

Memorandum

Date: February 9, 2006

To: Harbor Safety Committee, San Francisco Bay Region

From: Len Cardoza

Subject: Water Transit Authority Technical Advisory Committee Report

I attended the Water Transit Authority (WTA) Technical Advisory Committee (TAC) Meeting on January 17, 2006, representing the San Francisco Bay Region Harbor Safety Committee. Several other Harbor Safety Committee members and regular attendees of the HSC were also present.

Background: The WTA is a regional agency authorized by the State of California to operate a comprehensive San Francisco Bay Area public water transit system. The WTA's goal is "to develop a reliable, convenient, flexible and cost-effective expanded Bay Area water transit system that will get drivers out of their cars and onto environmentally responsible state-of-the-art ferries".

The enabling legislation, Chapter 1011 of the Statutes of 1999 requires the formation of a Technical Advisory Committee (TAC).

Mission Statement: As specified in the enabling legislation, the TAC will "assist and advise the Board in carrying out its functions."

Roles of the TAC:

- The TAC will serve as a conduit to interested agencies, identifying key contacts within those agencies and facilitating discussions on specific technical items.
- Provide review and comment to WTA staff and its consultants on the myriad of technical reports and studies that were prepared in the development of the Implementation and Operations Plan and in future terminal and vessel construction and operation.
- Review the findings and the recommendations for consistency to promote inter-agency cooperation and integration with ongoing planning efforts.

Information about the WTA can be found at: <http://www.watertransit.org>. Click onto "Meetings" for information about the TAC.

Report:

1. Mark Kasanin, Chair, called the Technical Advisory Meeting to order at 09:30, 17 January, 2006. Mark's comments included the important role of the Harbor Safety Committee (HSC) in all aspects of maritime safety within San Francisco Bay and its environs. Mark, together with other members of the TAC, attend every full HSC meeting and are active in the HSC Ferry Operators Work Group. Mark stressed that close, comprehensive, and continued coordination between the TAC and the HSC is extremely important to the operations and safety success of the Water Transit Authority.
2. Mary Frances Culnane, Manager, Marine Engineering, WTA, gave an update on the Draft Regional Maritime Contingency Plan. The ongoing challenge is to develop and implement a plan

that provides a multi-modal response to a regional emergency. The plan must reflect needs imposed by multiple agencies and multiple (often overlapping) jurisdictions. Current work includes the definition of functions and responsibilities as they relate to a regional emergency, from initial alert, response through recovery, and return to normal business operations. The plan is being tested through a series of coordinated exercises. The plan is integrated with the Vessel Mutual Assistance Program (VMAP).

3. Kenneth Peel, Public Assistance Training Coordinator, Office of Emergency Services, State of California, gave a detailed presentation on eligibility criteria for funding in response to an emergency. It is extremely important for the emergency response manager to understand eligibility requirements related to all sources of Government funds (Regional, State and Federal) and cost sharing implications. Funding laws, policies and audits require specific and comprehensive specifications for emergency response contracts, accounting, documentation, and even record filing systems. Applicable web sites include OES – www.oes.ca.gov; FEMA - www.fema.gov; and 44 CFR - www.access.gpo.gov.

4. Mary Frances Culnane also provided an update on the spare vessel procurement project. The WTA solicited bids for its first two 149 passenger ferries for the proposed South San Francisco – Oakland service. Two technical proposals were received and are currently being evaluated. Significant challenges include ability to meet wave/wash parameters and air emission reduction standards.

5. Scott Humphrey, Training Director, San Francisco Sector, USCG, gave a presentation on traffic routing protocols in the vicinity of the Ferry Building and along routes subject to significant vessel traffic. To aid in preventing a maritime accident and to prevent congestion around the Ferry Building, USCG Vessel Traffic Service, San Francisco, and the San Francisco Bay Region Harbor Safety Committee are working to develop a traffic management and routing solution – The Ferry Building Traffic Routing Communications Protocol (Ferry Building Protocol). The Ferry Building Protocol will consist of designated (and possibly chartered) Ferry Building approach and departure routes, combined with a systematic communications plan for all vessels calling at or operating near the ferry Building.

6. John Sindzinski, Manager, Planning and Development, WTA, gave a Terminals and Service update to the TAC.

a. South San Francisco / Oyster point. The project moving forward though planning (EIR/S) and design. Terminal construction is scheduled to begin in 2007. Service is scheduled to start in 2008. The current plan involves modifications to the existing marina and breakwater at Oyster Point. The project has a budget of \$25 million.

b. Albany/Berkeley. Comparative analysis of three possible sites (Buchanon St.; Gilman St.; and University Ave.) continues, focusing on access, infrastructure, and public agency input. The EIR/S is scheduled to start in 2007.

7. Paul Lavallee, Planning and Development, WTA, gave a short presentation on the WTA's ongoing project to develop the most appropriate (efficient) fare collection system for the WTA.

8. Mary Frances Culnane, Manager, Marine Engineering, WTA, gave an update on fuel cell / fuel cell hybrid propulsion systems for Ferries.

9. Public Comment. Teri Shore, Blue Water Network, urged the WTA to continue work with fuel cell / hybrid and other alternative energy sources for marine propulsion systems.