

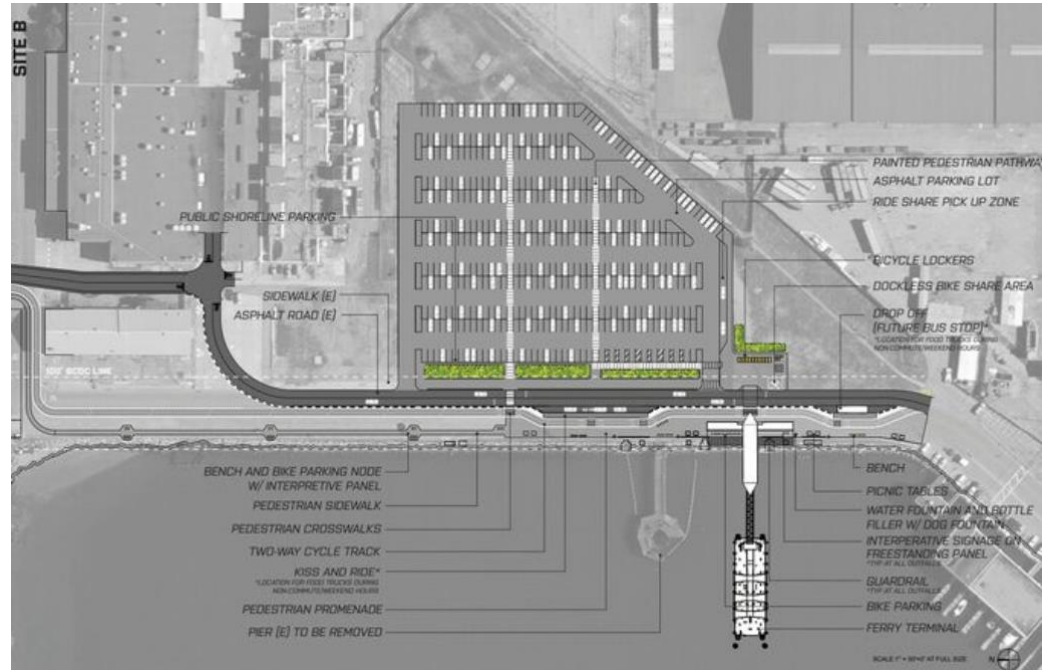
***Recommendation to Approve Updates to the Seaplane Lagoon Ferry Terminal Plan and Amendments to Memorandum of Understanding with WETA***

City Council  
September 4, 2018



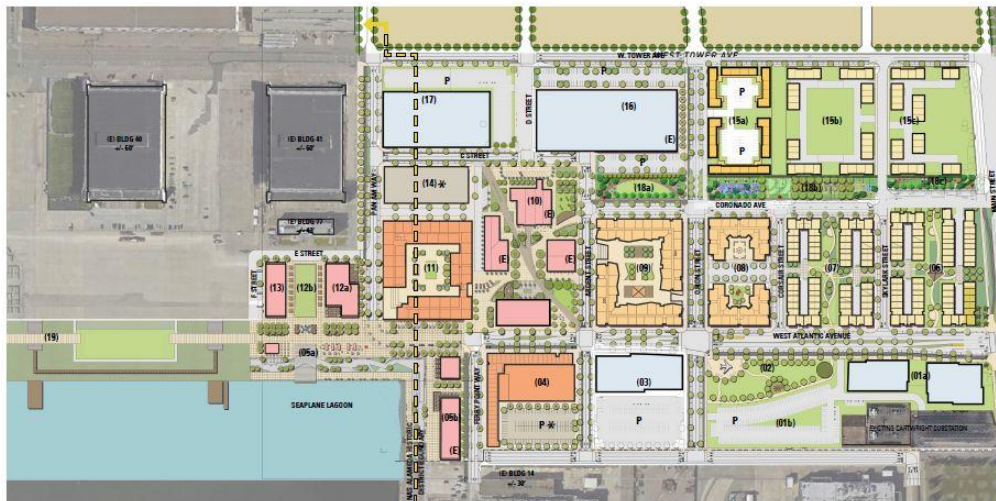
# Recommended Approvals

- ❖ Approve Updated Seaplane Lagoon Ferry Terminal Plan



# Background

- DDA with Alameda Point Partners (APP) approved 6/16/15
- APP contribution of \$10 million toward SPL ferry terminal design, permitting and construction
- APP responsible for construction of the ferry terminal
- SPL Ferry Plan approved in April 2016 with conceptual design, schedule and budget



# WETA MOU

- Approved in April 2016 - provides framework for collaboration
- WETA's obligation -to secure funds to procure vessel and for operations
- City's obligation– responsible for funding for ferry terminal development





# Progress Timeline

- **June 2016** – BCDC Design Review approval
- **October 2016** – WETA approval of vessel procurement
- **March 2017** – City awarded \$8.2 million from ACTC
- **March 2018** – City entered into design/architecture agreement with MWDL
- **March 2018** – Site A Phase 1 transferred to APP; \$10M available for ferry terminal expenses
- **April 2018- July 2018** – All City approvals obtained from Planning Board and Historical Advisory Board
- **June 2018** – City Council approves \$2M additional funding to partially close \$4M funding gap due to increased costs
- **July 2018** – Float designs 100% complete and submitted for building permit; waterside and landside designs 30% complete
- **August 2018** – WETA Board considers funding additional \$2M with conditions

# WETA Draft Conditions for Funding

1. WETA staff to identify \$2 million in funding for next year that are not dependent on RM3
2. MOU to be modified so that WETA must agree to any private use of SPL Ferry Terminal
3. City to ensure that WETA funds are used last in case costs are lower than anticipated
4. City to make efforts to obtain commitment of prospective hotel developer at Harbor Bay Ferry Terminal for shared parking for ferry parking

# Sources/Use of Funds

USES OF FUNDS		SOURCES OF FUNDS				
		Total	APP	ACTC	City	WETA (tentative)
		<b>\$22,200,000</b>	<b>\$10,000,000</b>	<b>\$8,200,000</b>	<b>\$2,000,000</b>	<b>\$2,000,000</b>
<b>Hard Construction Costs</b>						
Float Fabrication & Transportation		\$5,908,000	\$5,908,000	\$0	\$0	\$0
Contingency	0%	\$0	\$0	\$0	\$0	\$0
Subtotal		\$5,908,000	\$5,908,000	\$0	\$0	\$0
Other Waterside Improvements (Pier, Gangway, Float Superst		\$6,784,000	\$0	\$6,784,000	\$0	\$0
Contingency	10%	\$678,400	\$0	\$678,400	\$0	\$0
Subtotal		\$7,462,400	\$0	\$7,462,400	\$0	\$0
Landside Improvements		\$4,000,000	\$0	\$737,600	\$1,933,288	\$1,329,112
Contingency	10%	\$400,000	\$0	\$0	\$0	\$400,000
Subtotal		\$4,400,000	\$0	\$737,600	\$1,933,288	\$1,729,112
<b>Total Hard Costs</b>		<b>\$17,770,400</b>	<b>\$5,908,000</b>	<b>\$8,200,000</b>	<b>\$1,933,288</b>	<b>\$1,729,112</b>
<b>Soft Costs</b>						
Design, Engineering, Inspections and Fees		\$3,400,000	\$3,173,400	\$0	\$0	\$226,600
Contingency	10%	\$340,000	\$273,288	\$0	\$66,712	\$0
Construction Management Fee (% of Hard & Soft Co	3%	\$645,312	\$645,312	\$0	\$0	\$0
<b>Total Soft Costs</b>		<b>\$4,385,312</b>	<b>\$4,092,000</b>	<b>\$0</b>	<b>\$66,712</b>	<b>\$226,600</b>
<b>TOTAL USES OF FUNDS</b>		<b>\$22,155,712</b>	<b>\$10,000,000</b>	<b>\$8,200,000</b>	<b>\$2,000,000</b>	<b>\$1,955,712</b>
<i>Net Available Balance</i>		<i>\$44,288</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>	<i>\$44,288</i>

# Urgency of Decision

## Planned opening of SPL Ferry terminal in first quarter 2020 requires:

- Procurement of float no later than September 2018 - float is critical path item – 12 month fabrication period
- Waterside and Landside designs and permits completed by December 2018
- Waterside construction must take place during 2019 in-water work window (June –November)

	2018				2019				2020	
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2
Design	█				█					
Permitting	█									
Construction						█			█	
Start Operations									█	



# Benefit / Risk Assessment

## **Benefits of moving forward immediately with float procurement and land and waterside improvements:**

- Alleviate demand at Main Street terminal and associated parking issues
- Minimize impacts of new residents and businesses locating at Alameda Point
- Increased possibility for attracting major commercial users
- Increased Transbay service with capacity for two boats

# Benefit / Risk Assessment

## **Risks in not moving forward now with float procurement:**

- Construction cost escalation – possible cost increases due to recent tariffs on steel and aluminum if prices not locked in now.
- Project Schedule Delay – missing the in-water construction window could delay the project for a year

## **Risks of moving forward now with float procurement**

- RM3 Lawsuit – project operational subsidy was programmed into RM3 and without it the ferry may not be able to operate
- WETA funding not secured – WETA Board action is after Council's decision and if they don't commit \$2M, a contingency plan will be needed ASAP

# Recommendations

- ❖ **Approve Updated Seaplane Lagoon Ferry Terminal Plan**

