recruitment of the vacant Police Officer positions (currently 13 vacant with the 5 new positions) is ongoing. As of the writing of this report, 13 candidates are in the background process. One hundred applications were received for Police Trainee and a written exam will be scheduled soon. Oral boards will be scheduled for those applicants that pass the written exam.

Funding Additional Positions

The next table provides the revised FY13 budget (from the prior table), FY14 projections updated for the 5 new officers and very preliminary FY15 projections which take into account 3% estimated salary increases for APOA and APSMA and increases to PERS, workers comp, medical after retirement and cafeteria benefits. The impact to the projected ending fund balance

for each year by adding funding for one position of those listed is detailed at the bottom of the table. The FY14 and FY15 projections assume little or no revenue increases. The impact of revenue numbers remaining flat is shown in the ending balances.

GENERAL FUND PROJECTIONS			
	2012-13	2013-2014	2014-15
	Revised	Projected	Projected
Beginning Balance, July 1	\$8,049,122	\$5,885,472	\$482,307
Revenue Source:			
Taxes	26,227,457	26,557,305	26,882,719
Licenses & Permits	754,040	774,040	855,040
Fines & Penalties	100,000	115,000	115,000
Investment Income & Rentals	462,440	470,690	475,000
Revenue from Other Agencies	403,085	544,563	637,227
Current Service Charges	1,723,810	1,760,607	1,848,532
Other Revenue	1,121,571	307,520	310,520
Transfers In	3,768,797	3,680,467	3,712,091
Total Revenue	34,561,200	34,210,192	34,836,129
Expenditures:			
Legislative & Administrative	2,582,704	2,444,332	2,275,243
Finance	1,328,291	1,377,182	1,427,853
Nondepartmental	1,254,521	1,609,523	1,685,968
Public Works	5,526,536	5,437,100	5,520,797
Police Services	25,149,024	27,760,864	29,243,097
Police Services-Animal Support	529,633	568,314	568,314
Recreation/Community Services	596,720	665,750	665,750
Community Development	1,431,333	1,445,985	1,464,030
Interfund Charges	(1,673,912)	(1,695,693)	(1,695,693)
Total Expenditures	36,724,850	39,613,357	41,155,359
Surplus/(Deficit)	(2,163,650)	(5,403,165)	(6,319,230)
Ending Balance, June 30	\$5,885,472	\$482,307	(\$5,836,923)
Committed-Code Enforcement	50,000	-	-
Committed-Compensated Absences	101,640	115,000	115,000
Committed-Litigation Reserve	170,000	170,000	170,000
Assigned-RDA Contingency	284,122	284,122	284,122
Unassigned Fund Balance	5,279,710	(86,815)	(6,406,045)
Position Impact*			
Code Enforcement Officer	\$45,860	\$99,400	\$99,840
Community Service Officer	40,740	87,640	97,200
Dispatcher	46,135	99,405	110,160
Recreation Specialist	44,790	97,075	96,755
Total Reduction of Fund Balance	\$177,525	\$383,520	\$403,955

*Positions for FY13 only funded for 6 months. All position calculated at Step A for first year with step increases in FY14 and FY15. 5% differential between steps.

Council may want to consider funding one position deemed the highest priority with the annual payment to be received from GenOn should the annexation be completed. \$100,000 per year for the next ten years is to be received should the annexation be successful. Additional positions could be considered once unassigned fund balance reaches, and maintains 15% of revenues as outlined in the City's reserve policy. Staff recommends that Council conduct a priority setting session should the fund balance level be achieved in FY14 and if projected for FY15.

FINANCIAL IMPACT OF BUDGET AMENDMENTS

Funds were committed and available in the prior fiscal year to pay for encumbrances and project budgets outstanding. This action will carry forward those unspent funds and any related reimbursements into the current fiscal year. Other items requiring amendments are outlined in Attachment C.

OPTIONS

1. Approve the resolution and amend the 2012/13 budget.
2. Do not approve the resolution.

ATTACHMENTS

Attachment A – Encumbrances to Reappropriate
Attachment B – Project Budget Carryovers
Attachment C – Other Budget Amendments
Attachment D – Resolution

**ATTACHMENT A
ENCUMBRANCES AT JUNE 30, 2012 TO REAPPROPRIATE**

<u>Account Number</u>	<u>Account Description</u>	<u>PO Number</u>	<u>Vendor</u>	<u>Appropriation Request</u>
GENERAL FUND:				
1005150-63010	Contracts	P100373	Kimley Horn and Associates	\$ 14,051.00
			Total General Fund	<u>14,051.00</u>
RECREATION FUND:				
2194420-63010	Contracts	P120428	Contra Costa Hardwood Floor Service	7,050.00
			Total Recreation Fund	<u>7,050.00</u>
POLLUTION ELIMINATION FUND:				
2292585-63010	Contracts	P120190	PB Americas	15,860.00
			Total Pollution Elimination Fund	<u>15,860.00</u>
PEG FUND:				
2381250-63010	Contracts	P120411	Smith Fause McDonald Inc	21,740.00
			Total PEG Fund	<u>21,740.00</u>
VEHICLE REPLACEMENT FUND:				
5692610-75029	Mobile Equipment	P120409	Downtown Ford Sales	125,059.00
5692610-75029	Mobile Equipment	P120420	National Auto Fleet Group	75,712.00
5692610-75029	Mobile Equipment	P120330	Atlantic Machinery	202,500.00
			Total Vehicle Replacement Fund	<u>403,271.00</u>
CAPITAL IMPROVEMENT FUND:				
3112535-63010	Contracts	P120410	Rising Sun Center	10,000.00
			Total Capital Improvement Fund	<u>10,000.00</u>
INFORMATION SERVICES FUND:				
5731420-64017	Website/Internet Maintenance	P120432	Digital Services	9,365.00
5731430-63010	Contracts	P120405	Altura Communications	1,750.00
5731435-63010	Contracts	P120373	GIS Planning Inc	4,000.00
			Total Information Services Fund	<u>15,115.00</u>
VEHICLE MAINTENANCE FUND:				
5702610-62600	Repair Parts	P120069	Municipal Maint Equipment Inc	12,970.00
5702610-62600	Repair Parts	P120111	Walnut Creek Ford	2,981.00
5702610-62600	Repair Parts	P120212	The Tred Shed	12,391.00
			Total Vehicle Maintenance Fund	<u>28,342.00</u>
			Grand Total Encumbrances	<u><u>\$ 515,429.00</u></u>

**ATTACHMENT B
PROJECT BUDGET CARRYOVERS FROM JUNE 30, 2012**

Project Budget Carryovers

Description	FY12 Budget	FY12 Expenditures	Balance to Carryover to FY13	Funding Source
Prewett Repairs	\$ 65,000.00	\$ 56,672.00	\$ 8,328.00	Park in Lieu Fund
Nelson Ranch	2,800,000.00	-	2,800,000.00	Park in Lieu Fund
Development Impact Fee Study	40,160.00	29,058.00	11,102.00	RDA Fund
San Jose Dr Pavement Overlay	200,000.00	187,042.00	12,958.00	Gas Tax Fund
Wilbur Ave Bridge	2,050,000.00	352,504.00	1,697,496.00	Gas Tax Fund
Markley Creek Culvert Crossing	1,334,478.00	291,062.00	1,043,416.00	Capital Improvement Fund
Water Main Replacement	850,000.00	555,917.00	294,083.00	Water Line Expansion Fund
Prewett Community Center	242,061.00	95,507.00	146,554.00	Prewett Park CIP Fund/Mello Roos
Reclaimed Water Pipeline	42,748.00	31,851.00	10,897.00	Water Fund
WTP Improvements	100,000.00	62,015.00	37,985.00	Water Fund
		Grand Total	\$ 6,062,819.00	

Grant Project Budget Carryovers

Fund/Account	FY13 Budget	FY13 Amendment	FY13 Revised Budget	Description
Animal Control Fund:				
Grant Expenditures	\$ -	\$ 29,568.00	\$ 29,568.00	Maddie's Fund grant balance
Capital Improvement Fund:				
Grant Revenue (Measure WW)	2,206,000.00	674,957.00	2,880,957.00	Measure WW grant balance
Park & Rec Security Cameras	-	154,929.00	154,929.00	Measure WW grant balance
Waterpark Renovations	340,000.00	36,961.00	376,961.00	Measure WW grant balance
Turf Fields	1,800,000.00	483,067.00	2,283,067.00	Measure WW grant balance
Grant Revenue (Energy Eff. Block Grant)	-	49,343.00	49,343.00	Dept. of Energy grant balance
Energy Efficiency Block Grant expense	-	49,343.00	49,343.00	Dept. of Energy grant balance
Marina Fund:				
Grant Revenue	430,000.00	1,059,306.00	1,059,306.00	Dept. Boating & Waterways grant balance
Marina Launch Ramp	-	606,279.00	606,279.00	Remaining FY12 project budget
Marina Launch Ramp Phase II	430,000.00	63,960.00	493,960.00	Remaining FY12 project budget

**ATTACHMENT C
OTHER BUDGET AMENDMENTS**

Fund/Account	FY13 Budget	FY13 Amendment	FY13 Revised Budget	Purpose
General Fund:				
Tax Revenue	\$ 26,188,947.00	\$ 38,510.00	\$ 26,227,457.00	Property tax/Cable Franchise/Sales Tax in Lieu
Revenue from Other Agencies	157,000.00	246,085.00	403,085.00	COPS grant reimbursement
Police Department expense	25,284,676.00	(135,652.00)	25,149,024.00	Personnel costs for grant funded officers/vacancy savings
Legislative & Administrative expense	2,476,734.00	105,970.00	2,582,704.00	Increase in personnel costs for HR Director/eBART contract
Other Revenue	1,107,520.00	14,051.00	1,121,571.00	Developer reimbursement for PO carry forward
Senior Bus Fund:				
Personnel	21,998.00	6,738.00	28,736.00	Salary payoff for retired employee
Park in Lieu Fund:				
Athletic Fields	-	60,000.00	60,000.00	Additional funding for turf fields
Child Care Fund:				
Deer Valley After School Library	-	4,300.00	4,300.00	Deer Valley After School Library program
Prewett Park CIP Fund:				
AAPFFA Reimbursement	-	146,554.00	146,554.00	Mello Roos reimbursement for budget carryover
Sewer Fund Fund:				
Wilbur Ave. Sewer Line	-	600,000.00	600,000.00	Wilbur Ave sewer lines for GenOn power plant

RESOLUTION NO. 2012/

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ANTIOCH
APPROPRIATING EXPENDITURES FOR ENCUMBRANCES AND PROJECT
BUDGETS OUTSTANDING AS OF JUNE 30, 2012 TO THE 2012/13 FISCAL YEAR
BUDGET AND APPROVING OTHER AMENDMENTS TO THE 2012/13 FISCAL YEAR
BUDGET**

WHEREAS, a number of encumbrances have been reflected in the accounting system to reserve funds which were encumbered in the 2011/12 fiscal year budget, but which are to date unexpended and are required to be reappropriated to the 2012/13 fiscal year; and

WHEREAS, project budgets outstanding as of June 30, 2012 need to be reappropriated; and

WHEREAS, other amendments to the 2012/13 fiscal year budget are required;

WHEREAS, authorized staffing for 2012/13 shall include five (5) additional Police Officer positions partially funded with a COPS hiring grant, one (1) Human Resources Director, and an Administrative Analyst in Community Development Administration in place of an Administrative Secretary;

THEREFORE, BE IT RESOLVED that the appropriations of new expenditures to the 2012/13 fiscal year budget and revisions to 2012/13 fiscal year revenue budgets, as specified in Attachments A, B and C (incorporated herein by reference), and amendments to authorized staffing are hereby approved; and the 2012/13 fiscal year budget shall be deemed to be so amended.

* * * * *

I HEREBY CERTIFY that the foregoing resolution was passed and adopted by the City Council of the City of Antioch at a regular meeting thereof, held on the 25th day of September 2012, by the following vote:

AYES:

ABSENT:

NOES:

DENISE SKAGGS, City Clerk

**STAFF REPORT TO THE ANTIOCH CITY COUNCIL FOR CONSIDERATION
AT THE COUNCIL MEETING OF SEPTEMBER 25, 2012**

Prepared by: Jim Jakel, City Manager 
Date: September 19, 2012
Subject: Update on Fulton Shipyard Boat Ramp

Mayor Davis requested that this item be placed on the agenda. The matter was previously referred to the Parks and Recreation Commission.

CITY OF ANTIOCH AS SUCCESSOR AGENCY TO
THE ANTIOCH DEVELOPMENT AGENCY
CLAIMS BY FUND REPORT
FOR THE PERIOD OF
JULY 19 - SEPTEMBER 5, 2012
FUND/CHECK#

331 Redevelopment Obligation Retirement Fund (for former Project Area #1)

341317 FEDERAL ADVOCATES INC	ADVOCACY SERVICES	5,000.00
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