



Office of the City Manager

CONSENT CALENDAR
June 25, 2019

To: Honorable Mayor and Members of the City Council
From: Dee Williams-Ridley, City Manager
Submitted by: Scott Ferris, Director, Parks Recreation & Waterfront
Subject: Contract No. 10632 Amendment: GHD, Inc. for the WETA MOU Planning Phase for potential ferry service and public recreation pier at the Berkeley Marina

RECOMMENDATION

Adopt a Resolution authorizing the City Manager to execute an amendment to Contract No. 10632 with GHD, Inc. by increasing the amount by \$360,000 for a new contract amount not to exceed \$690,744 for the Planning Phase (technical feasibility study and public engagement process) for the viability of a potential WETA ferry service and public recreation pier at the Berkeley Marina.

FISCAL IMPACTS OF RECOMMENDATION

The Water Emergency Transportation Authority (WETA) will cover the costs of the technical feasibility study in the amount of \$250,000. The City will contribute a total amount not to exceed \$110,000 from the Measure T1 allocation for the Berkeley Pier Project to cover those costs associated with the non-ferry-related elements of the project.

Funding for this amendment is available in the FY 2019 budget in the Measure T1 – Infrastructure & Facilities budget code (511). The WETA RM2 Contribution will be included in the first annual appropriation ordinance of FY20 in the One-Time Grants Fund (Fund 336).

Funding

Measure T1 – Infrastructure & Facilities	
(Fund 511-52-545-000-0000-000-461-612310	\$110,000
WETA RM2 Contribution	
(Fund 336-52-545-000-0000-000-461-612310-.....	\$250,000
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Total amendment cost	\$360,000

CURRENT SITUATION AND ITS EFFECTS

On March 12, 2019 by Resolution No. 68,782-N.S., Council authorized the City Manager to execute a Memorandum of Understanding (MOU) with the Water Emergency Transportation Authority (WETA) to accept up to \$250,000 in WETA funding

for the Planning Phase (technical feasibility study and public engagement process) for the viability of a new WETA ferry service and public recreation pier at the Berkeley Marina.

On May 9, 2019 by Resolution No. 2019-09, WETA Board of Directors authorized the WETA Executive Director to execute the above mentioned Memorandum of Understanding (MOU) with the City to establish a partnership with the City, and to provide a funding mechanism for the Planning Phase.

The amendment to this contract is to expand the current ferry feasibility study to include the planning phase for the potential dual-use pier that would support WETA ferry service and public recreation. The scope of work includes engineering feasibility studies and assistance with the City's public engagement process regarding the proposed improvements and impacts as the result of WETA-scale ferry passenger volumes.

The waterside studies would evaluate, including but not limited to, fixing the existing or building a new pier for the concept of dual-purpose pier (ferry terminal & recreation), and wave protection assessment.

The landside studies would include, but are not limited to, public transportation facilities (e.g., pathways, bus terminal, rideshare), site amenities (e.g., restrooms, bicycle facilities), transportation and parking demand analysis such as parking demand forecast, ferry ridership forecast, ferry access mode split analysis, and parking transportation demand reduction strategies.

Both waterside and landside studies would also include mitigation measures to minimize impacts to recreation users at the Marina.

At the end of the planning phase, if the project is found to be viable in terms of costs, public benefits, and minimized impacts at the Berkeley Waterfront, the project would move to subsequent phases (design, construction, and operations) in the form of additional MOU amendments, each of which would be subject to approvals by the City Council and WETA Board.

BACKGROUND

The Berkeley Municipal Pier is located at the western end of University Avenue near the intersection of University Avenue and Seawall Drive in the Berkeley Marina, Berkeley, California. The Pier was constructed in 1926 and originally extended 3.5 miles into the Bay. It offered two-lane vehicle traffic that used the transbay auto ferry dock at the end of the pier. In the early 1960's, the wooden decking was replaced with concrete planks, and the Pier has been used for pedestrian recreational activities since that time (sightseeing, fishing, etc.), with occasional access by City maintenance vehicles. The Pier has been a beloved asset to the City and the entire region.

In July, 2015, the Berkeley Municipal Pier on Seawall Drive in the Berkeley Marina was closed for public use due to structural safety issues. Visual observations found extensive concrete spalling on the underside of the concrete planks that exposed the bottom reinforcing bars to salt water. Extensive corrosion has occurred, with many bars snapped, some separated from the concrete, and some completely corroded away.

On June 21, 2017, the City contracted with GHD, Inc. to perform a structural engineering assessment to identify feasible options and costs for fixing the pier (Contract No. 10632, Resolution No. 67,856).

The City has since conducted a draft structural assessment that assessed the structural integrity of the Pier, developed concepts for rehabilitation alternatives, identified environmental permitting requirements for the alternatives, determined construction cost estimates with the goal of re-opening the Pier for public recreation use in the most cost effective manner, and to help the City to identify applicable grant funding.

On January 23, 2018, contract no. 10632 with GHD, Inc. was amended to include additional study to review the feasibility of small-scale ferry services at the Berkeley Pier (Resolution No. 68,294-N.S.)

ENVIRONMENTAL SUSTAINABILITY

The transportation system in the Bay Area has become severely impacted by the growing economy and population boom, causing severe traffic congestion on roads and overcrowding on public transit systems. Traffic congestion makes vehicles spend more time on roads, and overcrowding on public transit systems can push commuters back into cars, both of which result in more greenhouse gas emissions.

The City's Climate Action Plan identifies public transit as a more sustainable form of transportation (Chapter 3), and sets a goal to expand under-used modes of transportation, such as ferry service at the Berkeley Marina, that would connect to San Francisco and other locations.

With WETA's updated Strategic Plan for expansion of 2016, WETA is becoming a major customer to procure new green ferry vessels that have a more shallow hull (greater energy efficiency), and that use cleaner fuels (e.g., clean diesel, electric, hybrid, and wind) for a reduced carbon footprint.

As a water-based transportation service, WETA will be directly impacted by sea-level rise. As agencies throughout the Bay Area explore adaptation strategies and other mitigations, WETA will monitor forecasts and trends to ensure that its plans for expansion and operations provide an effective public transit option for the foreseeable future.

WETA also provides an attractive option for recreational travel and weekend excursions. This can help reduce the use of private vehicles, which helps alleviates the congestion, parking overload, and vehicle miles traveled at variety of special events

throughout the region (e.g., fireworks, parades, festivals, concerts, sports events, Blue Angels, etc).

RATIONALE FOR RECOMMENDATION

With access to the voter-approved RM3 transportation funds (June 2018), the concept of a dual-purpose public pier at the Berkeley Marina is currently the most effective way to bring back the public recreation opportunities of the beloved Berkeley Pier, as well as provide alternative public transportation in the form of new ferry service to an already overburdened Bay Area transportation system. In addition, the potential ferry service could bring more visitors to Berkeley, which could help the financial viability of the Berkeley Waterfront.

To-date, ferries have already come to play a vital role in the Bay Area by providing high-volume service during peak congestion periods, efficiently moving people across the Bay. The vast majority of WETA ferry trips occur in the heavily traveled I-80 corridor; and in addition, there is a growing need for ferries to connect people and locations that do not currently have good public transit options, such as residents of West Berkeley.

Demand for ferry service is now at an all-time high; data from 2012 to 2016 shows that WETA ferry ridership increased by 94%. Ridership is expected to increase significantly with the newly-opened Richmond Ferry Terminal as of January 10, 2019, and with the now-completed expansion of the downtown San Francisco Ferry Terminal.

Ferry transportation is a cost-effective and adaptable public transportation alternative for the region because ferry trips across Bay waters are not affected by roadway congestion, and the capital costs for ferry vessels and landings are orders of magnitude lower than for BART and standard roadway transportation facilities (e.g., roads, bridges, tracks, and tunnels).

Finally, the City's Local Hazard Mitigation Plan of 2018 (LHMP) has identified developing a partnership with ferry service as a High Priority Action that would play an important role in the City's emergency response and recovery after a major disaster.

ALTERNATIVE ACTIONS CONSIDERED

The City can decide that a new WETA ferry service at the Berkeley Marina is not in the City's best interest at this time, and the MOU allows the City to opt out of the project at any time. Estimated costs to restore or rebuild the existing municipal pier range from \$17 million to \$55 million, and funding could be difficult to obtain for solely public recreation uses.

CONTACT PERSON

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Amendment to Contract No. 10632 with GHD, Inc. for the
WETA MOU Planning Phase for potential ferry and pier

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Attachments:
1: Resolution

RESOLUTION NO. ##,###-N.S.

CONTRACT NO.10632 AMENDMENT: GHD, INC. FOR THE WETA MOU PLANNING PHASE FOR POTENTIAL FERRY SERVICE AND PUBLIC RECREATION PIER AT THE BERKELEY MARINA

WHEREAS, the Berkeley Municipal Pier in the Berkeley Marina was closed for public use due to structural issues from visual structural observations as of July 2015; and

WHEREAS, on March 14, 2017, the City executed a contract with GHD, Inc., in the amount of \$236,000 for professional consultant services for the Berkeley Municipal Pier Structural Condition Assessment (Resolution No. 67,856-N.S.); and

WHEREAS, on January 23, 2018, the City executed a contract amendment with GHD, Inc. in the amount of \$94,744 for a revised contract amount not to exceed \$330,744 to study the feasibility of small-scale ferry service at the pier (Resolution No. 68,294-N.S); and

WHEREAS, on March 12, 2019, Council authorized the City Manager to execute a Memorandum of Understanding (MOU) with the Water Emergency Transportation Authority (WETA) to accept up to \$250,000 in WETA funding for the Planning Phase (technical feasibility study and public engagement process) for the viability of a new WETA ferry service and public recreation pier at the Berkeley Marina (Resolution No. 68,782-N.S.); and

WHEREAS, on May 9, 2019, the WETA Board of Directors authorized the WETA Executive Director to execute the above mentioned Memorandum of Understanding (MOU) with the City to establish a partnership with the City, and to provide the funding mechanism for the Planning Phase (Resolution No. 2019-09); and

WHEREAS, the City share of funding for this amendment (\$110,000) is included in the FY19 budget for Measure T1 Fund (Fund 511); and the WETA share of funding (\$250,000) will be included in the first annual appropriation ordinance of FY20 in the One-Time Grants Fund (Fund 336).

NOW THEREFORE, BE IT RESOLVED by the Council of the City of Berkeley that the City Manager or her designee is authorized to execute an amendment to Contract No. 10632 with GHD, Inc. for professional consultant services to increase the amount by \$360,000 for a revised contract amount not to exceed \$690,744. A record signature copy of said contract and any amendments to be on files in the Office of the City Clerk.