

Members of the Board

James Wunderman, Chair
Jeffrey DelBono
Anthony J. Intintoli, Jr.

**SAN FRANCISCO BAY AREA
WATER EMERGENCY TRANSPORTATION AUTHORITY
BOARD OF DIRECTORS MEETING
Thursday, April 9, 2020 at 1:30 p.m.**

AUDIO CONFERENCE ONLY:

**Call-in Number: 1-888-453-4395
Participant Passcode: 415 291 1675
This teleconference will be recorded.**

The full agenda packet is available for download at weta.sanfranciscobayferry.com

AGENDA

1. CALL TO ORDER – BOARD CHAIR
2. PLEDGE OF ALLEGIANCE/ROLL CALL
3. REPORT OF BOARD CHAIR **Information**
 - a. Chair's Verbal Report
 - b. Letter from Rob Schroder, Mayor of Martinez
4. REPORTS OF DIRECTORS **Information**

Directors are limited to providing information, asking clarifying questions about matters not on the agenda, responding to public comment, referring matters to committee or staff for information, or requesting a report to be made at another meeting.
5. REPORTS OF STAFF **Information**
 - a. Executive Director's Report on Agency Projects, Activities and Services
 - b. Monthly Review of Financial Statements
 - c. Federal Legislative Update
 - d. State Legislative Update
6. CONSENT CALENDAR **Action**
 - a. Board Meeting Minutes – March 12, 2020
 - b. Board Meeting Minutes – March 19, 2020
 - c. Authorize Release of a Request for Qualifications for On-Call Professional Services
 - d. Authorize Release of an Invitation for Bids for Harbor Bay Ferry Terminal Mooring Piling Project
7. CONSIDER ACTIONS TO ADDRESS THE IMPACTS OF THE COVID-19 PANDEMIC ON WETA OPERATIONS **Information/
Action**
 - a. Status Report
 - b. Proposed Actions

**Water Emergency Transportation Authority
April 9, 2020 Meeting of the Board of Directors**

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| 8. <u>WITHDRAW CONSIDERATION OF THE PROPOSED FY 2020/21-2024/25 FARE PROGRAM AND RELATED FARE ADJUSTMENTS</u> | Action |
| 9. <u>AUTHORIZE RELEASE OF THE DRAFT 2020 SHORT RANGE TRANSIT PLAN FOR FYS 2019-20 THROUGH 2028-2029 FOR PUBLIC COMMENT</u> | Action |
| 10. <u>APPROVE FINAL LIST OF REGIONALLY-SIGNIFICANT PROJECTS FOR INCLUSION IN PLAN BAY AREA 2050</u> | Action |
| 11. <u>PUBLIC COMMENTS FOR NON-AGENDA ITEMS</u> | |

ADJOURNMENT

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

CHANGES RELATED TO COVID-19

Consistent with Governor Gavin Newsom's Executive Order N-25-20, effective immediately and until further notice, meetings will be conducted through teleconference to promote social distancing and reduce the chance of COVID-19 transmission.

PUBLIC COMMENTS WETA welcomes comments from the public.

Public comment will be available via teleconference only. If you know in advance that you would like to make a public comment during the teleconference, please email BoardofDirectors@watertransit.org with your name and item number you would like to provide comment on no later than 15 minutes after the start of the meeting. During the public comment period, speakers will be allotted no more than 3 minutes to speak and will be heard in the order of sign-up. Said time frames may be extended only upon approval of the Board of Directors.

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

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

Upon request, WETA will provide written agenda materials in appropriate alternative formats to individuals with disabilities. In addition, WETA will arrange for disability-related modifications or accommodations including auxiliary aids or services to enable individuals with disabilities to participate in public meetings. Please send an email with your request to: contactus@watertransit.org or by telephone: (415) 291-3377 as soon as possible and no later than 5 days prior to the meeting and we will work to accommodate access to the meeting.

AGENDA ITEM 1
CALL TO ORDER

AGENDA ITEM 2
ROLL CALL

AGENDA ITEM 4
REPORTS OF DIRECTORS

NO MATERIALS



City of Martinez

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(925) 372-3500 / Fax (925) 229-5012

April 3, 2020

Jim Wunderman, Chair
Water Emergency Transportation Authority (WETA)
Via Email

Chair Wunderman:

As you are aware, the City of Martinez has been active over the past year in our waterfront development and nearby downtown revitalization efforts. At WETA's December meeting I asked for the formation of a working group to further explore the feasibility of reestablishing a Martinez Ferry. I am writing to propose that again, with a draft plan of the make-up and focus of the group.

The Martinez Marina is located less than ½ a mile from the Amtrak Intermodal hub, and historic downtown Martinez. Downtown Martinez is also the Contra Costa County seat, with a new County Administration building representing the County's commitment to the Downtown location.

While Martinez population is 38,000, it swells by over 10,000 during the weekdays from commuters and the County Courthouse. This increase demonstrates how many commuters we have coming into the City and the importance of creating new commute options.

In addition, we are currently working on a State Trust Lands Use Plan for our Marina that will serve as a foundation for an update of our Waterfront-Marina Master Plan, to which the City has dedicated \$500,000.

We have been working closely with the Contra Costa County Transportation Agency as well as the City of Antioch on increasing connectivity and a pilot commuter water ferry.

We are living in an unsettled time. There is unprecedented disruption to our work and home life made necessary to keep our communities safe. Communities, businesses and agencies like WETA are coping with the multitude of almost daily changes, while looking to the future and charting a course forward.



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Letter to Chair Wunderman
April 2, 2020

This working group is a means to do just that. While we cannot meet in person, we can work together (virtually) so that when the emergency is over, we will be ready to move forward.

I ask that you review the attached draft plan and move forward with the working group.

Sincerely,

Rob Schroder
Mayor

cc: Nina Rannells, WETA Executive Director (via email)

Proposed City of Martinez Ferry Working Group Plan

This plan assumes that the primary mandate of the Working Group is to gather and evaluate data that would indicate whether a ferry in Martinez, with routes that could include Antioch, Hercules and San Francisco could be viable. The timing and proposed tasks assume that the County, CCTA, WETA, Amtrak, and other partner agencies can provide existing data to inform this work. No new research is contemplated.

Timing

Assuming the WETA Ferry Working Group is approved by WETA in April, a kickoff meeting the first week in May would be anticipated, with monthly meetings following that, June through November. These meetings would be virtual until the emergency shelter in place orders caused by the COVID-19 pandemic are lifted. The initial results of the working group would be reported to the WETA Board in December.

Initial Goals

1. Evaluate existing and projected population/employment/commute patterns for Martinez, Antioch and Hercules.
2. Explore potential routes that have been previously discussed with agency partners and WETA that are recommended for further exploration:
 - a. Antioch to Martinez AM and return in PM
 - b. Antioch-Martinez-Hercules-SF AM and return in PM
 - c. Weekend routes to SF for games/events
3. Investigate existing facilities and resources.
4. Investigating different watercraft options.
5. Report initial findings and suggested next steps to full WETA Board.

Suggested Working Group Members:

- Martinez: Mayor Schroder, Christina Ratcliffe & Zach Seal
- WETA: Board member and staff from WETA.
- Antioch: Mayor Wright, Kwame Reed (Economic Development Director)
- Hercules: Mayor Esquivias, David Biggs, City Manager
- CCTA: Peter Engel, Director of Projects
- Contra Costa County Planning: John Kopchic
- Contra Costa County: Federal Glover.

Draft Work Plan

1. Current information on commute numbers and patterns is about 5-years old and in need of updating. Gather information from Contra Costa County, Martinez, Antioch, Hercules, WETA, Amtrak, and CCTA as to commute numbers, patterns, trends and other relevant data.
2. Study data on commute patterns and evaluate potential ridership for additional ferry service. Identify any commute gaps.
3. Examine existing facilities that would support ferry service: condition of docks, ADA access, parking, transit linkages to and from terminals, etc.
4. Investigate different watercraft options.
5. Identify quantifiable and qualitative benefits arising from ferry service.
6. Identify costs for ferry service expansion, including any required facility upgrades and potential fare offsets.
7. Identify potential funding sources and any opportunities to leverage funds.
8. Identify and reach out to interested agencies that may be future partners, ex: BCDC, Amtrak, SLC, EBRPD, SF Bay Restoration Authority, Bay Area Metro (formerly MTC and ABAG), MSM, Chamber of Commerce, etc.
9. Identify land use opportunities for housing and supportive commercial facilities proximate to ferry location(s).
10. Draft findings and present to WETA Board:
 - a. Underlying research and data that provides a foundation for decision making.
 - b. High-level summary outlining key aspects of the data/trends.
 - c. Potential benefits and costs resulting from establishment of ferry service.

TO: WETA Board Members

FROM: Nina Rannells, Executive Director

DATE: April 9, 2020

RE: Executive Director's Report

CAPITAL PROJECT IMPLEMENTATION UPDATE**3 New Vessels – North Bay**

This project will construct three new 445-passenger high-speed 34-knot waterjet propulsion vessels to support WETA's Vallejo and North Bay services. In December 2015, the Board approved a contract with Fast Ferry Management for vessel construction management services. In September 2016, the Board approved a contract award to Dakota Creek Industries for vessel construction.

The design and engineering work for the three new vessels is complete and all structural drawings have been approved. Main engine exhaust emissions testing was completed and Environmental Protection Agency (EPA) Tier 4 compliance for emissions was demonstrated at the factory. An agreement between WETA, MTU, Pacific Power Group and Dakota Creek for field testing of these first-ever MTU Tier 4 compliant engines has been finalized.

The first vessel, the MV *Pyxis*, entered service on March 1, 2019. The second vessel, the MV *Vela* entered service on August 28, 2019. Construction and sea trials were completed for the third vessel MV *Lyra* in late February 2020, the vessel transited safely to the Bay Area and arrived in Vallejo on March 2, 2020. Owners Acceptance and local Coast Guard inspection have been completed and MV *Lyra* is ready for service, pending delivery of final Coast Guard documents.

Two New Commuter Class Vessels

This project will construct two mid-size high-speed passenger vessels with the versatility to support WETA's diverse system of routes and facilities constrained by vessel size and water depth. In March 2018, the Board approved a contract award to Glosten for construction management services to support vessel construction. In October 2018, the Board approved a contract award to Mavrik Marine, Inc. for construction of an initial vessel and in December 2019 approved construction of a second, optional vessel.

Keel laying and construction of the first vessel, MV *Dorado*, commenced on December 18, 2018. Hull plating and welding is complete, and the superstructure is being sandblasted, coated and painted. Insulation, plumbing and wiring work is in process, and propulsion components are being prepared for installation. All major equipment has been ordered, and there are no concerning long lead items left to be purchased. Final delivery is scheduled for August 2020. Construction of the second vessel will begin in early spring 2020 with the vessel expected to be completed in summer 2021. These build schedules could be impacted by the COVID-19

pandemic and local shelter-in-place orders.

Downtown San Francisco Ferry Terminal Expansion Project

This project will expand berthing capacity at the Downtown San Francisco Ferry Terminal in order to support new and existing ferry services to San Francisco. The project also includes landside improvements needed to accommodate expected service expansion, increases in ridership and to support emergency response capabilities. The newly refurbished gangway and float for Gate E was completed and reinstalled in February, and Richmond service was transitioned from Gate F to Gate E on February 18.

Project construction which began in February 2017 is being provided by Power Engineering under a Guaranteed Maximum Price contract and construction management is being provided by Jacobs Engineering which was scheduled to be completed this month. As a result of the City and County of San Francisco's shelter-in-place order, remaining construction work has been postponed until further notice as well as the planned March 20 ribbon cutting event.

SERVICE DEVELOPMENT UPDATE

Mission Bay Ferry Landing

The Port of San Francisco (PortSF) released an engineering feasibility and site selection study for a future Mission Bay ferry landing in March 2016. Staff participated in the study and provided input regarding ferry operations and potential service models. In December 2016, the PortSF awarded a contract to COWI/OLMM to complete preliminary design, permitting and entitlement activities and began the process in partnership with WETA. To support the effort, the City of San Francisco and the PortSF placed \$7 million in its capital budget. A project Memorandum of Understanding (MOU) between the PortSF and WETA was adopted by the Board in January 2017, establishing roles and responsibilities for the joint development of this project. Staff has worked together with PortSF staff and their consultants on initial design and environmental testing activities. The environmental document, final design and permitting are complete.

In October 2019, the PortSF released a Request for Proposals for a Construction Manager/General Contractor-at-risk contract structure and anticipates awarding an initial pre-construction contract in early 2020. In addition, in support of the eventual service, WETA staff submitted an application for state Transit and Intercity Rail Capital Program (TIRCP) funding to build a small all-electric ferry that could be operated as a shuttle to move people between the downtown ferry building and the new Mission Bay ferry landing.

In April 2019, the PortSF requested that WETA commit \$25 million of its future Regional Measure 3 funds to support terminal construction, estimated at the time to cost approximately \$40 million, in order to fully fund project construction. The Board received presentations from WETA and PortSF staff in June 2019 and January 2020. The Board authorized the Executive Director to enter into an MOU and a resolution for a Letter of No Prejudice (LONP) at the February 2020 Board meeting. On March 11, 2020, the MTC Programming and Allocations Committee considered the LONP request and referred a resolution to the Commission recommending approval. On March 25, 2020, MTC approved the LONP request. Adoption of the MOU by the San Francisco Port Commission has yet to be scheduled for consideration. On March 11, 2020, the PortSF released an invitation for bid for dredging and site preparation and anticipates awarding this contract at its April 28 Commission meeting. Dredging and site preparation is expected to begin in summer 2020. The PortSF will initiate a separate procurement for terminal construction later this year. Construction work is anticipated to begin in 2021.

Oakland Athletics Howard Terminal Stadium Proposal

WETA staff has met on a few occasions with the Oakland Athletics organization (Athletics) and the Howard Terminal stadium development team. WETA submitted a comment letter during the scoping phase for the anticipated Environmental Impact Report (EIR) identifying terminal capacity limitations at the existing Jack London Square terminal in Oakland for consideration during the EIR process. The Athletics are currently assuming that existing commute-period ferry service will satisfy the demand from San Francisco.

Alameda Seaplane Lagoon Ferry Terminal

In April 2016, the Board and Alameda City Council adopted a MOU defining a future service concept for western Alameda and identifying the terms and conditions under which a new Seaplane Lagoon ferry service would be implemented. The MOU defines roles and responsibilities for each party pertaining to the proposed construction of a new ferry terminal along Seaplane Lagoon on the former Naval Air Station at Alameda Point, future operation of the service and the pursuit of funds necessary to support the new service. The City of Alameda (City) contracted with Marcy Wong Donn Logan Architects to complete the final design of the ferry terminal.

The transfer of property from the City to the development team - Alameda Point Partners (APP) - included a \$10 million contribution toward the Seaplane Lagoon Ferry Terminal. The City previously secured \$8.2 million from the Alameda County Transportation Commission for the terminal and has recently committed \$2 million from City general funds. In September 2018 the Board authorized a commitment of \$2 million to the project to close a funding gap and keep the project on schedule for construction. APP has begun construction on the overall Site A project and a groundbreaking for construction of the new Seaplane Lagoon Ferry Terminal took place on September 12. The terminal float is currently being installed at the terminal location by Power Engineering. Staff is working with APP and City staff to support the construction effort and to develop plans for new service. The Board and Alameda City Council adopted an Operating Agreement in December 2019 that supports transfer of the terminal waterside assets to WETA upon completion and anticipates new service start-up in August 2020.

Staff has developed a marketing and outreach plan to support the new Seaplane Lagoon service and related changes to the Alameda/Oakland estuary services. The outreach campaign branded "Seaplane Shift," is underway and will ramp up as we approach the service start date. Marketing to potential new Alameda and Oakland passengers will begin in the late spring/early summer. It is unclear at this time how the COVID-19 pandemic may impact WETA's services moving forward including the planned start of expanded service at Seaplane Lagoon.

Redwood City Ferry Terminal

WETA prepared a draft Redwood City ferry terminal site feasibility report in 2012 in an effort to identify site opportunities, constraints and design requirements and better understand project feasibility and costs associated with the development of a terminal and service to Redwood City. During the summer of 2016, staff from the Port of Redwood City (Port), WETA and Redwood City met to redefine a ferry project and pursue feasibility study funds to move the project toward implementation.

Redwood City is leading the effort to prepare a Financial Feasibility Study and Cost Benefit Analysis Report for the Redwood City ferry terminal construction and service utilizing \$450,000 in San Mateo County Measure A transportation sales tax funds and has entered into an agreement with the San Mateo County Transportation Authority to develop and adopt the Feasibility Study and Business Plan. The study, which kicked off in February 2019 with a

meeting that included a consultant team and staff from the Port and Redwood City along with WETA, is expected to be complete by summer 2020. As of March 2020, the Port, Redwood City and WETA have approved entering into a project MOU that defines agency roles and responsibilities for working together to advance the feasibility study and potential future terminal planning and development.

Berkeley Ferry Terminal

The proposed Berkeley service will provide an alternative transportation link between Berkeley and downtown San Francisco. In July 2019, the City of Berkeley (Berkeley) and WETA executed a MOU to proceed with the planning phase of this project which will include a study to evaluate the feasibility of constructing a dual-use pier facility at or near the Berkeley Municipal Pier that would serve as both a ferry terminal and public access space. Upon completion, the findings of the study will be presented to the Board and City Council for consideration, consistent with the terms of the MOU. Berkeley has contracted with GHD to support the study which is expected to require 18 months to complete. WETA and Berkeley are involved in feasibility study activities, including evaluation of landside and waterside options for developing a terminal at the existing recreational pier site on the Berkeley waterfront. The first public meeting will focus on the structural assessment report of the existing pier and gather public feedback on the waterside concepts.

Treasure Island Ferry Service

WETA has worked with City of San Francisco staff for 10+ years to support development of the Treasure Island ferry terminal and service in conjunction with the City of San Francisco's efforts to develop the island. This project - which will be implemented by the Treasure Island Development Authority (TIDA), the San Francisco County Transportation Authority (SFCTA), acting in its capacity as the Treasure Island Mobility Management Authority (TIMMA), and the developer – has committed to implementing new ferry service between Treasure Island and downtown San Francisco consistent with the 2011 Treasure Island Transportation Implementation Plan.

Staff from SFCTA/TIMMA provided an update on the project and the transportation plan at the February and April 2019 Board meetings, indicating that they hoped to advance the start of ferry service to 2021. More recently, as confirmed in a January 2020 update to the Board, SFCTA/TIMMA staff has indicated that they anticipate being in a position to support launch of a new public Treasure Island ferry service in July 2023. They previously indicated that they were working toward a toll measure for TIMMA Board consideration in summer 2019, but this work has been deferred to 2020. In the meantime, the developer began construction of the ferry terminal in September 2019. Staff has been coordinating review of the terminal under construction with the Treasure Island developer to ensure that WETA vessels will be able to land at this terminal. In addition, staff has coordinated with SFCTA in our development of an application for state TIRCP funds to build a small all-electric ferry that could be operated on this route.

SYSTEM PLANS/STUDIES

Hovercraft Feasibility Study

This study will broadly consider the feasibility of operating hovercraft on San Francisco Bay as part of the WETA water transit system. A Hovercraft Stakeholder Committee will be assembled, comprised of hovercraft industry representatives, advocates from Bay Area public policy groups, environmental organizations and maritime industry representatives to guide the study. Staff will also convene a Hovercraft Technical Advisory Committee to review and provide input on preliminary results of the study. On September 5, the Board authorized a contract award to

AECOM, and staff has subsequently executed a professional services agreement for the study. The initial task for the consultant team is to review the 2011 WETA Hovercraft Feasibility Study and update areas such as technology, environmental performance and costs. Those draft results were delivered in later March and are under staff review. WETA staff and consultants hosted Technical Advisory and Stakeholder Advocacy Workshops on February 26, 2020 to give local jurisdictions and interested stakeholders a chance to provide feedback to the study team and give input on the direction of the study. Staff presented an overview of the initial work at the March 12 meeting.

Fare Program Renewal Study

WETA's current fare program was adopted in 2014 to promote consistent fare structures and implement small fare changes on an annual basis to ensure that WETA fares kept pace with the cost of inflation. As WETA's current fare program ends this fiscal year, a new program will need to be adopted to continue implementing annual fare changes in future fiscal years. WETA has contracted with Four Nines Technologies to provide consultant services to support development of a new multi-year fare program. In October, staff presented a set of preliminary goals and objectives for the renewal of WETA's fare program at the Board meeting. A draft fare program was presented to the Board in February 2020 alongside a request to initiate public outreach efforts with the goal of having a new fare program approved in April 2020 for July 1, 2020 implementation. Staff has conducted outreach through a series of open house meetings in WETA's service area, along with online information sharing and receipt of customer feedback. In response to comments received, staff identified a revised fare program for Board consideration. However, in consideration of the COVID-19 pandemic staff is recommending that the Board withdraw the fare program and related increases for the time being until we can better determine its impact on the Bay Area economy, our riders and our services.

Short Range Transit Plan

MTC requires each transit operator receiving federal transit funding to prepare, adopt and submit a Short-Range Transit Plan (SRTP) outlining its public transit services and related operating and capital costs and projects over a ten-year projection period. These plans are used to verify compliance with various federal requirements and to validate system capital rehabilitation and replacement projects and needs submitted for funding through separate MTC and Federal Transit Administration grant processes. Pursuant to MTC requirements, staff has begun preparing an updated SRTP for FY 2019-20 to FY 2028-29. In November, an informational item of the SRTP update was provided to the Board. Staff will present a draft SRTP to the Board in April 2020 with a request to authorize release of the plan for public input on this compliance document.

FASTER Bay Area Program Development

WETA's Executive Director and Planning & Development Manager are participating in a coordinated effort with the Bay Area's large transit operators to develop a program approach and projects for consideration for inclusion in the potential future FASTER Bay Area funding initiative. The Board was provided an overview of this initiative at the September meeting. Staff work to support development of the framework for the potential future measure and inclusion of WETA's program is ongoing. On March 17, we received word from the FASTER Bay Area development group that they will shift their timeframe for program development and placement of a measure before voters to sometime beyond November 2020.

EMERGENCY RESPONSE ACTIVITIES UPDATE

WETA's enabling legislation directs the agency to provide comprehensive water transportation and emergency coordination services for the Bay Area region. The following emergency response related activities are currently underway:

- Staff included some funds in the FY 2019/20 operating budget to work with Blue & Gold Fleet to conduct additional crew training on deployment of life saving equipment above and beyond United States Coast Guard (USCG) required training. Training for the north bay crews was conducted the week of March 9. Training for central bay crews will be rescheduled as a result of the COVID-19 pandemic and the need for appropriate social distancing.
- Staff is working with USCG to develop an active shooter program specifically for ferry vessel crews based on lessons learned from across the country, including a tabletop workshop to develop a curriculum and testing the curriculum in the Bay Ferry V exercise scheduled for November 2020. This work has been put on hold as a result of the regional response to the COVID-19 pandemic.
- Staff is participating in planning meetings for the first annual Golden Eagle 2020 exercise. The Golden Eagle 2020 functional exercise, scheduled for September 17, is a regional Emergency Operations Center functional exercise focused on critical transportation/evacuation operations in response to a catastrophic incident.
- Response to COVID-19: In addition to the work WETA has been conducting related to reductions in service, operational issues and aggressively seeking funding, WETA has also partially activated its Emergency Operations Center by staffing the Public Information Officer (PIO) and Liaison positions. More information on the activities of both these positions is included in the Status Report Item in this month's Board packet. Staff will continue to work in every way possible to ensure that WETA is providing accurate and timely information to the public and our partners and will make sure that the agency is in a position to lean forward and take advantage of any funding opportunities and assistance.

OPERATIONS REPORT

Clipper 2

Staff is attending a series of discussion calls to review the concepts of Clipper 2 (C2), the upgraded CID Validator for Clipper users. These calls provide an opportunity for transit agency staff to work directly with Cubic's C2 design team to review the validator solution and its related components. The February 25 meeting discussed the design and features for the mobile device that is being developed by Cubic and mainly focused on use cases. San Francisco Bay Ferry anticipates use of the new CID Validator primarily at Pier 41 where there is no permanently installed Clipper reader and other terminals as necessary in an effort to minimize use of the current handheld Clipper device (HCR4). The new C2 validator system is anticipated to go live in September 2022.

Tideline Marine Group Landings at Harbor Bay Terminal

At the February 13, 2020, meeting the Board approved Tideline Marine Group's request for a one-year extension to its existing Harbor Bay landing agreement to operate a private charter service from SSF to Harbor Bay on behalf of a private employer Exelixis. Shortly thereafter,

Tideline informed WETA staff that they would no longer be operating this service. As a result, Tideline's landing agreement at Harbor Bay has been terminated as of February 28, 2020.

Monthly Operating Statistics - The Monthly Operating Statistics Report for February 2020 is provided as **Attachment A**.

KEY BUSINESS MEETINGS AND EXTERNAL OUTREACH

On March 13 - April 2, Lauren Gularte has participated in the daily regional transportation operation status conference call hosted by MTC.

On March 13, Lauren Gularte attended the monthly regional Business Outreach Committee meeting.

On March 16, Nina Rannells and Lauren Gularte participated in a California Transit Association Transit Caucus phone meeting.

On March 17, Nina Rannells participated in a COVID-19 Bay Area transit response and coordination meeting with MTC and transit executives from the Bay Area's large transit systems.

On March 18, Lauren Gularte participated in a meeting hosted by MTC's emergency manager focused on coordination between transbay operators and service level reductions in response to county shelter-in-place orders and decreasing ridership.

On March 19, the WETA Board of Directors held a Special Meeting, by conference call, in order to discuss strategies for WETA during the COVID-19 crisis.

On March 19, Lauren Gularte participated in a Regional Title VI conference call focused on the regional response to the COVID-19 pandemic as it relates to Title VI requirements and regulations.

On March 20, Nina Rannells participated in a COVID-19 Bay Area transit response and coordination meeting with MTC and transit executives from the Bay Area's large transit systems to discuss strategies for securing state and federal funds to support transit systems during the COVID-19 crisis.

On March 27, Nina Rannells participated in a COVID-19 Bay Area transit response and coordination meeting with MTC and transit executives from the Bay Area's large transit systems.

OTHER BUSINESS

Regional Measure 3

In June 2018 Bay Area voters approved Regional Measure 3 (RM3) which raises Bay Area bridge tolls by \$3 over a six-year period starting with a \$1 increase on January 1, 2019, followed by additional \$1 increases in January 2022 and January 2025.

Since its passage, RM3 has been challenged by two lawsuits in the Superior Court of the City and County of San Francisco including the *Howard Jarvis Taxpayers Association, et al v. The Bay Area Toll Authority and the California State Legislature* and *Randall Whitney v. MTC*. These cases were dismissed by the Court on April 23 and June 11, 2019, respectively. A Notice of Appeal was filed by the Howard Jarvis Taxpayers Association on May 20, 2019 and in the Whitney case on July 11, 2019. These two appeal cases were consolidated on October 9, 2019. The appellants' consolidated opening brief was filed on October 29, 2019. The respondents' consolidated opposition brief was filed on December 19, 2019. The appellants' reply brief was filed in January 2020. No date for hearing has been scheduled yet.

On January 1, 2019 BATA began collecting the first dollar of the approved toll increase. Toll revenues collected are being placed into an escrow account and will not be allocated to project sponsors until the lawsuits are settled. MTC staff has prepared general guidelines for RM3 program administration for the Commission, adopted in December 2019, that includes a process for allowing projects to move forward before RM3 funds are available under a Letter of No

Prejudice (LONP). Staff is communicating with MTC to prepare to secure toll measure funds when they are available to support WETA's projects.

PROPSF California Public Utilities Commission Filing

On October 11, WETA filed a response to an application by PROPSF, LLC to amend its certificate of public convenience and necessity (CPCN) to allow PROPSF to add unscheduled, prearranged vessel common carrier service between points in San Francisco, Marin, the Peninsula and the East Bay, establish rates therefore, and a zone of rate freedom (ZORF) of 20% for both scheduled and unscheduled services. By way of background, in 2016, PROPSF obtained a CPCN from the California Public Utilities Commission (CPUC) to provide scheduled vessel common carrier service for service routes between San Francisco, Berkeley, Emeryville and Redwood City. At the same time, another operator, Tideline Marine Group (Tideline), obtained a CPCN to provide vessel common carrier authority for both scheduled (landings in San Francisco, Berkeley and Emeryville) and unscheduled, prearranged service (landings in San Francisco, Marin County and the East Bay). WETA filed a response to the applications, stating its position that private operators can contribute to the development of a better water transportation system, but regulation is necessary to ensure that the private operators do not interfere with WETA's operations. PROPSF seeks to amend its 2016 CPCN to add authorization to provide unscheduled, prearranged vessel common carrier service, which it characterizes as similar to the authority granted to Tideline in 2016.

WETA's response reiterated the position expressed in the previous proceeding that while small scale water taxi operations have limited potential to affect WETA's operations, the potential for disruption to WETA's operations grows as water taxi service increases in scale. WETA's response requests that the CPUC consider further environmental review and analysis of unscheduled, prearranged service as the scope and frequency of such service intensifies and to consider the further definition or parameters for unscheduled, prearranged service by private operators as to avoid interference with WETA's operations. WETA's response also recaps WETA's statutory mandate to plan, operate and manage a comprehensive water transportation system in the San Francisco Bay and WETA's interest in a regulatory approach that is consistent with that mandate. PROPSF has replied to WETA's response asserting that no further California Environmental Quality Act (CEQA) review should be required at any point, that its proposed service will not affect WETA's operations and proposes a broad definition of unscheduled, prearranged service.

The CPUC held a pre-hearing conference on February 4 to determine whether a hearing will be necessary and, if so, on what issues. On March 2, the CPUC Commissioner assigned to this case issued a scoping memo that specified several issues for further briefing, which include 1) the impacts of the proposed service on public ferry services; 2) whether the CPUC should impose conditions on the service and 3) whether further CEQA review is necessary. WETA submitted an opening brief on March 20, and a reply to PropSF's opening brief on March 30. Staff will continue to monitor this proceeding and applications to operate similar service consistent with prior Board direction.

END

Attachment A

Monthly Operating Statistics Report February 2020

			Alameda/ Oakland	Harbor Bay *	Richmond	South San Francisco	Vallejo**	Systemwide
Boardings	vs. last month	Total Passengers February 2020	97,228	27,766	16,929	12,477	77,251	231,651
		Total Passengers January 2020	97,256	30,398	17,731	12,914	81,171	239,470
		Percent change	-0.03%	-8.66%	-4.52%	-3.38%	-4.83%	-3.27%
	vs. same month last year	Total Passengers February 2020	97,228	27,766	16,929	12,477	77,251	231,651
		Total Passengers February 2019	79,102	26,932	11,730	10,810	66,996	195,570
		Percent change	22.91%	3.10%	44.32%	15.42%	15.31%	18.45%
	vs. prior FY to date	Total Passengers Current FY To Date	963,081	234,761	150,395	99,052	736,643	2,183,932
		Total Passengers Last FY To Date	906,843	230,941	21,897	93,256	703,216	1,956,153
		Percent change	6.20%	1.65%		6.22%	4.75%	5.13% ***
	Avg Weekday Ridership February 2019		3,958	1,600	933	680	3,408	10,578
Ops Stats	Passengers Per Hour February 2019		166	171	102	145	118	140
	Revenue Hours February 2019		586	162	166	86	652	1,652
	Revenue Miles February 2019		6,764	2,778	2,394	1,560	17,662	31,158
	Farebox Recovery Year-To-Date		64%	45%	31%	37%	63%	57%
	Cost per Available Seat Mile – February 2019		\$0.36	\$0.36	\$0.46	\$0.63	\$0.18	\$0.27
	Average peak hour utilization, AM – February 2019		57%	60%	55%	50%	74%	57%
	Average peak hour utilization, PM – February 2019		74%	72%	67%	63%	70%	69%
	Fuel Used (gallons) – February 2019		45,206	17,415	16,006	9,009	150,275	237,910
	Avg Cost per gallon – February 2019		\$2.31	\$2.31	\$2.31	\$2.31	\$2.27	\$2.28

* Includes Harbor Bay-South San Francisco pilot. February ridership: 38 boardings.

**Includes backup bus boardings. February bus ridership totaled 124 for Vallejo.

***Systemwide percent change in boardings vs prior FY to date does not include Richmond.

MEMORANDUM

TO: Board Members

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

SUBJECT: Monthly Review of FY 2019/20 Financial Statements for Eight Months
Ending February 29, 2020

Recommendation

There is no recommendation associated with this informational item.

Summary

This report provides the attached FY 2019/20 Financial Statements for eight months ending February 29, 2020.

Operating Budget vs. Actual

	Prior Actual	Current Budget	Current Actual
Revenues - Year To Date:			
Fare Revenues	\$14,291,358	\$16,346,668	\$16,079,724
Bridge Toll Revenues	12,152,190	14,761,533	11,758,225
Contra Costa Measure J	416,466	2,205,467	1,851,971
Other Revenues	6,750	487,600	25,854
Total Operating Revenues	\$26,866,764	\$33,801,267	\$29,715,773
Expenses - Year To Date:			
Planning & Administration	\$1,485,800	\$2,000,000	\$1,397,427
Ferry Services	25,380,964	31,801,267	28,318,346
Total Operations Expenses	\$26,866,764	\$33,801,267	\$29,715,773
System-Wide Farebox Recovery %	56%	51%	57%

Capital Actual and % of Total Budget

	YTD Actual	% of FY 2019/20 Budget
Revenues:		
Federal Funds	\$14,499,310	
State Funds	14,834,374	
Bridge Toll Revenues	4,564,014	
Other Revenues	676,179	
Total Capital Revenues	\$34,573,876	46.21%
Expenses:		
Total Capital Expenses	\$34,573,876	46.21%

Fiscal Impact

There is no fiscal impact associated with this informational item.

END

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San Francisco Bay Area Water Emergency Transportation Authority
FY 2019/20 Statement of Revenues and Expenses
For Eight Months Ending 2/29/2020

% of Year Elapsed 67%

	Feb-20 Actual	FY2018/19 Actual	FY2019/20 Budget	FY2019/20 Actual	Total FY2019/20 Budget	% of Total Budget
OPERATING EXPENSES						
<u>PLANNING & GENERAL ADMIN:</u>						
Wages and Fringe Benefits	\$127,308	\$832,980	\$1,005,933	\$1,061,148	\$1,508,900	70.3%
Services	51,328	664,325	1,179,267	675,418	1,768,900	38.2%
Materials and Supplies	957	37,544	41,600	5,382	62,400	8.6%
Utilities	4,235	29,154	34,333	29,396	51,500	57.1%
Insurance	-	1,200	19,067	1,046	28,600	3.7%
Miscellaneous	7,144	162,322	73,067	45,105	109,600	41.2%
Leases and Rentals	32,434	254,382	256,800	259,449	385,200	67.4%
Admin Overhead Expense Transfer	(81,940)	(496,107)	(610,067)	(679,518)	(915,100)	74.3%
Sub-Total Planning & Gen Admin	\$141,465	\$1,485,800	\$2,000,000	\$1,397,427	\$3,000,000	46.6%
<u>FERRY OPERATIONS:</u>						
<u>Harbor Bay FerryService (AHBF)</u>						
Purchased Transportation	\$165,298	\$1,734,802	\$1,686,600	\$1,579,913	\$2,529,900	62.4%
Fuel - Diesel & Urea	40,293	312,113	371,000	367,066	556,500	66.0%
Other Direct Operating Expenses	37,478	368,853	526,000	343,959	789,000	43.6%
Admin Overhead Expense Transfer	9,014	60,630	67,267	74,870	100,900	74.2%
Total Harbor Bay	\$252,083	\$2,476,398	\$2,650,867	\$2,365,808	\$3,976,300	59.5%
Farebox Recovery - AHBF	50%	45%	45%	45%	45%	
<u>Alameda/Oakland Ferry Service (AOFS)</u>						
Purchased Transportation	\$682,125	\$5,863,851	\$6,392,333	\$6,010,870	\$9,588,500	62.7%
Fuel - Diesel & Urea	104,751	1,188,685	1,438,800	1,310,843	2,158,200	60.7%
Other Direct Operating Expenses	159,012	1,258,530	1,840,067	1,273,217	2,760,100	46.1%
Admin Overhead Expense Transfer	36,719	218,072	273,067	304,254	409,600	74.3%
Total Alameda/Oakland	\$982,606	\$8,529,138	\$9,944,267	\$8,899,183	\$14,916,400	59.7%
Farebox Recovery - AOFS	58%	60%	57%	64%	57%	
<u>Vallejo FerryService (Vallejo)</u>						
Purchased Transportation	\$872,355	\$7,178,837	\$7,911,867	\$7,425,978	\$11,867,800	62.6%
Fuel - Diesel & Urea	340,795	3,230,235	4,221,733	3,429,768	6,332,600	54.2%
Other Direct Operating Expenses	157,657	1,019,874	1,637,600	1,270,056	2,456,400	51.7%
Admin Overhead Expense Transfer	27,703	182,106	206,133	229,760	309,200	74.3%
Total Vallejo	\$1,398,510	\$11,611,052	\$13,977,333	\$12,355,562	\$20,966,000	58.9%
Farebox Recovery - Vallejo	60%	63%	57%	63%	57%	
<u>South San Francisco FerryService (SSF)</u>						
Purchased Transportation	\$159,949	\$1,660,918	\$1,603,933	\$1,421,853	\$2,405,900	59.1%
Fuel - Diesel & Urea	23,172	235,417	298,200	263,680	447,300	58.9%
Other Direct Operating Expenses	33,337	291,246	330,467	276,442	495,700	55.8%
Admin Overhead Expense Transfer	3,934	30,969	29,133	32,971	43,700	75.4%
Total South San Francisco	\$220,392	\$2,218,550	\$2,261,733	\$1,994,946	\$3,392,600	58.8%
Farebox Recovery - SSF	38%	31%	35%	37%	35%	
<u>Richmond FerryService (Richmond)</u>						
Purchased Transportation	\$194,316	\$434,169	\$2,272,533	\$2,036,881	\$3,408,800	59.8%
Fuel - Diesel & Urea	40,529	49,828	368,267	326,228	552,400	59.1%
Other Direct Operating Expenses	34,603	57,499	291,800	302,075	437,700	69.0%
Admin Overhead Expense Transfer	4,570	4,330	34,467	37,663	51,700	72.8%
Total Richmond	\$274,018	\$545,826	\$2,967,067	\$2,702,846	\$4,450,600	60.7%
Farebox Recovery - Richmond	37%	24%	26%	31%	26%	
Sub-Total Ferry Operations	\$3,127,609	\$25,380,964	\$31,801,267	\$28,318,346	\$47,701,900	59.4%
Farebox Recovery - Systemwide	55%	56%	51%	57%	51%	
Total Operating Expenses	\$3,269,074	\$26,866,764	\$33,801,267	\$29,715,773	\$50,701,900	58.6%
OPERATING REVENUES						
Fare Revenue	\$1,723,801	\$14,291,358	\$16,346,668	\$16,079,724	\$24,520,000	65.6%
Regional - Bridge Toll	1,371,952	12,152,190	14,761,533	11,758,225	22,142,300	53.1%
Regional - Contra Costa Measure J	171,971	416,466	2,205,467	1,851,971	3,308,200	56.0%
Regional - Alameda Tax & Assessment	-	-	485,333	-	728,000	0.0%
Other Revenue	1,350	6,750	2,267	25,854	3,400	0.0%
Total Operating Revenues	\$3,269,074	\$26,866,764	\$33,801,267	\$29,715,773	\$50,701,900	58.6%

San Francisco Bay Area Water Emergency Transportation Authority
FY 2019/20 Statement of Revenues and Expenses
For Eight Months Ending 2/29/2020

Project Description	Feb-20 Total	Total Project Budget	Total Prior Expense	Total FY2019/20 Budget	Total FY2019/20 Expense	Total Future Year	% of Total Project Budget Spent
CAPITAL EXPENSES:							
<u>FACILITIES:</u>							
Terminal Construction							
Downtown Ferry Terminal Expansion - South Basin	\$85,340	\$97,965,000	\$78,915,751	\$19,049,249	\$15,483,142	\$0	96%
Maintenance and Operations Facilities							
Ron Cowan Central Bay Operations & Maintenance Facility	3,158	69,500,000	63,197,399	6,302,601	997,781	-	92%
Terminal Improvement							
Install Mooring Piles - Harbor Bay Terminal	7,115	251,500	-	251,500	7,822	-	3%
Terminal Signage and Wayfinding - East Bay Terminals	-	135,000	-	135,000	-	-	0%
<u>FERRY VESSELS:</u>							
Vessel Construction							
445-Pax Expansion (Waterjet) Vessels - 2 vessels	1,137,153	46,745,000	28,771,355	17,973,645	11,626,549	-	86%
400-Pax Expansion (Propeller) Vessels - 2 vessels	-	33,400,000	32,943,928	456,072	-	-	99%
New Commuter Class High-Speed Vessels - 2 vessels	27,525	30,082,500	7,421,609	7,878,391	3,013,629	14,782,500	35%
Vessel Replacement - M/V Bay Breeze	7,404	18,000,000	-	6,000,000	23,438	12,000,000	0%
Vessel Rehabilitation and Refurbishment							
Vessel Engine Overhaul - M/V Intintoli and M/V Mare Island	2,596	3,000,000	877,961	2,122,039	898,447	-	59%
Vessel Qtr-Life Refurbishment - M/V Scorpio	22,012	3,005,350	70,062	2,935,288	2,041,472	-	70%
Vessel Engine Overhaul - M/V Taurus	-	800,000	198,928	601,072	251,295	-	56%
Vessel Service Life Extension - M/V Solano	-	13,000,000	145,099	10,000,901	24,935	2,854,000	1%
Vessel Engine Overhaul - M/V Argo and M/V Carina	-	240,000	-	240,000	59,428	-	25%
Vessel Engine Overhaul - M/V Gemini	620	515,350	-	515,350	117,813	-	23%
Vessel Engine Overhaul - M/V Pyxis	-	170,000	-	170,000	-	-	0%
<u>CAPITAL EQUIPMENT / OTHER:</u>							
Purchase Service Vehicles	28,125	185,000	-	185,000	28,125	-	15%
Total Capital Expenses	\$1,321,048	\$316,994,700	\$212,542,090	\$74,816,110	\$34,573,876	\$29,636,500	
CAPITAL REVENUES:							
Federal Funds	\$910,106	\$67,437,543	\$22,485,494	\$33,068,849	\$14,499,310	\$11,883,200	55%
State Funds	132,321	195,740,242	151,568,893	31,375,649	14,834,374	12,795,700	85%
Regional - Bridge Toll	265,623	46,896,968	37,593,689	8,732,479	4,564,014	570,800	90%
Regional - Alameda Sales Tax Measure B / BB	5,883	2,204,397	14,014	1,032,633	412,980	1,157,750	19%
Regional - Alameda TIF / LLAD / HBBPA	7,115	386,500	-	386,500	7,822	-	2%
Regional - San Francisco Sales Tax Prop K	-	1,100,000	880,000	220,000	255,378	-	103%
Other - Sales Proceeds	-	3,229,050	-	-	-	3,229,050	0%
Total Capital Revenues	\$1,321,048	\$316,994,700	\$212,542,090	\$74,816,110	\$34,573,876	\$29,636,500	

TO: WETA Board Members

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

SUBJECT: WETA Federal Legislative Board Report – April 2020

This report covers the following topics:

1. Summary of Federal Legislative Responses to the COVID-19 Crisis
2. Funding for Transit in CARES Act
3. Future Congressional Action to Respond to the COVID-19 Crisis
4. Support for WETA FTA Grant Application

Summary of Federal Legislative Responses to the COVID-19 Crisis

Congress has passed three pieces of emergency legislation since March 3 to address the economic and health care crisis created by COVID-19:

1. *Coronavirus Preparedness and Response Supplemental Appropriations Act* (P.L. 116-123): This bill, which was signed into law on March 3, focused largely on coronavirus testing capability and federal agency COVID-19 response capacity.
2. *Families First Coronavirus Response Act* (P.L. 116-127): This bill, which was signed into law on March 18, focused on paid sick and family leave, unemployment benefits and propping up government safety-net programs.
3. *Coronavirus Aid, Relief, and Economic Security Act, or CARES Act* (P.L. 116-138): This bill, which was signed into law on March 27, provides enhanced unemployment benefits, creates new loan programs for small businesses, provides significant funding to facilitate lending to companies of all sizes, provides for direct payments to U.S. taxpayers and includes individual and corporate tax provisions to help individuals and businesses through the crisis. The bill also includes provisions to give a boost to our nation's health care system and contains \$330 billion in supplemental appropriations for government agencies to help state, local and tribal governments respond to the COVID-19 crisis.

Congress may take up a fourth bill in the coming weeks – that bill could include longer term economic stimulus measures, including funding for infrastructure. This could provide an opportunity to seek additional funding for public ferries. More on this below.

Funding for Transit in CARES Act

The CARES Act provides more than \$2 trillion in resources to help respond to the COVID-19 crisis and prop up the economy while shelter-in-place orders and social distancing require businesses large and small to be shuttered. To put this in perspective, \$2 trillion amounts to roughly 10% of America's total economic output for an entire year.

For transit in particular, the CARES Act provides \$25 billion for public transit formula operating and capital grants “to prevent, prepare for and respond to COVID-19”. The funding will be distributed by the Federal Transit Administration (FTA) based on the ratio of funding of four

specific programs:

1. Urbanized Area Formula Grants (49 U.S.C. § 5307);
2. Rural Area Formula Grants (49 U.S.C. § 5311);
3. State-Of-Good-Repair (SOGR) Formula Grants (49 U.S.C. § 5337); and
4. Growing/High-Density States Formula Grants (49 U.S.C. § 5340).

The bill distributes the funds proportionally based on the ratio of funding for these formula programs in the FY2020 apportionments. FTA is required to begin distributing this funding within seven days of enactment.

WETA signed onto letters to Speaker Pelosi and Senators Feinstein and Harris supporting this funding, which we shared with staff in these offices during development of the CARES Act.

Future Congressional Action to Respond to the COVID-19 Crisis

While the CARES Act was frequently referred to as a “stimulus” bill, the fact is the legislation is not intended to stimulate growth, rather it is designed to prevent a wave of business closures and to get people through the next few months with minimal economic pain. With that being said, there was an immediate recognition of the fact that Congress must not wait to look beyond immediate COVID-19 response – there is already discussion about a fourth COVID-19 bill that would include funding and policy to pump up the economy after the virus is brought under control and we get past shelter-in-place orders.

If Congress does take up and pass a fourth COVID-19 bill, it will likely include additional funding to directly respond to the health care and economic crisis, including additional funding for the programs created by the CARES Act. However, much of the funding included in a fourth bill will also likely be for items that are designed to reignite the U.S. economy over a longer time period. While the timeline for such legislation is uncertain given that members of the House and Senate are expected to stay at home indefinitely after sending the third stimulus bill to the President, we will be staying in touch with House and Senate staff in the weeks ahead to advocate for WETA priorities. In particular, we will be working with the Public Ferry Coalition to seek an increase in funding for the FTA grant program from the current \$30 million annually to a level of \$90 million annually and will be continuing to advocate for additional funding for the Federal Highway Administration (FHWA) ferry formula program.

Support for WETA FTA Grant Application

Even with so much focus on the response to COVID-19 (and rightly so), there remains a semblance of business as usual on Capitol Hill. FY2021 Appropriations deadlines remain in place, and Congress and government agencies are working to keep certain other process items on track. This includes the FTA ferry grant program originally set a March 30 deadline for public ferry agencies to respond to the agency’s Notice of Funding Opportunity (NOFA) for \$30 million in FY2020 competitive grant funding (that deadline was extended to April 29).

We have been in touch with San Francisco Bay area Congressional offices about support for WETA’s application to the FTA for \$4,456,000 to refurbish the Alameda Ferry Terminal. While activity related to the COVID-19 response has slowed this process down, we have already received letters of support from Speaker Nancy Pelosi, Senator Dianne Feinstein and Congresswoman Barbara Lee, and we expect to receive additional letters of support from other Bay Area members of Congress.

Respectfully Submitted,

Peter Friedmann and Ray Bucheger



NOSSAMAN LLP | Memorandum

TO: WETA Board of Directors

FROM: Nossaman LLP - Nate Solov
Jennifer M. Capitolo & Associates – Jennifer Capitolo

DATE: April 1, 2020

RE: April 2020 - Legislative Update

2020 Legislative Session and COVID-19

On March 15, the Governor sent a letter to the Legislature urging the waiver of the 72-hour rule for bills to be in print before a vote, in order to pass emergency legislation related to COVID-19. On March 16, the Legislature voted to approve the proposed emergency legislation, SB 89, that directs at least \$500 million to respond to a range of issues related to the COVID-19 pandemic. Those dollars will be spent to lease hospitals, provide local government support for response efforts and clean childcare facilities. A second bill was approved, SB 117, that directs \$100 million for local educational agencies to purchase protective equipment and cleaning supplies, in addition to allowing schools to continue to receive funding despite being physically closed.

Additionally, the Legislature passed ACR 189 which proclaims that the Legislature will be in recess from March 20 until April 13. It is likely that the session this year will be condensed into a shorter timeframe given that the constitutionally required adjournment on August 31 can't easily be changed.

COVID-19 Emergency Funding for Transit

On Friday, March 20, we submitted a letter to the Governor requesting \$4 million in funding for WETA to fulfill the directives in the COVID-19 State of Emergency and stay-at-home executive orders. This letter was also distributed to key administration and legislative staff.

CA Transit Association has also submitted a letter requesting an immediate infusion of \$1 billion to transit agencies to offset the cost of steep passenger fare reductions and to fund new supplies and materials to protect essential workers still riding transit and Personal Protective Equipment (PPE) for the transit workforce on the front lines of the pandemic. With the passage of the Coronavirus Aid, Relief, and Economic Security (CARES) Act on March 27, CA Transit Association is tempering the urgency of the \$1 billion request for the time being, however, they recognize that agencies' financial positions may worsen due to the continued loss of sales tax revenue and that this request may need to be revived.

On March 27, the federal government adopted the CARES Act a \$2 trillion relief package which includes \$25 billion for transit agencies across the US. California transit agencies will receive \$3.75 billion which will be distributed based on federal formula programs:

- FTA 5307 – Urbanized Area Formula Grants: \$2,360,301,615
- FTA 5311 – Formula Grants for Rural Areas: \$86,790,829
- FTA 5337 – State of Good Repair Grants: \$1,175,496,694
- FTA 5340 – Growing States/High Density States: \$127,690,194

The Bay Area is expected to receive \$1.3 billion in funds which will be assigned to the Metropolitan Transportation Commission (MTC) for allocation to Bay Area transit operators. Following MTC's determination as to how and when these funds will be split between operators, each individual operator will then develop and submit a formal application to FTA for processing.

Additional COVID-19 Updates

On March 25, in response to an urgent prompt, WETA developed and sent a list of projects to key staff in the Governor's office, administration and legislature for consideration of funding for economic stimulus projects in the coming weeks or months. We've heard that discussions are taking place and that it is helpful for decision makers to have this information.

On March 26, WETA sent a letter as provided in **Attachment A** to the California Air Resources Board asking them to extend their comment period for Proposed Concepts for Commercial Harbor Craft due to the issues surrounding COVID-19. This letter was also distributed to Assemblymember Frazier and Senator Beall's offices as well as to the Governor's office. Since then, CARB has extended the deadline for comments one month. Assemblymember Frazier has requested that they suspend the development and implementation of all proposed regulations and regulatory concepts until after January 1, 2021 and consider delaying existing milestones in adopted regulations as we all grapple with the long-term recovery of the COVID-19 crisis. We are in support of Assemblymember Frazier's proposal and will consider additional steps to push for an additional extension.

WETA Sponsored Legislation – AB 2995

Legislative Counsel for the State has finalized a draft of WETA's sponsored bill language. This language will be amended into a spot bill, AB 2995. It is unknown, at this time, if there will be an opportunity to work on legislation this year that is not related to COVID-19. We have expressed to Assemblymember Chiu and his staff that WETA is still interested in pursuing legislation this session. We have reached out to CPUC staff to discuss and receive their feedback on this draft bill in the coming weeks.

2020 Legislative Watch

Bills impacting WETA that have been introduced so far:

AB 1350 (Gonzalez Fletcher) would require transit agencies to offer free youth transit passes to persons 18 years of age and under in order to be eligible for state funding under the Mills-Deddeh Transit Development Act, the State Transit Assistance Program or the Low Carbon Transit Operations Program. WETA should begin to analyze costs to implement this measure.

AB 2012 (Chu) would require transit agencies to offer free senior transit passes to persons over 65 years of age in order to be eligible for state funding under the Mills-Deddeh Transit Development Act, the State Transit Assistance Program and the Low Carbon Transit Operations Program. Again, WETA should begin to analyze costs to implement this measure.

AB 2057 (Chiu) is a spot bill which will be amended to include a proposal by Seamless Bay Area to require public transit systems to work together to integrate transit schedules.

AB 2176 (Holden) would require transit agencies to offer free student transit passes to persons attending the California Community Colleges, the California State University or the University of California in order to be eligible for state funding under the Mills-Alquist-Deddeh Act, the State

Transit Assistance Program or the Low Carbon Transit Operations Program. WETA should begin to analyze costs to implement this measure.

SB 883 (Monning) would conform California's statutory definition of "for-hire vessel" to United States Coast Guard standards in order to address a discrepancy that allows certain for-hire passenger vessel captains with fewer than three passengers to avoid California licensure. Sponsored by the State Sheriff's Association.

Funding for WETA's Priority Projects

Caltrans: Sustainable Communities Transportation Planning Grant

Title of Project: Transit Planning for Zero Emission Ferry Vessels

Submitted: October 17, 2019

Amount Requested: \$309,855 with a local match of \$40,145 for a total project cost of \$350,000.

Expected Awards: Spring 2020

CalSTA: Transit and Intercity Rail Capital Program (TIRCP)

Title of Project: Going Green: Expansion of WETA Ferry Services – Mission Bay & Treasure Island

Submitted: January 16, 2020

Amount Requested: \$18.2 million

Expected Awards: Early to mid-April



BY EMAIL

March 26, 2020

Mr. Richard Corey, Executive Officer
California Air Resources Board
1001 I Street
Sacramento, CA 95814
Richard.Corey@arb.ca.gov

SUBJECT: Comments on Proposed Concept for Commercial Harbor Craft in California - Request to Delay Comment Period in Consideration of the COVID-19 Crisis

Dear Mr. Corey:

The San Francisco Bay Area Water Emergency Transportation Authority (WETA) is a regional public transit agency tasked by the California Legislature both with operating ferry service on the San Francisco Bay and with coordinating the water transit response to regional emergencies. WETA is at the forefront of environmental innovation as the first-of-its-kind operator to be testing Tier-4 engines on some of its fleet. In addition, WETA is committed to using the best available control technologies on all of its vessels. This comes at considerable cost, but WETA is committed to environmental stewardship in its provision of public ferry transit to the Bay Area.

It is impossible to overstate the impact the ongoing COVID-19 pandemic is having on WETA's operations. WETA's focus on its core functions during the Shelter in Place Orders makes it impossible at this time to provide thoughtful and complete comments on the California Air Resources Board's (CARB) Proposed Concepts for Commercial Harbor Craft in California (Proposed Concepts). Accordingly, we strongly urge CARB to delay the public comment period associated with CARB's Proposed Concept until the Public Health Emergency is no longer in effect and we have had time to address the resulting immediate and near-term impacts of the pandemic on our operations and finances. At such time, WETA looks forward to collaborating with CARB to address what we believe are significant feasibility and affordability concerns that will require adjustments to the Proposed Concept.

We respectfully ask that CARB acknowledge the ongoing crisis and delay the comment period for six months to twelve months. Thank you for your consideration of our request and your understanding of our singular focus on our operations at this time.

Sincerely Yours,

A handwritten signature in dark ink that reads "Nina Rannells". The signature is fluid and cursive, with the first name "Nina" and last name "Rannells" clearly distinguishable.

Nina Rannells
Executive Director
San Francisco Bay Area Water Emergency Transportation Authority

c: Honorable Jim Beall, Chair, Senate Transportation Committee
Honorable Jim Frazier, Chair, Assembly Transportation Committee

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY
MINUTES OF THE BOARD OF DIRECTORS MEETING

(March 12, 2020)

The Board of Directors of the San Francisco Bay Area Water Emergency Transportation Authority met in regular session at Pier 1, Port of San Francisco.

1. CALL TO ORDER – BOARD CHAIR

Chair James Wunderman called the meeting to order at 1:01 p.m. and welcomed guests.

2. PLEDGE OF ALLEGIANCE/ROLL CALL

Chair Wunderman, Director Anthony Intintoli and Director Jeffrey DelBono were in attendance.

3. REPORT OF BOARD CHAIR

Chair Wunderman explained that the open forum public comments workshop that had been planned to immediately follow the meeting had been canceled as a result of recent health orders banning large public gatherings in order to reduce the spread of COVID-19. Chair Wunderman said there was still opportunity for the public to address the Board to share comments and ideas on non-agendized items at the end of the regular Board meeting and that the public workshop would be rescheduled to a later date. He added that plans to hold WETA Board meetings in cities other than San Francisco to widen regional dialogue and participation would also be temporarily postponed and reiterated that this would remain an important objective once the COVID-19 disruptions had subsided.

Chair Wunderman said staff would be reviewing recent changes to the Brown Act public meeting requirements to identify options for holding upcoming WETA Board meetings in a way that would not require all Directors to be physically present consistent with the evolving public health orders. He emphasized that the Board's objectives were to ensure public participation while also protecting public health.

Chair Wunderman thanked Bobby Winston of Bay Crossings for throwing a really nice and well attended event to celebrate the twentieth anniversary of *Bay Crossings* and his appointment as the Chair of the WETA Board of Directors. He said the event took place on the waterfront on a beautiful evening and appreciated the attendance of the many event guests who were so committed and passionate about Bay Area water transit including Assemblymembers David Chiu and Rob Bonta and a host of other local leaders at the event who lauded WETA for its efforts and continuing plans to build a robust water transportation system for the Bay Area.

4. REPORTS OF DIRECTORS

Director Intintoli echoed the comments of the Chair about the *Bay Crossings* celebration event which he had also attended.

5. REPORTS OF STAFF

Executive Director Nina Rannells provided her written report to Directors and welcomed questions. She said WETA had implemented some new cleaning directives to Blue & Gold Fleet crews and cleaning teams in efforts to address the COVID-19 virus and assure vessels were as safe and clean as possible for riders. She explained that general cleaning had been increased on the vessels after

every reverse trip, with regular disinfection of all frequently touched surfaces and a full cleaning every 24 hours. In addition, she noted, all vessels were being fogged with disinfectant twice weekly. Ms. Rannells added that hand sanitizer was on board all vessels for passenger use and that all of these increased measures had been communicated to WETA riders in messaging.

Chair Wunderman thanked Ms. Rannells, staff and the Blue & Gold Fleet for the extra diligence to help keep the public safe while riding WETA vessels.

Ms. Rannells said there had been a 28% decline in ridership this week as expected with many Bay Area employers' recent directives that their employees telecommute instead of coming into the office to reduce potential virus exposure. She said declines had been most dramatic on the Harbor Bay and South San Francisco routes, both commute-only services. Ms. Rannells said the ridership decline had begun on Friday, March 6 and that prior to that, ridership had been up in general across the system.

Ms. Rannells said Directors could expect this decline to impact WETA's budget and added that to date, WETA had been operating under budget. She said the budget was presently under review in light of the increased cleaning expenses and fare box revenue decline, and that staff would return for Board direction if action to address any concerns was warranted.

Director DelBono said that if other agencies were asking the Metropolitan Transportation Commission (MTC) and the State of California (State) for funds to help mitigate revenue losses, WETA should do the same. He said WETA had no reserves and that BART did have reserves but was requesting emergency funding to help mitigate its current ridership decline. He said this was an urgent situation and requesting that assistance was something staff should do urgently. Director DelBono added that Ms. Rannells had his full support to have WETA staff work from home instead of coming into the office. Chair Wunderman and Director Intintoli concurred.

Ms. Rannells said the new MV *Lyra* had made its way down from Washington and had arrived in San Francisco on March 20. She said the new vessel had been well cleaned.

Ms. Rannells said the Downtown San Francisco Ferry Terminal Expansion ribbon-cutting celebration planned for March 20 had been canceled, and staff was considering rescheduling the event for a later date or identifying options to celebrate the project without requiring a large, in-person public gathering.

PUBLIC COMMENT

Bay Crossings Publisher Joel Williams asked if the project would still open.

Ms. Rannells said it was largely already open and in public use, and that when the final pieces of the project were completed that the fencing on the property would be completely removed.

She said staff had held all five of the open house events to gather public feedback on WETA's draft Fare Program that Directors had authorized for release at the February Board meeting. She noted that a public hearing on the Fare Program had also been planned to take place at the next Board of Directors meeting in April. Ms. Rannells explained that the public comments received had been overwhelmingly in opposition of the planned elimination of the Vallejo Monthly Pass. She said Directors could expect to see an alternative recommendation at the April Board meeting to resolve those concerns that would include an extension of the use of the pass for the first three years of the Fare Program.

Director DelBono asked why, given all of the parking and traffic congestion challenges for riders at the Alameda Main Street Terminal, riders who have bicycles were not allowed to disembark first, before those riders without bicycles. Planning & Development Manager Kevin Connolly explained that bike loading and unloading is a slower process than just people loading and unloading so allowing those riders with bicycles to leave vessels first would increase disembarkation times. He said the City of Alameda had done a great job designating bike lanes around the terminal to help segregate riders from drivers and noted that this has improved access and safety for all. Mr. Connolly added that the decision to allow those passengers without bicycles to disembark first was driven by a desire to adhere to WETA's service schedules.

In response to a question from Director Intintoli, Public Information & Marking Manager Thomas Hall said that the information website for the new planned Seaplane Lagoon service and related Alameda service changes, branded *Seaplane Shift*, was expected to launch the following week. Mr. Hall explained that the date to have ambassadors aboard vessels and at terminals to educate the riders and promote the changes in person had been pushed back to late April or early May and said that plan would be adjusted to support any mandates or lifting of mandates related to the COVID-19 situation in the Bay Area. Mr. Hall also noted that on February 29 he had hosted a table at the grand opening celebration of the Cross Alameda Trail grand opening where he answered many questions and had been able to speak to attendees about *Seaplane Shift*. He said people had been very receptive to and excited about the planned changes and new service.

PUBLIC COMMENTS

Pat Murphy from Blue & Gold Fleet said California Governor Gavin Newsom had signed some legislation earlier that day to provide relief from Brown Act requirements for public meetings.

Chair Wunderman thanked Mr. Murphy for the information and said the Board's legal counsel would be looking at those changes and advising Directors on the way forward while limits on public gatherings were in effect.

6. CONSENT CALENDAR

Director Intintoli made a motion to approve the consent calendar:

- a. Board Meeting Minutes – February 13, 2020
- b. Authorize Submission of an Allocation Request to the California Department of Transportation for FY 2019/20 Low Carbon Transit Operations Program Grant Funds

Director DelBono seconded the motion and the consent calendar carried unanimously.

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

7. AUTHORIZE ACTIONS ASSOCIATED WITH REPLACING THE MV SOLANO

Operations & Maintenance Manager Keith Stahnke presented this item to authorize actions associated with replacing the MV *Solano*. He said in September 2019 the Board approved rejecting all proposals for the MV *Solano* Service Life Extension Project and authorized staff to instead sell the vessel and develop an approach to replace it with available grant funds. Mr. Stahnke explained that since that time staff had developed a plan and worked to receive the necessary approvals meeting with the Federal Transit Administration (FTA) to sell the MV *Solano* and apply the sale proceeds to the replacement vessel purchase. Mr. Stahnke said staff used a competitive process to select a marine brokerage firm to list the MV *Solano* for sale and that contract was awarded to Pinnacle

Marine Services (Pinnacle). He said Pinnacle's marketing efforts to date have included direct contact with more than forty ferry operators in the United States.

Mr. Stahnke said procurement process considerations had included leveraging existing vessel procurement contracts and utilizing a new procurement process. As a first step, he said, staff had entered into direct negotiations with Dakota Creek Industries to add a fourth Pyxis class vessel and determined that this approach was not feasible because it would exceed WETA's available grant funds.

Mr. Stahnke said in February, the Board authorized release of a Request for Proposals to replace the retiring MV *Bay Breeze* with a 320-passenger, multiple use vessel with the flexibility to serve all of WETA's existing routes, including the Vallejo route. He said the capacity and speed for this replacement vessel were the same as those for the MV *Solano* replacement vessel providing a direct match for replacement with fleet commonality operating benefits. Mr. Stahnke said staff recommended combining these two vessel replacements into a single procurement to provide a cost-effective approach to two replacements.

Responding to a question from the Board Mr. Stahnke said staff had rejected the idea of putting the MV *Solano* up for auction because of the high probability it could be sold well under its value to support its replacement of the listed \$7.5 million price. Mr. Stahnke added that there had already been some international interest in the vessel as a result of the broker's listing. It was noted that California had the most stringent emissions restrictions in the country and that any current operational use of the MV *Solano* in California would violate California Air Resource Board (CARB) rules but that the vessel could be operated in the rest of the United States in compliance with federal Environmental Protection Agency rules as well as internationally.

PUBLIC COMMENT

An anonymous speaker asked when the CARB emissions rules had gone into effect.

Mr. Stahnke said the rules had gone into effect around 2009 or 2010 and the MV *Solano* had been built in 2006 adding that WETA's newer vessels were even cleaner than the current rules required. Ms. Rannells noted that CARB was presently working on new rules and accepting public comments through the end of March. Chair Wunderman said it didn't make sense for the State to be replacing rules that had already been met and acknowledged that a 25-year vessel lifetime expectancy was a long time in consideration of emissions concerns. Director Intintoli noted that it was difficult to have to make this decision given these myriad concerns.

Director DelBono made a motion to approve the item.

Director Intintoli seconded the motion and the item passed unanimously.

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

8. APPROVE ENTERING INTO A MEMORANDUM OF UNDERSTANDING WITH THE CITY AND PORT OF REDWOOD CITY FOR THE FEASIBILITY AND BUSINESS PLAN PHASES OF THE REDWOOD CITY FERRY TERMINAL PROJECT

Planning & Development Manager Kevin Connolly presented this item to approve entering into a Memorandum of Understanding (MOU) with the City and Port of Redwood City for the feasibility and business plan phases of the Redwood City Ferry Terminal Project. He explained that the proposed MOU would define roles and responsibilities for partner agencies, the process to investigate feasibility and a business plan development. Mr. Connolly noted that the feasibility investigation and business

plan were required by the San Mateo Transportation Authority (SMTA), a funder of the project. He said the MOU had already been approved by the Redwood City Port Commission (Port) on February 26 and by the City Council of Redwood City on March 9.

Mr. Connolly said the feasibility study was already underway and expected to be completed this summer with the launch of the business plan work to immediately follow. He introduced Port of Redwood City Executive Director Kristine Zortman provide further comments on the recommendation to the Board.

PUBLIC COMMENT

Ms. Zortman noted that she was representing both the City and the Port of Redwood City. She said the Board's approval of the MOU was tremendous and explained that as the only deep water port serving Silicon Valley that there was a huge need for alternative transportation modes and that the Port believed that in a partnership with WETA, the Port believed it could fill that need for the region. Ms. Zortman said that the Federal Emergency Management Administration had designated the Port as an emergency staging area in 2017 to serve the region in the event of a catastrophic event and said having WETA ferry service at the Port would strengthen that designation and also demonstrate to peninsula and Silicon Valley communities the importance of waterborne first responders' abilities to access disastrous and catastrophic event centers by assuring that the region had a port ready to support emergency response. She thanked the Board and WETA staff for moving this first step forward and said she looked forward to a long partnership with WETA.

Chair Wunderman noted that the Bay Area Council had been working for a long time to try to figure out how to relieve the terrible traffic congestion in the region and was one of his objectives in joining the WETA Board. He said several challenges were expected to be identified in the feasibility process and that this project had historically been underestimated by numerous agencies in the Bay Area. Chair Wunderman said the project was very important to him and he was pleased to see it moving forward in this positive direction. He added that he expected the project would mirror the ridership success of WETA's new Richmond service. Chair Wunderman added that the project would provide a foothold in the South Bay that would allow WETA to improve and grow its interconnected service. He emphasized his belief that Redwood City ferry service should begin as soon as possible.

Director Intintoli made a motion to approve the item.

Director DelBono seconded the motion and the item passed unanimously.

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

9. SPONSOR AND SUPPORT CALIFORNIA ASSEMBLY BILL 2995 CLARYIFYING WETA'S AUTHORITY RELATED TO FERRY TRANSPORTATION SERVICES IN THE BAY AREA

Chair Wunderman presented this Item to sponsor and support California Assembly Bill 2995 (AB 2995) clarifying WETA's authority related to ferry transportation services in the Bay Area. He explained that AB2995 was introduced by California Assemblymember David Chiu, a consistently strong advocate of water transit in the Bay Area. Chair Wunderman said the bill would keep the pressure on WETA to continue its work and provide the support to do so. He said that over time, he had suggested to Assemblymember Chiu that he might consider sponsoring legislation to ensure that WETA's authority was fully clarified to position the agency to develop the kind of robust water transportation system long envisioned for the Bay Area.

Chair Wunderman said at the time WETA was created with the legislation of California Senate Bill 976, there were no private sector water transit services other than tourist services but now numerous

private water transit service operators are interested in providing water transit services on San Francisco Bay. Chair Wunderman added that this was a positive development which he encouraged. He explained that these operators currently must apply to the California Public Utilities Commission (CPUC) for its authorization of their private service schedules and routes in order to provide these services. Chair Wunderman said during this application and authorization process, that as a common carrier, WETA participates in these conversations to identify what effects the proposed services would have on WETA's public transit services. He explained that because of the way this process presently worked, WETA was often at the end of the process rather than the beginning, and as a result of sharing its valid feedback and concerns, WETA had ended up with a reputation of not supporting private service operations.

Chair Wunderman said the precise language of the AB 2995 was expected to be released in the next few days and that a letter of opposition had been received from PROPSF. He emphasized that this was the beginning of this legislative process, not the end, and said the process would involve a lot of conversation and thought, and that there may be an impression that WETA's objective was to block private service delivery, however, this was not the case. Chair Wunderman added that because of the limitations on its assets, the only way WETA was going to be able to successfully deliver the kind of robust water transportation system the Bay Area region needed was through partnership with the private sector. He added that in a region like the Bay Area, a strong governmental system of oversight was required to ensure successful operations and honor the interests of passengers, public safety, emergency response preparedness and workforce protections.

Chair Wunderman emphasized that AB 2995 would not in any way replace what the CPUC already did but would allow for a concurrent review by WETA and ideally encourage private operators to engage WETA at the front end, providing opportunity for desired partnerships before the CPUC application process.

Ms. Rannells reiterated that the language of AB 2995 wasn't yet available and said it would likely evolve over time and with robust input. She also confirmed that the opposition letter from PROPSF was available to the public on the meeting materials table.

PUBLIC COMMENT

San Francisco attorney Tom McBride representing Tideline Marine Group (Tideline) said that Tideline operated a Berkeley commuter service under a PUC vessel common carrier certificate. He said Tideline had been asked to provide comments to the Board on AB 2995 but said the challenge was not knowing the language in AB 2995. He said that from what the Chair had just expressed in his comments on the item, it sounded like it was something Tideline would be able to work with but that the staff memo detailing the item was a little bit different. Mr. McBride noted that the staff memo stated WETA would not interfere with the PUC's final decision-making process, but his interpretation was that WETA would require anyone wanting to apply for authority or amended authority to not apply without WETA Board approval. He emphasized that the language was critically important. Mr. McBride said there was a body of law surrounding vessel common carrier legislation by the PUC that has developed over decades and a concurrent body of law for ground passenger transportation that has developed that clarifies charter service, sightseeing service and true common carrier service. He said you have to figure out how those would apply to vessel service under AB 2995 before you can understand how companies like Tideline who are currently operating and considering what they might want to do in the future would be impacted by this legislation. Mr. McBride said how the WETA Board and the PUC would work together also required clarification. He reiterated that he was not able to provide any real comments on AB 2995 on behalf of Tideline until at least March 18 when the precise AB 2995 language was expected to be available for review.

Chair Wunderman agreed that it was difficult to share feedback on legislation without first seeing the language that will be in it. He reiterated that this was the beginning of a process that would include multiple hearings and ample opportunities for the public to share their thoughts and feedback on the final language of the bill throughout its evolution. Chair Wunderman emphasized that it was never WETA's intention to regulate charter or tourist services and thanked Tideline and Mr. McBride for their comments. Mr. McBride said he would continue to participate in this process on Tideline's behalf.

Director DelBono said he was supportive of the bill as presented today and looked forward to seeing the final language to assure the legislation meets the interest of all stakeholders and most importantly the WETA Board's interests.

Director Intintoli said he had read the letter from PROPSF, concurred with everything the Chair had shared about the recommendation and made a motion to approve the item.

Director DelBono seconded the motion and the item passed unanimously.

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

10. STATUS REPORT ON WETA HOVERCRAFT FEASIBILITY STUDY

Mr. Connolly introduced this status report on the WETA Hovercraft Feasibility Study (Study). He said WETA's consultants had been working for the last few months on updating new technology in WETA's 2011 Hovercraft Feasibility Study. Mr. Connolly explained that the two committees working on the study - a Technical Regulatory Committee staffed by members of the public and regulatory agencies such as the United States Coast Guard (USCG) and the San Francisco Bay Conservation and Development Commission, and an Advocacy Committee of private, non-profit and public sector representatives - had held their first set of meetings and he noted that at least three additional sets of meetings were planned to support the Study work. Mr. Connolly said the Study was in its very early stage and then introduced Krystle McBride and Mark Sisson from AECOM, WETA's prime consultant on the Study, who shared a short PowerPoint presentation providing context, history and existing conditions to date, along with a video clip demonstrating the operation of a hovercraft vehicle.

Ms. McBride said AECOM has been working to complete the first phase of the Study which has consisted of investigating hovercraft as a technology, looking at all associated costs and operating parameters and identifying where hovercraft could be feasible. She said Phase 2 of the Study will be analyzing much more route specific details including costs and environmental considerations.

Ms. McBride said thus far the Study has looked at hovercraft design for consideration as a class of craft to be considered for use on San Francisco Bay. She said findings have indicated that off-the-shelf and custom-built hovercrafts are more expensive than traditional ferry vessels to operate and that because of this, the Study has eliminated consideration of any routes that could be served with traditional catamaran ferry vessels.

Ms. McBride said further findings provided by a key member of the Study's committees, the USCG, were that four crew members would be required for each 150-passenger hovercraft, well below WETA's current standards on their traditional vessels. In response to a question from the Chair, Ms. McBride explained that the requirement was higher due to Coast Guard regulations for high-speed craft. She said the threshold for the requirement was 150 passengers and that it may be possible to have a reduced number of crew for craft carrying 149 passengers but that the requirement was not black and white and was entirely in the jurisdiction of the Coast Guard to make the determination based on specific craft exercise review.

Ms. McBride said certification to operate hovercraft required 100 training hours and had to occur on the actual hovercraft that would be in operation. She said ideally training would be done by retired United States or Canadian veterans who would need to first be trained on the specific hovercraft that WETA was planning to put into eventual service. In response to an anonymous question from a meeting guest, she explained that the training requirements for captains were related to specific types of vessel class operations experience and that the licensing for hovercraft was a separate, additional process than the licensing process for traditional ferry operations.

Director DelBono requested that additional specific information related to the training of hovercraft captains and crews be provided to the Board at a future date.

Ms. McBride said the shallow water landing pads was one of the big advantages of using hovercraft but cautioned that engineering challenges would be finding a solution to spray and infrastructure required to create floating pads for deeper water landing.

Ms. McBride said ideal route characteristics for hovercraft included shallow water, no service already with traditional ferry vessels, high ridership demand, minimal speed restrictions, short travel distances and near employment centers. She said the current top speed of off-the-shelf hovercraft was 45 knots and service in the South Bay could be ideal because of the many areas speed restrictions in the area eclipsed by the primary benefit of access. She added that most of the channel speed restrictions were dictated by the local Sheriffs' Offices and the Coast Guard and driven by safety concerns.

Ms. Rannells said speed costs money in operating costs and rises exponentially. Chair Wunderman asked about potential speed allowances on routes where there is deep water at one or both ends and shallow water throughout the middle. Ms. McBride said the Study would be looking at that scenario with a Dumbarton Bridge route - South Bay to San Francisco - with the objective of connecting a hovercraft route to a well utilized service terminal already in existence with WETA's traditional ferry service.

Ms. McBride said the Study has been focused on more North/South routes versus East/West routes. She said her team was in the process of narrowing down ninety possible routes to about five for further consideration and analysis including the east side of the Dumbarton Bridge to get employees to Facebook and Cooley Landing in East Palo Alto.

Ms. McBride said the final Phase 1 task will be to confirm and begin modelling for the top five routes for hovercraft consideration. She said some of the key operating concerns for hovercraft use by WETA include passenger safety and comfort, maneuverability, operating costs for fuel, training, captains and crews and required infrastructure and maintenance. She reminded the Board that hovercraft vehicles were aircraft, not vessels and would require completely different infrastructure and maintenance than what was currently in use for WETA's traditional ferry vessels. She said hovercraft maintenance was similar to airplanes and require professionals trained in and familiar with aircraft. She said Directors could think of hovercraft as an addition to WETA ferry service, not as an overlap of its ferry service. She said the passenger experience riding a hovercraft was also very much like their experience would be on an airplane trip, including occasional turbulence.

In response to an anonymous question from a meeting guest, Ms. McBride said a noise analysis will be included for all considered routes in the Study. Mr. Stahnke asked whether wind affects the speed of hovercrafts and Ms. McBride said it absolutely did and this was something that could be managed with speed reduction. Mr. Stahnke noted that this could present difficulties in adhering to schedules.

Ms. McBride said that a draft of the updated 2011 Study was expected to be delivered to WETA staff in the coming days and that the overall study was expected to be completed before the end of 2020.

Director Intintoli left the meeting at 2:24 p.m.

Ms. McBride said that currently there have been no hovercrafts built in the United States since 2017. She explained that one of the challenges of the Study's research process is that the only public transportation hovercraft service offered in the world at this time is service to the Isle of Wight in England, which primarily uses a small hovercraft built in 2016.

11. PUBLIC COMMENTS FOR NON-AGENDA ITEMS

Genentech Transportation Program Manager Heather Salem said she understood everyone was dealing with an issue on the global scale, but she wanted to address a local concern. She said that as a leader in the Oyster Point neighborhood, Genentech was planning now for how they were going to get their employees to work during this summer's Caltrans Highway 101 Alemany Project that some have coined "carmageddon" and asked what additional services WETA would be providing to help mitigate the effects of the shutdown of the highway lanes. Ms. Salem said now was a good opportunity to look at offering a boat bridge between San Francisco and South San Francisco or even Redwood City and to partner with public and private bus service to shuttle employees and suggested that the Bay Area Council Employer Coalition might be a good place to start this work. She said she looked forward to seeing this concern on a future WETA Board agenda to learn what WETA was doing to address the matter.

Mr. Connolly said WETA was working with Caltrans to offer service between South San Francisco and downtown San Francisco to help address the traffic and access challenges expected to result from the project. Chair Wunderman said it would be useful to bring all partners concerned about the project to the table to discuss solutions which would likely include bus service to get people to the ferry terminal which doesn't have ample parking for the number of people who would likely need to access the South San Francisco terminal. Mr. Connolly said that Caltrans has been very forward looking on this project including carving out additional parking spaces and increasing BART and bus services. Chair Wunderman said a meeting with all affected parties to get everyone on the same page would be helpful and offer the opportunity to review all of these pieces not just to address this specific project but in the bigger transportation picture, including WETA's recent South San Francisco ridership concerns.

Mr. Hall said he has been working with Genentech and will be reviewing the results and findings of a recently completed survey of South San Francisco riders and about their ferry use and needs with Genentech and other South San Francisco area employers as part of WETA's efforts to address South San Francisco ridership concerns. He emphasized that a meeting with all parties would be very beneficial.

Director DelBono asked that this matter be agendized for a future WETA Board meeting for further, more in-depth discussion.

With all business concluded, Chair Wunderman adjourned the meeting at 2:37 p.m.

- Board Secretary

END

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY
MINUTES OF THE BOARD OF DIRECTORS MEETING

(March 19, 2020)

The Board of Directors of the San Francisco Bay Area Water Emergency Transportation Authority held a special meeting conducted via teleconference only.

1. CALL TO ORDER – BOARD CHAIR

Chair James Wunderman called the special teleconference meeting to order at 4:01 p.m.

Chair Wunderman, Director Anthony Intintoli and Director Jeffrey DelBono were in attendance.

Chair Wunderman noted that this was a special WETA Board of Directors meeting conducted via teleconference per California Governor Gavin Newsom's relaxation of Brown Act requirements in response to the COVID-19 pandemic. Chair Wunderman advised meeting participants that the teleconference was being recorded.

Chair Wunderman explained that after discussion of the single agenda item by the Board that comments from the public would be welcomed during the Public Comments period and asked that anyone wanting to speak during that time send an email with their names to the Board to assure they were provided the opportunity to speak, noting that speakers would be called in the order their emails had been received.

2. STRATEGIES FOR WETA DURING COVID-19 CRISIS

Chair Wunderman presented this item for discussion and possible action to develop and implement strategies to address the unique challenges facing WETA during the COVID-19 crisis including coordinating with the public, contracting partners and other public agencies to ensure that the needs of all stakeholders and of those who work with them are identified and addressed. He said the Bay Area population was living under a shelter-in-place order issued by county health officers which meant that unless residents had essential business to conduct elsewhere, they were ordered to remain in their homes. He said this crisis was deeply concerning to all.

Director Nicholas Josefowitz joined the meeting at 4:06 p.m.

Chair Wunderman said we were in a crisis due to the COVID-19 virus pandemic which was unprecedented in the Bay Area and that we were seeing its devastating effects all around us. He said that this was the early stage of the crisis and that we do not know how long it will last.

Chair Wunderman said all Bay Area public transportation was being devastated by this crisis and that virtually all systems are facing serious fiscal challenges. He noted that while WETA's ridership had been growing steadily for years, it had plummeted precipitously in just a few weeks as many people started to work at home in early March. He explained that when the shelter-in-place order was issued on March 16 to go into effect on March 17, Executive Director Nina Rannells had recommended to him that WETA suspend the Harbor Bay, Richmond and South San Francisco commute services, significantly reduce service the Vallejo and Alameda/Oakland weekday services and suspend all weekend services in order to comply with the order and in anticipation of additional significant

reduction in transbay travel into San Francisco. Chair Wunderman said that with great remorse he agreed that it was the right action to take at this time. Chair Wunderman said that in taking these protective measures WETA may have missed the opportunity to better communicate these changes to some of WETA's key stakeholders and acknowledged that things have been changing at a frenetic pace in response to this crisis.

Chair Wunderman said that WETA was fortunate to generally enjoy a farebox recovery of around 60% which was very good by mass transit standards, but the flip side of that was if only a very few passengers were riding the vessels, the agency was steadily losing that revenue. He explained that as a result of this, WETA was subsidizing about 95% of the total cost of each trip and it made sense to him to materially cut back service to a point that could support a temporary provision of basic service.

Chair Wunderman said when the 2006 legislation to create the Water Emergency Transportation Authority in SB 976 was passed, the addition of Emergency to the agency's name was an effort to have WETA provide and grow passenger service while building out a system that could provide emergency response should the region's transportation systems be threatened or unavailable in the event of a natural or other disaster such as a major earthquake. Chair Wunderman said WETA takes the emergency response and recovery mandate very seriously and the agency has developed an Emergency Response Plan, but unfortunately, the emergency component is not funded. He said the idea had been that WETA would grow the public transit service by growing its fleet and workforce and preparing and training to respond to emergency events and that this would be enough to support an inevitable Bay Area emergency or disaster response.

Chair Wunderman said that after the service reductions had been made, he had been contacted by Director DelBono who expressed concern that the service reduction could threaten WETA's emergency response abilities. Chair Wunderman acknowledged that if WETA were to cut service to the point of jeopardizing its emergency response capabilities, there could be serious implications for the Bay Area, especially since we did not know what developments could arise related to the current pandemic crisis or an unpredictable future emergency or disaster. Chair Wunderman introduced WETA Executive Director Nina Rannells to provide an overview for Directors on the state of the agency in the current crisis.

Ms. Rannells explained that ridership had been falling steadily for about a week when the shelter-in-place announcement was made to go into effect on March 17 for the six Bay Area Counties. She said that staff had scrambled to assess options to address what was anticipated to be an even more drastic loss of ridership. She noted that ridership had plummeted by 80% across the WETA system on Monday, March 16. Ms. Rannells said staff had analyzed WETA's commute-only services alongside the other transportation options riders would have in those corridors and had determined that those services should be suspended immediately. She said it had been decided that the daily all-day Alameda/Oakland and Vallejo services had each been reduced to a weekday only, single vessel schedule to provide minimal service for essential workers to get and from their San Francisco workplaces. Ms. Rannells explained that this single vessel is shadowed by a second fully crewed vessel to act as relief to the primary vessel should its capacity exceed safe, social distancing capacity on any of its trips. She noted that the objectives of these changes were to support the public health order that had been issued requiring residents to shelter in place and to mitigate losses in an increasingly jeopardized WETA budget that relies on farebox revenue.

Ms. Rannells said staff had reached out to advise of the service changes to the media and via direct messages to WETA's more than 9,000 riders who subscribe to its Bay Alerts notifications system in addition to social media posts and NextBus terminal sign notices. She said that presently there were

about 130 passenger trips per day on the Vallejo service compared to 3,300, totaling about 4% of a normal day's Vallejo ridership. She said the Alameda/Oakland service was seeing 80 to 90 trips per day or about 2% of Alameda/Oakland's normal 4,000 trips per day. Ms. Rannells said this is evidence that Bay Area residents are heeding leaders' calls to shelter in place. She said that staff continued to monitor the situation and was listening to all feedback received in response to the service changes and that WETA was standing at the ready to respond to the situation as it evolves. Ms. Rannells said the shelter-in-place order was in effect through April 7, and no one knows at this point how or if that would change. She added that in reviewing the WETA budget through June 30, the end of WETA's current fiscal year, she believed that WETA would have sufficient funds to support the very limited service offering operated today, however, she indicated that additional funds would be needed to retain extra crews, operate emergency response service or return to old service levels if ridership demand continues to be low.

Director DelBono said he was very concerned about the potential emergency response implications of the service changes and felt that this special meeting should have been called when those changes were being discussed so the decision could be made collectively by the WETA Board and staff. He added that he was glad to be meeting now and thanked Directors for holding the meeting.

Director DelBono said the country is experiencing a national disaster and that WETA should be thinking of its service as an emergency response provider and not just a commute public transportation service, emphasizing the "E" in WETA's name. Director DelBono said WETA should be at the top of the pyramid in receiving funding to keep its fleet and crews at the ready to be able to immediately respond when called. He noted that when large groups of healthcare workers or first responders needed to be moved in this current situation where we all must remain at least six feet away from each other to protect public health, the open-air spaces of the ferries were the only solution. He added that we needed to accept that we will have to share the available workforce and exercise mutual aid in this crisis citing an example, if San Francisco loses a large number of its healthcare force, a supplemental force will need to be brought into San Francisco from the East Bay and vice versa. He said if San Francisco hospitals become overrun, patients from San Francisco could be moved out to East Bay facilities and emphasized that because of the nature of the COVID-19 virus transmission process, these people cannot be moved en masse in close and closed physical spaces such as in vehicles, on BART or on buses.

Director DelBono said the only people who know how to safely and properly operate the WETA vessels are the captains and crews who have been running the vessels for years. He emphasized that if these crews are dismissed now and not in some kind of standby mode, ready to be utilized in the case of further emergencies related to this pandemic crisis, the vessels will not be able to be utilized under WETA's emergency response mandate. Director DelBono said he knows other public transportation agencies had already been seeking funding to support their revenue losses during this crisis and said WETA should be doing the same.

Director DelBono asked what discussions WETA had been involved in with Governor Newsom to request emergency funding and how much funding was needed to assure the WETA fleet was in working order with crews holding in place in standby mode. He asked whether any additional funding had been sought to support the activation of WETA's Emergency Operations Center (EOC) to assure it would be staffed and ready to respond when warranted. Director DelBono said he was pleading with the Board to do whatever was necessary to seek ample funding to assure WETA was prepared to respond for a worst-case scenario in the Bay Area.

Director Intintoli said this was such an awkward and emotional situation. He noted that it had taken 25 years to build the robust Vallejo ferry service of today that had high ridership and wonderful riders and

crews and was heartbroken to see just an hour ago that the terminal on the Vallejo waterfront was vacant and the parking lots empty. Director Intintoli said at the same time he supported the actions of the Chair and the Executive Director in quickly addressing the almost immediate loss of 60% of WETA's budget. He said the service changes that had been made were just about as good a job as could be done given the dire circumstances. Director Intintoli said what he heard from Director DelBono was not that he wanted WETA to be running empty vessels for public transportation but wanted to assure WETA's fleet and crews were ready to be put into service if called upon in an emergency response capacity. He said he was fully supportive of seeking funds to accomplish that and also the service changes that had been made in light of the diminished farebox returns.

Director Intintoli echoed Ms. Rannells caution that when service does begin its return to normal after this crisis subsides, that it will be a slow return, as evidenced by his prior experience with the Vallejo service in the past. He added that additional funding will be required for that purpose as well.

Director Josefowitz thanked the Chair and Executive Director for convening this special meeting and for their decisive action to address the sudden plummet in WETA's ridership. He said one was not often in a situation where waiting to make decisions for a few days costs millions of dollars. Director Josefowitz said as a public entity, it was a much more common circumstance to have ample time to plan and be able to weigh options and be deliberate in the decision-making process. Director Josefowitz said in his experience as a Metropolitan Transportation Commission (MTC) Commissioner, it was crazy to see how much transit agencies were suffering right now and noted that there were as many people employed in transit agencies in the United States as there were in the airline industry.

Director Josefowitz said he agreed with Director DelBono that WETA needs to pursue any and all funding options it can from a transit bailout perspective and on the emergency response readiness side to see if there is any funding available to assure we maintain our emergency response capability. He said there were a lot of competing needs as a result of this pandemic, and while funding opportunities may be limited, they should definitely still be identified and pursued because it was incredibly important that WETA maintain its emergency response capabilities.

Director DelBono said he recognized that WETA was in an unprecedented situation right now and understood that staff was doing the best job possible given the circumstances but didn't want his concerns and passion to be misread as personal in any way and that he appreciated the work staff had been doing to address the difficult situation.

Director DelBono asked what avenues staff had explored thus far to seek funding. Ms. Rannells said she had reached out to MTC and had another call scheduled with them for the next day. She said staff had also been in touch with the State delegation and she was prepared at the conclusion of this meeting to send a letter to the Governor from Chair Wunderman. Ms. Rannells noted that on the federal side, it was her understanding that the next round of emergency funding out of Washington would include funding for transit and that it was to be included in a package that would come back to the region through a formula process and distributed locally by MTC. She added that more specific information regarding the federal money was expected the next day.

Director DelBono asked if staff had numbers for the funding that would be required to activate the EOC and to keep vessels and crews in a standby mode to assure they were at the ready to ramp up when called upon. Ms. Rannells said she had preliminary numbers which included a projected \$8 million farebox loss if service had continued without the service changes instituted earlier in the week. She said that because ridership had been so consistently high prior to this pandemic crisis and because staff budgeted conservatively, the actual shortfall if full service had continued would have been about \$4 million. Ms. Rannells said an additional \$2 million would be needed to continue service

at the present levels and retain crews through the current fiscal year. In response to a question about funding needed to support activation of EOC, Ms. Rannells said the EOC was staffed with WETA staff which had already been included in the budget so no additional funding would be required. She further clarified that when service did begin to ramp up again after the crisis, whether in the current or the next fiscal year, that additional funding would likely be needed to support that slow regrowth as well. Ms. Rannells said a conservative range would be \$2 to \$4 million in additional funding through June 30, the end of WETA's current fiscal year, to support current service levels and crews and vessels at the ready to be able to ramp up in the event of emergency response activation.

Director DelBono asked if the Federal Transit Administration (FTA) had approved use of FTA capital funding for operational costs. Ms. Rannells said it was her understanding that this flexibility had been approved but that the capital funding had already been allocated to capital projects and why the promise of new federal money was so important because these new funds, if approved, could be applied directly to operational needs. Director DelBono asked how much FTA funding WETA had for capital projects and Ms. Rannells said she didn't have immediate access to the amount not already under contract for WETA's capital projects but would find out if there was any FTA discretionary capital money available that could be redirected.

In response to a question from the Chair, Ms. Rannells confirmed that part of what was included in the financial projections was that engineers would continue to maintain WETA's fleet despite many of the vessels being idle during this crisis and that this would assure the fleet was ready in the event of emergency response activation and for service ramp up when the crisis subsides. She reminded Directors that all captains and crews of WETA vessels were not direct employees of WETA but those of its contract operator, Blue & Gold Fleet, and that as things currently stand, the crews not being used for WETA service would potentially receive two-weeks' notice that would put them into a temporary layoff status which she understood to be the same process that occurred annually during the winter months, when WETA's full service was scaled back. She added that when crews were recalled back to work, there was a five-day period for them to return but understood that some could be ready to return with as little as 24-hours' notice. Ms. Rannells said the details were slightly more complex than this but that this was the general process.

In response to a question from Chair Wunderman regarding the status of the Blue & Gold contract, Ms. Rannells said that this contract was due to expire on December 31, 2021. She said it was a very lengthy and complex process to bid on the contract and that when WETA went through the process eight years ago that only one proposal had been received. Ms. Rannells explained that staff had already begun the arduous work that will be required to put together the next Request for Proposals (RFP) with a potential target date of release later this fall. Ms. Rannells said she believed WETA had the flexibility to extend the contract and agreed that given the current circumstances being faced by all that it would be a good idea. She added that a transition to a new operator would be extremely time consuming and costly and that extending the existing agreement would lighten the workload tremendously. Chair Wunderman suggested that this may not be the best time to divert staff attention to a lengthy RFP process and asked that the matter be put on the agenda for a near future Board meeting for consideration.

Chair Wunderman opened the meeting for public comments.

3. PUBLIC COMMENTS

San Francisco Regional Director of the Inlandboatmen's Union of the Pacific (IBU) Robert Estrada, thanked Ms. Rannells and the Board for their efforts and said he knew that everything WETA was doing was coming from the right place. He said he could not believe how well Director DelBono had channeled his thoughts and feelings so succinctly that much of what he had come to the meeting

prepared to share had already been clearly communicated by Director DelBono. Mr. Estrada said given the severity of this crisis, WETA was not just a public transit commute service but instead was in the realm of the emergency response service so long touted. He said a major earthquake could happen tomorrow and if it did, we would all pay a very high price for that internally and publicly if our emergency response capabilities were rolled up and stored on the shelves.

Mr. Estrada clarified that while it was true that crews were laid off in the winter months, the current service reductions would result in layoffs that well exceed those numbers. He added that it was true that a workforce could be called back into action, but there was no guarantee that it would be the same crews who already have training and experience across WETA's fleet of vessels and facilities. In speaking with the crews who might be laid off, Mr. Estrada cautioned, many are telling him about plans to move away from the area to places where they have connections and family ties. He emphasized that people operating WETA's services were not just a matter of plug and play and that it was crucial for Directors to understand this. He said another important thing to keep in mind was that this crisis time does not have to be down time for crews and noted that there was a lot of training that took place throughout the year that was typically jammed into a busy schedule. Mr. Estrada said this could be an ideal opportunity for these crews to focus on training that would put them in an even better position to serve WETA when service ramps up again. He reiterated his gratitude to the Board for calling this special meeting and especially thanked Director DelBono for his passionate echoing of his shared concerns.

IBU National President Marina Secchitano thanked the Board for calling this special meeting and WETA staff for doing a great job with its limited resources during this crisis. She said Director DelBono, Chair Wunderman and Mr. Estrada had made many good points and said a big part of the problem was that WETA had no reserve funding available to fall back on during unexpected circumstances such as this pandemic. She said it was unfortunate that decisions at this time were being made solely by how much money was in the bank. Ms. Secchitano said changes needed to be made to prevent this from occurring in the future and from having to go to MTC to compete with the other transportation agencies in the Bay Area to get a fair share of funding. She said Federal Emergency Management Agency (FEMA) money was being made available but that she did not know how that money would be distributed and to whom.

Ms. Secchitano said that moving federal capital funds over to operating uses was a rare occurrence in her experience and that it was a very positive move for the FTA to offer that flexibility. Ms. Secchitano said this was definitely not the time to shy away from approaching the federal government and getting the money needed and said if the federal government can bail out the cruise ship industry that has a foreign registry with foreign crews that we protect American workers to assure they can immediately get back into service whether for emergency response or to when this is over and normal service begins to ramp up again.

Ms. Secchitano said now was the time to have our hands out to the federal government and to also be asking the State of California for assistance to support WETA's emergency response mandate. She added that WETA had done a great job getting to the place it was today and it was crucial that WETA not diminish its importance to the Bay Area region just because there is a crisis. She said the exact opposite was true in this time of emergency. She noted that the United States Coast Guard was not laying off crews and letting vessels sit idle. Ms. Secchitano emphasized that this was the time for WETA to assure it had the attention it deserves, as an emergency response agency fully equipped and at the ready to address emergencies. She thanked Directors for hearing her comments.

Regional Representative of the International Organization of Masters, Mates & Pilots (MMP) Captain Sly Hunter said he represented Blue & Gold Fleet captains who operate the WETA fleet and that Mr.

Estrada had said it best that this time was a golden opportunity to seize training opportunities to assure even better informed crew and vessel readiness. He said this was a crucial time to remain sharp and ready because we don't know the extent of this crisis or how long it is going to exert its impact. Captain Hunter thanked the Board for hearing his comments.

Chair Wunderman put out a call for any members of the public who had been unable to send emails to the Board Secretary in lieu of filling out in-person Speaker Cards and who wanted to share comments. No further public comments were made.

Chair Wunderman said he really appreciated the moving and thoughtful comments shared which had highlighted the fallacies in the WETA system. He said one of the challenges that had resulted from adding the emergency mandate to the new Water Emergency Transportation Authority was the lack of opportunity to highlight the emergency piece of the system. He said WETA had done a lot of great work in planning and executing tabletop exercises but that the public had not been adequately educated about this crucial WETA role. Chair Wunderman said the public perception was that WETA was a public transportation agency and as a result, WETA has been funded as a public transportation agency. He explained that unlike a Fire Department, the Coast Guard or first responders, WETA was funded based on how many riders use its public transportation ferry service and he noted that this was a good time for WETA to promote its important emergency response function to make people aware of that other WETA role.

Chair Wunderman said he fully supported all outreach efforts to Governor Newsom, the State Legislature, the federal government, MTC and any other body with possible funding available to speak with them about WETA's emergency response role. He said it was an absolute critical effort that at some future date would be a make or break issue for the Bay Area region.

Chair Wunderman said that a substantial amount of funding had been included in Regional Measure 3 (RM3) and while the litigation opposing the measure was still working its way through the court system, it might be possible to apply to the State for a low or zero interest loan against the anticipated RM3 funding to support WETA's emergency response readiness through this crisis.

Director DelBono said he would like to see a letter sent to Assemblymembers David Chiu and Rob Bonta that detailed the need for state funding to assure WETA's crews, vessels and facilities were kept in ready mode to assure emergency response readiness. He said he would like to see WETA's State and federal lobbyists activated immediately to scour all additional funding possibilities through MTC, FEMA, State, and federal avenues, including flexibility to redirect capital funds to operations. Director DelBono said it was a great idea to consider extending the Blue & Gold Fleet operations contract and said would like to see that conversation with Blue & Gold Fleet happen. Finally, he added as a last resort if these other opportunities did not pan out, he would like to see WETA consider what other agencies in the State had been doing to keep their employees on standby and offer four weeks of administrative leave to the workforce to help get them through this crisis and help preserve their commitments to their positions. He reiterated that this final suggestion was only a last resort that would provide additional time with a ready workforce to seek emergency funding.

Director Intintoli reiterated his support of the actions taken thus far to address the plummeting ridership and mitigate WETA's costs. He said he also supports all efforts to seek emergency funding to help WETA get through this crisis and keep its crews and vessels geared up for emergency response. Director Intintoli noted that no one in this meeting was suggesting that WETA continue to run full service with empty vessels but emergency response readiness was a crucial WETA mandate and added that he was in full support of using all of the suggested methods and avenues to seek funding.

Chair Wunderman said he too fully supported exploring all possibilities for funding though it was unlikely that any funding would come through and be available overnight, presenting some risk for WETA. He said he preferred to see crews training during this slack time, especially emergency response training. Chair Wunderman suggested that staff present a plan at the next Board meeting on April 2 and hold off on laying off people until Directors can have a discussion about this plan at that time. He said he would like to see WETA's lobbyists engaged and funding pursuits started immediately.

In response to a question from the Chair, WETA's legal counsel Madeline Chun from Hanson Bridgett said WETA's responsibility in the realm of emergency response was specified in WETA's legislative statute. She said it speaks to the coordination of emergency response in the San Francisco Bay Area. Ms. Chun said she believed the emphasis has always been on the coordination of emergency services as was the intention of the legislation adoption in 2007. She said that section 66540.5 of the legislation stated that WETA has the authority to plan, manage, operate and coordinate the emergency activities of all water transportation and related facilities within the Bay Area region with the exception of the Golden Gate Highway and Bridge Transportation District. Ms. Chun said the Board had consensus to direct staff to seek emergency response funding at the regional, State and federal levels and to continue in conversation with WETA's contract operator, the Blue & Gold Fleet, about how to keep crews at the ready. She said that she needed more time to evaluate the possibility of providing paid administrative leave to crews and noted that she could return to the April 2 meeting with more information to share. Ms. Chun reminded the Board that it was the contractor's responsibility to manage its workforce and not WETA's responsibility.

Director DelBono confirmed with the Chair that the direction to staff at this time was to advise WETA's contract operator, the Blue & Gold Fleet, to hold off on issuing layoff notices with the understanding that the matter will be revisited at the April 2 Board meeting and Chair Wunderman confirmed this plan. Ms. Chun reiterated that it was perfectly acceptable to request that Blue & Gold Fleet not issue layoff notices to WETA's captains and crews in the interim period between now and the April 2 Board meeting but emphasized that it was not WETA's role to direct Blue & Gold Fleet to do anything specific with regard to its employees.

Director DelBono said he was not in support of the service cuts that had been made if he could not be assured by the Board that Blue & Gold Fleet employees necessary to operate WETA services would not be issued layoff notices before the matter could be taken up again by the Board at the April 2 meeting. Ms. Rannells explained that she had effectively assured that since the service cuts on Tuesday, that to date, there had been no impact on the captains and crews. She said this could be reiterated to Blue & Gold Fleet with the request that they are to stay the course with no notices issued until further notice.

Director Intintoli offered a resolution to support the reduction of service actions taken to date and to request that staff restate WETA's request to Blue & Gold Fleet that for a period of two weeks when the Board next meets, no layoff notices be issued to WETA captains and crews.

Chair Wunderman confirmed with Ms. Chun that this was an acceptable resolution motion.

In response to concerns reiterated by Director DelBono about the possibility of layoff notices being issued in response to the service cuts that had already occurred, Ms. Rannells said she would be in conversation again with Blue & Gold Fleet to make the request that no layoff notices be issued, meaning WETA would be paying the cost to keep all of the captains and crews at the ready for the next two weeks as a result of that request.

Director DelBono said he would like to see the Board, WETA staff and all WETA's partners work hard to lobby legislators and any other entity that may be able to help to find additional funding to support WETA through the current fiscal year. Chair Wunderman said he was fully committed to working hard on this and finally bring WETA's full mission out into the public light so people can understand the importance of it.

Director DelBono asked how long it would be before staff could have a letter to the state seeking funding drafted and sent. Ms. Rannells said she had a draft letter in front of her and she expected it could go out as soon as the next day after her consultation with the Chair.

Director Intintoli amended his offered resolution to support service reduction actions taken to date, request that staff restate WETA's request to the Blue & Gold Fleet that no layoff notices be issued for the crews needed to operate WETA services until further notice on or after April 2, when the Board of Directors is next scheduled to meet, and to pay Blue & Gold Fleet under its contract for these captains and crews during this time.

Director DelBono seconded the resolution and it passed unanimously.

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

Chair Wunderman offered thanks to the Directors for participating in this special meeting on short notice and especially to Director DelBono for his thoughtful suggestions and ideas. He also thanked the staff and Blue & Gold Fleet captains and crews for their important work during this crisis.

With all business concluded, Chair Wunderman adjourned the meeting at 5:37 p.m.

- Board Secretary

END

MEMORANDUM

TO: Board Members

FROM: Nina Rannells, Executive Director
Kevin Connolly, Manager, Planning & Development
Chad Mason, Senior Planner

SUBJECT: Authorize Release of a Request for Qualifications for On-Call Professional Services

Recommendation

Authorize release of a Request for Qualification (RFQ) for on-call planning, marine engineering and construction management services to support WETA programs and services.

Background/Discussion

WETA's ongoing work program consists of projects to plan, develop, maintain and operate ferry transportation services on the San Francisco Bay. The management of these projects requires a wide range of specialized knowledge and skills that are often needed in uneven and intermittent intervals and on short notice. In 2010, WETA initiated the practice of establishing lists of pre-qualified consultants to utilize as needed to provide specialized and ongoing consulting services to assist staff in delivering one-time and periodic work in the areas of planning, marine engineering, construction management, communications and technical support. These contracts have allowed staff to quickly mobilize and deliver a variety of projects as needed in a cost effective and efficient way. The WETA Board approved the previous on-call list in September 2015. Staff recommends refreshing the WETA on-call service contracts pool this year, at the five-year mark.

This item would authorize the release of an RFQ for consultants to provide planning, marine engineering and construction management services on an on-call basis. Once a list of consultants is established and contracts are awarded, WETA would utilize consultants to perform work as needed, on a controlled task order basis. By beginning the RFQ process now, WETA can have contracts in place up front to ensure that both adequate labor and expertise will be available to meet the anticipated future needs of the WETA work program. This is especially useful for engineering services needed on short notice during an emergency.

Staff anticipates that the selected consultant(s) would provide specialized technical support to WETA in such areas as:

Planning

- Route-specific and system-wide service, capital and financial planning
- Agency strategic planning
- Environmental review and permitting
- Feasibility studies
- Biological monitoring, environmental surveys and sampling
- Issue-specific planning such as intermodal service delivery, facilities planning and parking management

- Project controls for capital development
- Surveys and data collection
- Due diligence (financial capacity) of contractors bidding on WETA projects

Marine Engineering and Construction Management

- Project and construction management
- Vessel and facility configurations
- Vessel and facility inspection services
- Related systems and equipment
- Preventative maintenance and repairs
- Vendor maintenance and repair oversight
- Warranty claims
- Environmental and regulatory compliance
- Life-cycle costing and value engineering
- Facility maintenance and repair protocols and procedures
- Hazardous materials management and spill prevention

Public Outreach

Consistent with the outreach process for all of WETA's contracting opportunities, WETA will advertise this opportunity through distribution to WETA's email list of interested consultants/contractors, posted to the agency's website, published in the Regional DBE Business Outreach Committee quarterly newsletter and advertised at one quarterly Business Outreach Committee events.

Consultant proposals will be reviewed by an evaluation committee and a recommendation for contract award(s) will be developed based upon the following selection criteria:

- Experience with similar programs and projects
- References
- Qualifications
- Availability

Staff will return to the Board with a recommendation to establish a list of qualified on-call firms and authorize contract award(s) in the coming months.

Fiscal Impact

There is no fiscal impact associated with this item.

END

MEMORANDUM

TO: Board Members

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

SUBJECT: Authorize Release of an Invitation for Bids for Harbor Bay Ferry Terminal Mooring Piling Project

Recommendation

Authorize the release of Invitation for Bids (IFB) for the Harbor Bay Ferry Terminal Mooring Piling project.

Background

The Harbor Bay Ferry Terminal was constructed in the early 1990s in support of the development of the Harbor Bay Isle and provision of Harbor Bay Ferry services which began operation in 1992. The Harbor Bay Ferry Terminal waterside assets were transferred to WETA from the City of Alameda in April 2011 as a part of the overall Alameda ferry services transition agreement. In 2016 a capital project replaced the pilings used for mooring the Harbor Bay Ferry Terminal float in order to improve the overall resiliency of the facility and providing the ability for larger vessels to reliably operate in the Harbor Bay to San Francisco route.

Discussion

The Harbor Bay Ferry Terminal is located at an exposed location on the eastern shore of San Francisco Ba and the passenger float uses attached rubber fendering to protect vessels from damage and dampen motions while docked. With recent positive experience with piling fenders installed at WETA facilities at the Downtown San Francisco Ferry Terminal, staff proposes to install similar pile fenders at Harbor Bay. Project benefits include softer motions while docking, less wear and tear on the vessels and increased service life of existing fenders. The proposed mooring pile fenders would also improve the ability to land WETA's larger vessels at this facility.

This IFB will solicit qualified Marine Construction firms to provide pile driving services for the installation of two steel pilings with fenders at the Harbor Bay Ferry Terminal passenger float. The procurement process will follow WETA administrative procedure requirements for a fixed price bid proposal. Once authorized, staff will release the IFB to select a contractor for piling and fender installation. Staff anticipates being able to return to the Board with a recommendation for contract award in June so that work can proceed during the allowable regulatory work window spanning from June through October.

Fiscal Impact

There is no fiscal impact associated with the release of this IFB. The *Install Mooring Piles – Harbor Bay Terminal* project is included in the FY 2019/20 Capital Budget at a total cost of \$251,500, funded with Harbor Bay Business Park Association assessments.

END

MEMORANDUM

TO: Board Members

FROM: Nina Rannells, Executive Director
Keith Stahnke, Operations & Maintenance Manager
Kevin Connolly, Planning & Development Manager
Lynne Yu, Finance & Administration Manager
Thomas Hall, Public Information & Marketing Manager
Lauren Gularte, Program Manager

SUBJECT: Consider Actions to Address the Impacts of the COVID-19 Pandemic on WETA Operations - Status Report

Recommendation

There is no recommendation associated with this status report.

Background

On March 4, 2020, the Governor of the State of California proclaimed a State of Emergency to exist in California as a result of the COVID-19 outbreak. On March 13, 2020, the President of the United States declared a National Emergency due to the COVID-19 outbreak. On March 16, six of the nine Bay Area counties, including Alameda, Contra Costa, Marin, San Francisco, San Mateo and Santa Clara, issued mandatory Health Orders for residents to shelter in place effective Tuesday, March 17 and directed most non-essential businesses to cease operations. As of today, all nine Bay Area counties have issued similar health orders that now extend until at least May 1. The intent of the orders is to ensure that the maximum number of people self-isolate in their places of residence to the maximum extent feasible in order to slow the spread of COVID-19. Businesses in these areas are required to cease all activities except minimum basic operations (or work from home), and all travel – including that by public transit – is prohibited unless it is for essential activities. People are limited to using public transit only for purposes of performing essential activities or to travel to and from work to operate essential business or maintain essential government functions, and those riding public transit must comply with social distancing requirements to the greatest extent feasible. Travel into and out of counties is allowed only to provide essential activities, business or government functions.

WETA responded to the Health Orders and the sharply decreasing ridership demand that preceded it by developing and implementing a program of service reductions. This plan, which was implemented on March 17, included suspending the Harbor Bay, Richmond and South San Francisco ferry services and reducing the Alameda/Oakland and Vallejo services each to single vessel services requiring a total of four crews to operate.

On March 19, the Board held a Special Meeting to provide discussion and further guidance on the changes in services in response to this health emergency and the impact of the corresponding fare revenue losses on WETA's FY 2019/20 Operating Budget.

During this special meeting, the WETA Board of Directors took action to:

- a. Affirm and ratify the Executive Director's actions in response to the impacts of COVID-19 to reduce or suspend ferry service temporarily beginning March 17, 2020 as follows:
 - Suspend service to and from Harbor Bay, Richmond and South San Francisco
 - Reduce weekday service on the Alameda/Oakland and Vallejo routes
 - No weekend service on any routes
 - No service to Pier 41 on any routes; and
- b. Direct the Executive Director to work with WETA's contract operator, the Blue & Gold Fleet, to ensure that current WETA crew levels are not reduced for two weeks until the next regularly scheduled WETA meeting on April 2, with the express understanding that WETA will bear the financial responsibility for reimbursing the Blue & Gold Fleet for such labor costs even though service may be reduced; and
- c. Direct the Executive Director to bring forward an item in the coming months to extend the Blue & Gold Fleet operating agreement, due for bid beginning this fall, in an effort to ensure that all parties are appropriately focused on the important task of preserving and rebuilding WETA services as we work through this unprecedented time; and
- d. Direct the Executive Director to seek funds from any and all sources to sustain WETA's activities during this time, particularly in light of WETA's emergency response mission, and to bring back an update to the Board at the next regular meeting on WETA's COVID-19 response activities and a plan for staffing and operating WETA services moving forward.

Consistent with Board direction, staff has continued our focus on adjusting to the current COVID-19 operating reality. This report - Part 7a of the item - provides a status report on staff work activities in response to this unprecedented health emergency in the areas of WETA Service, Blue & Gold Workforce, EOC Activities and Communications, Public Information and Funding. Part 7b identifies further actions for the Board to consider in addressing the impact of the COVID-19 pandemic on WETA's operations.

Discussion

SERVICE STATUS

Normally at this time of year, San Francisco Bay Ferry deploys eleven vessels in service. With the dramatic drop in ridership resulting from the COVID-19 pandemic, WETA implemented service reductions on March 17. The commute-only routes serving Harbor Bay, Richmond, South San Francisco and all weekend service have been suspended. Alameda/Oakland and Vallejo routes are operating on a reduced service schedule. Two vessels are now in service (requiring four crews), one for each route, providing three peak-period commute and some midday trips on the Alameda/Oakland route and two peak-period trips on the Vallejo route. Two additional vessels are crewed on standby (utilizing four additional crews), to ensure that they are immediately available to support operations if required.

Ridership has predictably dropped given the stay-at-home orders, absence of traffic on Bay Area roadways and minimum level of ferry service. Ridership has averaged 283 daily boardings systemwide for the weekdays dating back to March 17, the first day of the mandatory Health Orders to stay at home and first day of WETA's service reduction. Vallejo ridership has averaged 214 boardings per day while Alameda/Oakland has seen only 68 boardings daily. The

seasonal average for this period is just over 9,000 boardings per day systemwide. Vallejo's seasonal average is 3,239 boardings per day, meaning the current average is 93 percent below normal. Alameda/Oakland has a seasonal average of 3,664, making the current ridership 98 percent below normal.

Given the low level of ridership, staff has been exploring alternative service models which may better serve the region during this challenging period. One such concept is to offer regular service to the Mission Bay area of San Francisco, a center for hospitals with both UCSF and Kaiser facilities. Ferries could serve the Pier 48½ temporary ferry terminal as an additional stop or even offer direct service. Staff has reached out to both hospitals and industry associations to better understand shift schedules and specific transportation needs in an effort to create a service profile that will help these valuable workers. Thus far, hospitals have indicated that ferry service is not necessary to transport their workers as ample parking and the lack of traffic has made commuting by automobile the preferred mode. Staff will stay in touch with hospital contacts as the situation evolves.

On March 31, all Bay Area Counties extended the mandatory health order to shelter in place until at least May 1. In addition to extending the timeframe, officials also established new rules further restricting what residents can do while they shelter in place and clarifying what is considered an "essential business." The Alameda and San Francisco County public Health Orders added a requirement for all essential businesses to prepare and post a Social Distancing Protocol by no later than 11:59 pm on April 2. It requires posting the Protocol and placing signage at each facility, providing a copy of the Protocol to employees and marking off six-foot increments where lines may form at a facility, among other requirements. WETA has prepared and posted a Social Distancing Protocol and has marked off six-foot increments on the gangways where passengers line up at each facility in Alameda and San Francisco Counties. Copies of this protocol have also been provided to Blue & Gold Fleet for distribution to ferry workers.

BLUE & GOLD WORKFORCE STATUS

Crew Staffing Levels & Activities

On March 19, the WETA Board affirmed and ratified the temporary emergency service reductions that were implemented by staff on March 17 and directed the Executive Director to work with WETA's contract operator, the Blue & Gold Fleet, to ensure that current WETA crew levels would not be reduced for two weeks until the next regularly scheduled WETA meeting on April 2, with the understanding that WETA would cover the cost of this extension. This action was taken out of concern for WETA's ability to provide emergency response services as might be needed. It was offered that, while the majority of crews would not be needed to operate the newly reduced levels of service, paid crews could spend the time training and doing light maintenance and that they would then be on-hand and ready to operate emergency services as might be required of WETA.

As noted above, the reduced level of service operated today requires four out of 25 WETA crews to work in active service each weekday. In an effort to ensure system readiness, Blue & Gold has four additional crews report to work on standby as a back-up on weekdays and two part-time crews on standby on the weekends. Since only four crews each weekday are required to operate the reduced service schedule crews have been rotating into the active work slots on a weekly basis to maintain proficiency.

Blue & Gold Fleet has developed a program for onsite crews to maintain operational readiness. Crews continue training and exercising which is focused on vessel and crew regulatory

compliance. Crews normally tasked to perform vessel and facility inspections, testing and cleaning have increased their routines, focusing on cleaning public spaces on vessels. Blue & Gold operations and engineering have worked together to develop a "COVID-19 Downtime Project/Work-list." This list is comprised of projects specific to engineering. Work includes projects that can be completed by both deck crew and engineering groups working together but maintaining social distancing requirements.

Current active employees on site each weekday include eight full-time captains and 24 full-time deckhands. Of the remaining 15 crews, two have been on standby on weekends and 13 crews are sheltered at home when off rotation. Blue & Gold Fleet feels that the current rotation of eight full-time weekday crews represents the maximum number of employees possible to safely bring to WETA's facilities while adhering the health directives and maintaining social distancing requirements.

Engineering Staffing & Capital Asset Preservation Program

Engineering staffing levels have been held whole to date at 22 full-time employees. Preventive maintenance continues with no deferment. WETA staff has worked with Blue & Gold Fleet management and engineering staff to develop a comprehensive list of projects including vessel and facility projects that are being completed - taking advantage of vessel availability and downtime. Projects completed last week include the MV *Gemini* engine replacement and the scheduled drydocking of two vessels. Key vendors such as Pacific Power, ADS and Bay Ship & Yacht, that are critical to WETA's overall vessel maintenance program, are continuing to provide essential maintenance, drydock and ship repair services during this time. In addition to vessel and terminal work, Blue & Gold Fleet is helping WETA compile a comprehensive inventory of our assets. During our modified schedules, out of service vessels are being either rotated in the lineup or started weekly to ensure that the fleet is ready for operation.

Enhanced Cleaning Vessel and Facility Sanitizing

Each day vessel crews are conducting a full cleaning of surfaces with a disinfectant that is on the EPA list of cleaners qualified to kill the coronavirus. Underway vessel crews are wiping down frequently touched surfaces with disinfectant. In-service vessels are fogged daily, and operations and administrative facilities are being fogged at least twice a week with an EPA registered disinfectant qualified to kill the coronavirus. This sanitizes all surfaces on the vessels and facilities, including hard to reach areas, carpeting and upholstery. The cost of this additional cleaning is approximately \$4,000 per week for the North Bay facility and vessels and \$5,000 per week for the Central Bay facility and vessels for a total of \$9,000 per week systemwide. WETA staff is looking into applying for public assistance funding through FEMA to support these new costs associated with the COVID-19 pandemic.

EOC ACTIVITIES AND COMMUNICATIONS

WETA has partially activated its Emergency Operations Center by staffing the Public Information Officer (PIO) and Liaison positions. This activation is being conducted virtually.

Public Information Officer (PIO): The purpose of the PIO position is to conduct media monitoring and ensure that government officials, the media and the public receive complete, accurate and consistent information about the status of WETA's operations. In addition to the activities discussed in the Public Information section below, the PIO has also been participating in weekly Joint Information Center (JIC) meetings. The JIC consists of PIOs from all transit agencies in the Bay Area to make sure that the messaging across these agencies is aligned and coordinated.

Liaison: The Liaison position acts as WETA's representative for regional and state level coordination. For the COVID-19 response, the Liaison is communicating primarily with MTC and other transit operators in the Bay Area as well as keeping California Office of Emergency Services (Cal OES) and the State Operations Center apprised of WETA's operational status and capabilities. This work has included the following activities:

- Participating in MTC's daily regional operational status update conference calls with other Bay Area transit agencies to understand agency's status, issues encountered and best practices.
- Keeping in contact with the Cal OES to make sure that the State Operations Center understands WETA's current operational and financial position.
- Providing updates to United States Coast Guard Marine Transportation System Recovery Unit on WETA's operational status.
- Working to identify emergency funding opportunities for reimbursement of costs associated with responding to the COVID-19 crisis.

Staff will continue to monitor the need to have these EOC positions or other positions activated.

PUBLIC INFORMATION

WETA continues to communicate with passengers, the public, other agencies and the media with regards to the service changes implemented on March 17 and current practices regarding cleaning vessels and ensuring physical distancing on board ferries and at terminals. This includes using social media, onboard graphic displays, press releases, website postings and other methods to ensure accurate information is being shared.

Staff has also engaged in ensuring public and stakeholder recognition of the need for emergency funding to replace fare revenues and maintain the agency's emergency readiness. This included a press release, direct media outreach and the creation of a fact sheet, provided as **Attachment A**, highlighting ridership losses and financial impacts that has been distributed and posted on WETA's website.

WETA has also continued to work with Blue & Gold Fleet staff on refund issues regarding Vallejo monthly passes and special service to Oracle Park and Chase Center.

FUNDING

Advocacy Efforts

Staff has worked on several fronts to advocate for emergency funding for WETA, through direct advocacy for our agency as well as working with our regional, state and federal public transit partners to advocate at all levels of government.

At the state level, WETA submitted a letter to the Governor on March 20, requesting an emergency allocation of \$4 million dollars to support WETA's ability to stand up crews to be ready to serve in an emergency response capacity during the pandemic. This letter was sent directly to Governor Newsom and copied to the Directors and staff of the Cal OES and the California State Transportation Agency and to Assemblymembers David Chiu and Rob Bonta. WETA staff and our state legislative representatives from Nossaman, Jennifer Capitolo and Nate Solov, have been actively working to make certain that staff at all levels of the state government are aware of our funding request and project needs.

In response to a query from the Governor's office and legislative leadership for project ideas for a possible California economic stimulus bill, WETA prepared and submitted a list of shovel-ready infrastructure projects, that could use financial assistance as a jump-start to get them under way in the very near term and generate jobs quickly. These communications to our State leadership are provided as **Attachment B** to this report.

MTC and the California Transit Association (CTA) have been encouraging the legislature to consider a state transit relief bill to allocate and distribute emergency operating funds through formula back to each California transit operator. Staff has participated in strategy discussions on this matter and supports the use of the existing State Transit Assistance program formula for distributing funds back to the state's transit operators. With the passage of the Federal CARES Act, it appears that this conversation has been moved to the back burner in favor of a potential project-based economic stimulus bill that may be considered in the future.

On the federal side, WETA staff worked collaboratively with MTC and our fellow Bay Area transit operators to develop an approach to funding transit operations through the third federal stimulus bill, that was ultimately signed into law on March 27, 2020, as the Federal Coronavirus Aid, Relief, and Economic Security (CARES) Act. This work most certainly helped to inform the efforts of Speaker Pelosi to ensure that the CARES Act included a large portion of transit operating funds for distribution across America. WETA, MTC and eight other transit operators sent joint letters to Speaker Pelosi, Senator Feinstein and Senator Harris outlining MTC's regional estimate for Bay Area transit operators needs to weather the projected 10-month revenue loss scenario and suggested a federal formula that could be used to ensure that significant funds flowed back to the Bay Area where transit needs are large. WETA's federal legislative representatives Peter Friedmann and Ray Bucheger worked to reinforce the Bay Area's message regarding funding with our members and their staffs as the CARES Act was under development. Additionally, the American Public Transportation Association, the CTA and Blue & Gold Fleet also sent letters to congressional representatives in support of this effort. Copies of these letters are provided as **Attachment C** to this report.

The CARES Act will provide \$25 billion to support transit operations across the country that have been impacted by the pandemic. These funds have broad eligibility to fund operating expenses, including funding reimbursements for lost revenue, operation costs and other operating expenses related to COVID-19 response. The Bay Area is estimated to receive \$1.3 billion of this amount that will be distributed by formula out to transit operators through MTC. WETA is estimated to receive between \$12 and \$20 million from this program to support system operating expenses in FY 2019/20 and FY 2020/21.

Staff anticipates that a future Federal stimulus bill will seek shovel-ready projects for funding consideration in the coming months. Staff will work to develop a list of projects for submittal in anticipation of a future call for projects. The final project list will be crafted to meet whatever federal criteria or priorities are established for this anticipated program.

Fiscal Impact

There is no fiscal impact associated with this informational report.

END



FACT SHEET ON COVID-19 IMPACTS

Published March 26, 2020

The San Francisco Bay Area Water Emergency Transportation Authority (WETA) is a public agency with two missions: provide and expand ferry service in the Bay Area and provide and coordinate emergency water transit in the case of a disaster or other major incident.

These missions are deeply intertwined. The skilled workforce and fleet necessary to transport evacuees and first-responders during disaster response run the ferry system on a daily basis. WETA's ferries are unique vessels that require dedicated training to operate safely.

WETA is seeking financial relief in the amount of \$4 million from regional, state and federal sources in order to continue to employ the captains, deckhands and engineers required to operate a base level of service and keep our crews and fleet in a state of readiness to quickly ramp up as special support services are needed and transportation demand rebounds in the Bay Area.

The basics:

- Some 60 percent of WETA's revenue comes from passenger fares
- Due to the COVID-19 crisis, WETA suspended most ferry service to support local public health orders restricting non-essential travel
- Fare revenue has dropped 96 percent
- There is currently no source of dedicated funding for WETA's emergency transit mission
- Contract labor – captains, deckhands and engineers – is one of WETA's biggest expenses
 - These essential ferry workers are employees of Blue & Gold Fleet
 - WETA pays Blue & Gold Fleet to operate the ferry system
- WETA is facing a \$4 million budget shortfall through the end of June 2020

WETA has sought \$4 million in emergency funding from Governor Gavin Newsom and the California State Legislature. WETA is also lobbying regional and federal officials to be included in any emergency funding measures.

WETA ACTIONS ON COVID-19

- Extra cleaning of frequently touched surfaces on ferries and at terminals
- Disinfectant fogging of vessels in service
- Hand sanitizer stations on all ferries
- Response and service coordination with Metropolitan Transportation Commission (MTC), local public health departments and local emergency management departments
- Frequent communication with passengers and public on healthy practices and service cuts
- Suspended service on 3 commute routes (Harbor Bay, Richmond, South S.F.) on March 17
- Reduced service on two routes (Vallejo, Alameda/Oakland) to minimal weekday service for essential travel only on March 17
- Suspended all weekend service to reduce recreational ridership
- Participation in MTC Regional Transit Operator meetings and Joint Information Center
- Emergency Board of Directors meeting on March 19 to discuss emergency response capabilities during service reduction and emergency funding needs



RIDERSHIP DATA

Seasonal weekday average – February through May 2019:	9,088 boardings	
Daily weekday average in February 2020:	10,538 boardings	(↑16%)
Daily weekday average – first week of March 2020:	9,976 boardings	(↑10%)
Daily weekday average – second week of March 2020:	6,514 boardings	(↓28%)
Daily total on Monday, March 16 (before public health orders):	2,335 boardings	(↓74%)
Daily weekday average – March 17 through March 24, 2020:	320 boardings	(↓96%)



March 20, 2020

The Honorable Gavin Newsom
Governor, State of California
State Capitol, Sacramento, CA 95814

Dear Governor Newsom:

In order to fulfill the directives of your COVID-19 state of emergency and stay at home executive orders, the San Francisco Bay Area Water Emergency Transit Authority (WETA) remains ready to provide emergency ferry service to essential infrastructure workers and first-responders, including physicians, nurses and health care workers. To remain ready and able to provide all of the emergency water transit services the present crisis may require, WETA is seeking emergency funding to replace lost fare revenue and sustain current ferry staff levels.

We are requesting an allocation of \$4 million from the emergency funds authorized by the legislature on March 17, 2020 to cover half of our estimated \$8 million in lost fare revenue resulting from the COVID-19 pandemic through the end of June 2020. This funding would allow WETA to maintain current ferry staff levels, which are essential to being prepared to carry out further operations that may be required in order to carry out your executive orders. This would also allow WETA to ramp-up San Francisco Bay Ferry service to normal levels more quickly as the crisis abates. This will be critical because as transportation demand increases, other regional and local transit providers may experience delays or disruptions in their service ramp ups.

Passenger fares make up 60% of the agency's operating budget yet our ridership has declined to just those who are essential workers. We experienced a 40% ridership drop the week of March 9 and more than an 80% ridership drop the week of March 16.

As a result, we have been forced to drastically cut ferry service effective March 17. This was done to help the region achieve the public health goals of reducing transmission of COVID-19 and in acknowledgement that ridership had already dwindled on most ferry routes. Minimal service was maintained on the two most heavily used San Francisco Bay Ferry routes – those connecting Vallejo and Alameda/Oakland to Downtown San Francisco – for essential workers. The Vallejo route in particular is used by many healthcare professionals who work in San Francisco's medical centers.

As you know, passenger ferry service is just one part of our mission. Being ready to deploy water transit resources in the event of disaster or emergency – including those related to the COVID-19 crisis – is an essential role. WETA is only funded as a transit agency and without emergency funding to supplant the lost fare revenues that typically support operation of the ferry system and emergency readiness, WETA and its contract operator Blue & Gold Fleet would need to cut labor costs, dramatically reducing the availability of dozens of the essential workers we rely on to keep the Bay Area equipped to provide emergency water transit.

Thank you for your consideration of this urgent request.

Sincerely,

A handwritten signature in blue ink that reads "Jim Wunderman".

Jim Wunderman
Chair, Board of Directors
San Francisco Bay Area Water Emergency Transportation Authority

C: Assemblymember David Chiu
Assemblymember Rob Bonta
Mark S. Ghilarducci, CalOES
David S. Kim, CalSTA

WETA Proposed Economic Stimulus Projects

Thank you for the opportunity to submit a request for Economic Stimulus funds to support WETA's capital program of ferries, terminals and facilities used to keep the San Francisco Bay Area moving in support of the workforce, economy and emergency preparedness. WETA respectfully requests ***\$53.8 million for the WETA Ferry System Project*** which includes a mix of shovel-ready projects to support our regional ferry system, broken down into the following subcategories:

- **Mission Bay Ferry Terminal Construction** - \$30 million requested of \$51 million project

The Mission Bay Ferry Terminal will provide critical regional ferry service to and from the Mission Bay neighborhood, one of the fastest growing neighborhoods in San Francisco and home to the new Chase Center arena, UCSF Mission Bay Campus, 6,400 new housing units, and 2.6 million square feet of retail, office, clinical, and biotechnology lab space with another 1.8 million square feet under construction. The Mission Bay area has approximately 30,000 jobs in critical fields like biotech, healthcare, technology and education, as well as entry-level positions within the food, service, and retail industry. The terminal is essential to alleviate current regional transportation overcrowding, and provide transportation resiliency in the event of an earthquake, BART or Bay Bridge failure, or other unplanned events. The Port of San Francisco will lead construction of this project in partnership with WETA and with the support of the Mayor's Office, Office of Economic and Workforce Development (OEWD) and its consulting design teams.

This project is a shovel ready expansion project that requires additional funding to move to construction. The Port of San Francisco has completed the environmental studies, design and permitting work and is in the process of procuring a Construction Management firm. If funded, this project could move forward this summer with construction anticipated to be completed in late 2021 or early 2022.

- **Terminal/Facility Rehabilitation** - \$6 million requested of \$10 million project

This project supports terminal/facility refurbishment needs at WETA's 10 existing terminals and facilities. Most notably, this would support replacement and upgrade of floats and related terminal facilities in use today in Alameda, Oakland and Vallejo. These projects could mobilize quickly, would involve the local workforce and support the ongoing system operation.

- **Vessel Replacement** - \$10 million requested of \$35 million project

This project supports replacement of the MV Solano (Vallejo service) and the MV Bay Breeze (Alameda/Oakland service); two vessels in WETA's passenger ferry fleet. These projects are up for replacement due to their age and CARB emission requirements for vessels. Project specifications are under development and the project could be advertised for bid in the next two months.

- **Vessel Refurbishment Projects** - \$7.8 million of WETA's ongoing annual program

This would support both the ongoing vessel refurbishment program required to keep WETA vessels in operating order as well as a focused effort to convert WETA's four Gemini-class vessels, operated predominantly in Harbor Bay and South San Francisco services, with new Tier 4 compliant engines in support of the California's emission reduction goals. This work would be completed at Bay Area or California shipyards.

As you work to further develop a program of stimulus projects, we would very much appreciate that you give consideration to relaxing, streamlining or exempting our public transportation terminal projects from extensive BCDC permitting requirements which have often caused undue delay and cost to these public works.

Thank you for your consideration of this request.

Sincerely,

Nina Rannells

Executive Director

San Francisco Bay Ferry / Water Emergency Transportation Authority

Pier 9, The Embarcadero, Suite 111, San Francisco, CA 94111

Work: 415-364-3186 Cell: 415-686-9186



METROPOLITAN
TRANSPORTATION
COMMISSION



March 21, 2020

The Honorable Nancy Pelosi
Speaker of the U.S. House of Representatives
1236 Longworth House Office Building
Washington, D.C. 20515

Dear Speaker Pelosi,

On behalf of the Metropolitan Transportation Commission—the San Francisco Bay Area’s transportation planning, financing and coordinating agency—and the undersigned Bay Area public transportation operators, we are writing to urge Congress to include supplemental funding for public transportation in the near-term emergency spending package **under debate right now**. Many of our systems simply cannot wait until late Spring for additional funding to weather this crisis. Ridership on our major rail systems is down by about 90 percent. Bus ridership has also dropped precipitously, and many bus operators are now waiving fares to minimize the risk of COVID-19 virus transmission. **Funding is needed in the near term to prevent some of the worst-case scenarios of complete service shutdowns from occurring.**

Transit is a critical part of the Bay Area’s response to COVID-19, having been declared an essential service during this state of emergency. As such, the Bay Area’s transit operators are continuing to run buses, trains and ferries to connect nurses, social service workers and grocery store employees to their jobs so they can carry out critical functions and connect residents to essential services. Without federal support to help backfill for the severe lost revenue, transit agencies will soon face lay-offs and service cuts that will hurt workers and transit riders in the short term, but also result in long-term damage to our region’s ability to meet our mobility, climate and social equity goals.

The totality of the Bay Area’s transit operators—serving the region’s almost 8 million residents—rely on fares, as well as sales taxes, bridge tolls and other revenue sources, all of which are taking massive hits as a result of COVID-19 and the shelter-in-place orders. MTC estimates the Bay Area’s regional transit system could face losses ranging from approximately \$960 million over a six-month period to as much as \$1.3 billion through the end of 2020. It is critically important that all transit systems in the Bay Area (and nationwide) receive the funding they need to weather this crisis.

MTC estimates \$22 billion to \$39 billion in national transit emergency resources would be required to deliver the funding needed for Bay Area transit operators to weather the most dire 10-month revenue loss scenario. In the case that Congress is not able to deliver this scale of support, we recommend that Congress, at a minimum, fund the American Public Transit Association’s (APTA) most recent request of \$16 billion in public transit relief to backfill revenue loss since the onset of COVID-19 and distribute funding via the shares in existing federal transit formulas (but with broad eligibility) in a manner that is commensurate with transit operator need, using the needs based formula shown in the left column on the table below. As you can see, a formula that includes FTA’s Section 5337 State of Good Repair provides the best outcome for the Bay Area.

Bay Area Transit Relief Formula Funding Scenarios*
(Dollars in thousands)

	Needs-Based Scenario (Recommendation)	FAST Act Authorized Levels Scenario	Section 5307 & Section 5311-Only Scenario
	Section 5337 at 50%; Section 5311 FAST Act share; 5307 remainder	Sections 5337, 5339, 5311 & 5307	75% Section 5307; 25% Section 5311
National Total	\$16,000,000	\$16,000,000	\$ 16,000,000
California Total	\$2,385,259	\$2,555,370	\$ 2,061,394
Bay Area Total	\$955,977	\$813,105	\$ 548,790
LA Metro	\$1,186,155	\$1,234,107	\$ 1,090,759
NY MTA	\$3,440,163	\$2,995,323	\$ 2,197,121

*Funding scenarios assume Congress fully funds APTA's request for national transit assistance at a level of \$16 billion to offset COVID-19-related revenue losses and direct costs through the end of 2020.

Thank you for your strong support during this national crisis and all direction you can issue to the federal government to reduce requirements and provide immediate access to funding as it becomes available. If we can answer any questions or be of assistance in any way, please contact MTC's Associate Manager of Government Relations, Georgia Gann Dohrmann (ggannndohrmann@bayareametro.gov or 202-257-8801).

Sincerely,



Therese W. McMillan
Executive Director, MTC



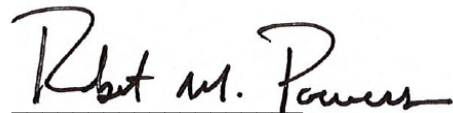
Jeffrey Tumlin
Director of Transportation, S.F. MTA



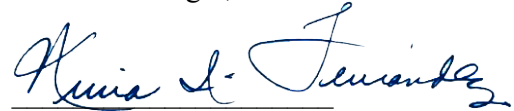
Jim Hartnett
General Manager, Caltrain/Samtrans



Denis Mulligan
General Manager, Golden Gate Bridge,
Highway & Transportation District



Robert Powers
General Manager, BART



Nuria Fernandez
General Manager, Santa Clara VTA



Michael Hursh
General Manager, AC Transit



Rick Ramacier
General Manager, County Connection

A handwritten signature in dark ink, reading "Nina Rannells". The signature is fluid and cursive, with a horizontal line drawn underneath the name.

Nina Rannells
Executive Director, Water Emergency
Transportation Authority

cc: Bay Area Congressional Delegation



METROPOLITAN
TRANSPORTATION
COMMISSION



March 21, 2020

The Honorable Dianne Feinstein
United States Senate
331 Hart Senate Office Building
Washington, D.C. 20510

Dear Senator Feinstein,

On behalf of the Metropolitan Transportation Commission—the San Francisco Bay Area’s transportation planning, financing and coordinating agency—and the undersigned Bay Area public transportation operators, we are writing to urge Congress to include supplemental funding for public transportation in the near-term emergency spending package **under debate right now**. Many of our systems simply cannot wait until late Spring for additional funding to weather this crisis. Ridership on our major rail systems is down by about 90 percent. Bus ridership has also dropped precipitously, and many bus operators are now waiving fares to minimize the risk of COVID-19 virus transmission. **Funding is needed in the near term to prevent some of the worst-case scenarios of complete service shutdowns from occurring.**

Transit is a critical part of the Bay Area’s response to COVID-19, having been declared an essential service during this state of emergency. As such, the Bay Area’s transit operators are continuing to run buses, trains and ferries to connect nurses, social service workers and grocery store employees to their jobs so they can carry out critical functions and connect residents to essential services. Without federal support to help backfill for the severe lost revenue, transit agencies will soon face lay-offs and service cuts that will hurt workers and transit riders in the short term, but also result in long-term damage to our region’s ability to meet our mobility, climate and social equity goals.

The totality of the Bay Area’s transit operators—serving the region’s almost 8 million residents—rely on fares, as well as sales taxes, bridge tolls and other revenue sources, all of which are taking massive hits as a result of COVID-19 and the shelter-in-place orders. MTC estimates the Bay Area’s regional transit system could face losses ranging from approximately \$960 million over a six-month period to as much as \$1.3 billion through the end of 2020. It is critically important that all transit systems in the Bay Area (and nationwide) receive the funding they need to weather this crisis.

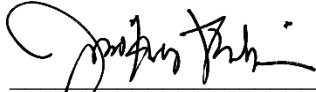
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Thank you for your strong support during this national crisis and all direction you can issue to the federal government to reduce requirements and provide immediate access to funding as it becomes available. If we can answer any questions or be of assistance in any way, please contact MTC’s Associate Manager of Government Relations, Georgia Gann Dohrmann (ggannndohrmann@bayareametro.gov or 202-257-8801).

Sincerely,



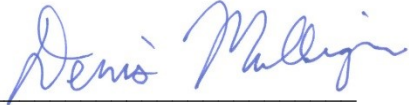
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General Manager, Caltrain/Samtrans

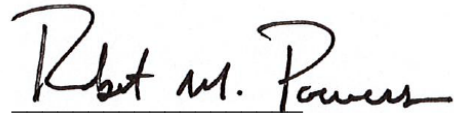


Denis Mulligan
General Manager, Golden Gate Bridge,
Highway & Transportation District

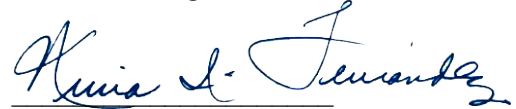


Nina Rannells
Executive Director, Water Emergency
Transportation Authority

Cc: Bay Area Congressional Delegation



Robert Powers
General Manager, BART



Nuria Fernandez
General Manager, Santa Clara VTA



Michael Hursh
General Manager, AC Transit



Rick Ramacier
General Manager, County Connection



METROPOLITAN
TRANSPORTATION
COMMISSION



March 21, 2020

The Honorable Kamala Harris
United States Senate
112 Hart Senate Office Building
Washington, D.C. 20510

Dear Senator Harris,

On behalf of the Metropolitan Transportation Commission—the San Francisco Bay Area’s transportation planning, financing and coordinating agency—and the undersigned Bay Area public transportation operators, we are writing to urge Congress to include supplemental funding for public transportation in the near-term emergency spending package **under debate right now**. Many of our systems simply cannot wait until late Spring for additional funding to weather this crisis. Ridership on our major rail systems is down by about 90 percent. Bus ridership has also dropped precipitously, and many bus operators are now waiving fares to minimize the risk of COVID-19 virus transmission. **Funding is needed in the near term to prevent some of the worst-case scenarios of complete service shutdowns from occurring.**

Transit is a critical part of the Bay Area’s response to COVID-19, having been declared an essential service during this state of emergency. As such, the Bay Area’s transit operators are continuing to run buses, trains and ferries to connect nurses, social service workers and grocery store employees to their jobs so they can carry out critical functions and connect residents to essential services. Without federal support to help backfill for the severe lost revenue, transit agencies will soon face lay-offs and service cuts that will hurt workers and transit riders in the short term, but also result in long-term damage to our region’s ability to meet our mobility, climate and social equity goals.

The totality of the Bay Area’s transit operators—serving the region’s almost 8 million residents—rely on fares, as well as sales taxes, bridge tolls and other revenue sources, all of which are taking massive hits as a result of COVID-19 and the shelter-in-place orders. MTC estimates the Bay Area’s regional transit system could face losses ranging from approximately \$960 million over a six-month period to as much as \$1.3 billion through the end of 2020. It is critically important that all transit systems in the Bay Area (and nationwide) receive the funding they need to weather this crisis.

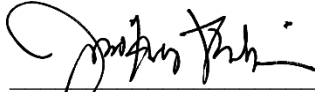
MTC estimates \$22 billion to \$39 billion in national transit emergency resources would be required to deliver the funding needed for Bay Area transit operators to weather the most dire 10-month revenue loss scenario. In the case that Congress is not able to deliver this scale of support, we recommend that Congress, at a minimum, fund the American Public Transit Association’s (APTA) most recent request of \$16 billion in public transit relief to backfill revenue loss since the onset of COVID-19 and distribute funding via the shares in existing federal transit formulas (but with broad eligibility) in a manner that is commensurate with transit operator need.

Thank you for your strong support during this national crisis and all direction you can issue to the federal government to reduce requirements and provide immediate access to funding as it becomes available. If we can answer any questions or be of assistance in any way, please contact MTC’s Associate Manager of Government Relations, Georgia Gann Dohrmann (ggannndohrmann@bayareametro.gov or 202-257-8801).

Sincerely,



Therese W. McMillan
Executive Director, MTC



Jeffrey Tumlin
Director of Transportation, S.F. MTA



Jim Hartnett
General Manager, Caltrain/Samtrans

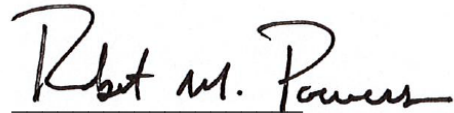


Denis Mulligan
General Manager, Golden Gate Bridge,
Highway & Transportation District

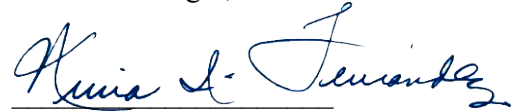


Nina Rannells
Executive Director, Water Emergency
Transportation Authority

cc: Bay Area Congressional Delegation



Robert Powers
General Manager, BART



Nuria Fernandez
General Manager, Santa Clara VTA



Michael Hursh
General Manager, AC Transit



Rick Ramacier
General Manager, County Connection



March 19, 2020

EXECUTIVE COMMITTEE**CHAIR**

Nuria I. Fernandez

VICE CHAIR

Jeffrey A. Nelson

SECRETARY-TREASURER

Freddie C. Fuller II

IMMEDIATE PAST CHAIR

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Dorval R. Carter, Jr.
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 Allan Pollock
 Leanne P. Redden
 Catherine Rinaldi
 Doug Tisdale
 William T. Thomsen
 Matthew O. Tucker
 Thomas Waldron

The Honorable Mitch McConnell
 Majority Leader
 United States Senate
 S-230, The Capitol
 Washington, DC 20510

The Honorable Charles E. Schumer
 Minority Leader
 United States Senate
 S-221, The Capitol
 Washington, DC 20510

The Honorable Nancy Pelosi
 Speaker of the House
 United States House of Representatives
 H-232, The Capitol
 Washington, DC 20515

The Honorable Kevin McCarthy
 Minority Leader
 United States House of Representatives
 H-204, The Capitol
 Washington, DC 20515

Dear Leader McConnell, Speaker Pelosi, Leader Schumer, and Leader McCarthy:

On behalf of America's public transportation industry, which directly employs more than 435,000 workers and supports millions of private-sector jobs, **we urge you to provide \$16.0 billion in direct emergency funding to public transit agencies to offset some of their extraordinary direct costs and revenue losses because of the impacts of the novel coronavirus (COVID-19) pandemic in 2020.**

We greatly appreciate all of your efforts to help Americans stay healthy and safe during this national crisis. However, more needs to be done to ensure that we can maintain a lifeline for essential services, such as public transportation, in each of our communities.

These emergency funds are necessary to maintain essential services, such as paratransit services for individuals with disabilities; public transportation for health care workers, law enforcement, first responder, and other safety personnel; and Medicaid recipients who receive medical transportation for kidney dialysis, cancer treatments, and other critical care. Without these funds, the overwhelming majority of public transit agencies will be required to suspend or drastically curtail services.

PRESIDENT AND CEO

Paul P. Skoutelas

1300 I Street NW
 Suite 1200 East
 Washington, DC 20005
 p: (202) 496-4800
 f: (202) 496-4324

These funds are also critical to maintain the manufacturing and supply chain for public transportation agencies and limit the enormous economic damage caused by the pandemic.

Based on the American Public Transportation Association's (APTA) survey of 163 public transit agencies and other agency-specific information, we request **\$16.0 billion in direct emergency funding for public transit agencies** to offset some of their extraordinary direct costs and revenue losses because of the impacts of COVID-19 in 2020. The affected agencies include small, medium, and large public transit agencies—with operating expenses of less than \$10 million to greater than \$100 million. This amount will offset the following estimated costs and revenue losses:

- **Direct Costs: \$1.75 billion.** Based on the APTA survey, 98 percent of public transit agencies have significant increased direct costs because of COVID-19, such as increased cleaning of vehicles and facilities.
- **Farebox Revenue: \$7.65 billion.** We estimate a 75 percent farebox revenue loss over the March – September 2020 period and a 40 percent farebox revenue loss over the October – December 2020 period. In FY 2018, farebox revenue totaled \$16.09 billion.
- **Dedicated Sales Tax Revenue: \$6.25 billion.** We estimate a 75 percent dedicated sales tax revenue loss over the March – September 2020 period and a 40 percent sales tax revenue loss over the October – December 2020 period. In FY 2018, dedicated sales tax revenue for public transportation totaled \$13.17 billion.
- **Restart Costs: \$350 million.** We anticipate that public transit agencies will also face costs associated with restarting operations, including retraining workers.

This \$16.0 billion request is an increase from APTA's March 16, 2020 request of \$12.875 billion. This revised estimate reflects the results of APTA's survey and revised estimates of some of our nation's largest public transportation providers. For instance, on March 17, the New York Metropolitan Transportation Authority requested \$4.0 billion for the New York City public transit agencies alone. In addition, we also support emergency funding for Amtrak and other intercity passenger rail operations.

We greatly appreciate all of your efforts to help Americans through this national crisis. This emergency funding for public transportation is critically important as we work to maintain a lifeline for essential services in each of our communities.

Thank you for your consideration.

Sincerely,



Paul P. Skoutelas
President and CEO

The Honorable Mitch McConnell, Nancy Pelosi, Charles E. Schumer, and Kevin McCarthy

March 19, 2020

Page 3

cc: The Honorable Richard C. Shelby, Chairman, Committee on Appropriations, U.S. Senate

The Honorable Nita M. Lowey, Chairwoman, Committee on Appropriations, U.S. House of Representatives

The Honorable Patrick Leahy, Vice Chairman, Committee on Appropriations, U.S. Senate

The Honorable Kay Granger, Ranking Member, Committee on Appropriations, U.S. House of Representatives

The Honorable Susan M. Collins, Chairman, Subcommittee on Transportation, Housing and Urban Development, and Related Agencies (THUD), Committee on Appropriations, U.S. Senate

The Honorable David E. Price, Chairman, Subcommittee on THUD, Committee on Appropriations, U.S. House of Representatives

The Honorable Jack Reed, Ranking Member, Subcommittee on THUD, Committee on Appropriations, U.S. Senate

The Honorable Mario Diaz-Balart, Ranking Member, Subcommittee on THUD, Committee on Appropriations, U.S. House of Representatives

Members of the Senate and House THUD Subcommittees, Committee on Appropriations



Connecting us.

March 20, 2020

The Honorable Mitch McConnell
Majority Leader
United States Senate
S-230, U.S. Capitol
Washington, DC 20510

The Honorable Nancy Pelosi
Speaker of the House
United States House of Representatives
H-232, U.S. Capitol
Washington, DC 20515

The Honorable Charles E. Schumer
Minority Leader
United States Senate
S-221, U.S. Capitol
Washington, DC 20510

The Honorable Kevin McCarthy
Minority Leader
United States House of Representatives
H-204, U.S. Capitol
Washington, DC 20515

Dear Leader McConnell, Speaker Pelosi, Leader Schumer and Leader McCarthy:

On behalf of the California Transit Association, **I write to you today to respectfully urge the United States Congress to provide \$16 billion in emergency funding to the nation's public transit agencies** to offset the direct costs and revenue losses associated with the COVID-19 pandemic. The Association represents California's transit industry, inclusive of public transit agencies, transit allies/support groups, engineering firms, original equipment manufacturers, and transit industry suppliers.

As you know, the transit industry nationwide, like virtually all other sectors of the American economy, is being ravaged by the sudden and severe outbreak of COVID-19. In California, the state with the second highest transit ridership in the nation, we are watching daily as transit ridership plummets – for some agencies, by as much as 95% – and as revenue losses and the escalating costs of our efforts to keep the traveling public safe threaten operational budgets. Unfortunately, we know our industry's current situation portends only greater challenges for our transit agency members and the riders who rely on their service. In the coming days, Californians across the state will begin to respond to Governor Newsom's ["stay at home" order](#), requiring all Californians to stay at home or at their place of residence unless they are needed to maintain the continuity of operations of critical infrastructure sectors or must access essential services. What will follow are further ridership declines and revenue losses that will make more dire the existential threat posed by the virus to public transit service in California.

The emergency funding we are requesting – a request that is entirely consistent with the one presented to you by the American Public Transportation Association – is absolutely necessary to prevent further harm to public transit agencies, their workers and their riders, and to maintain essential public transit services. These essential services provide the freedom of mobility for individuals with disabilities; public

transportation for health care workers, law enforcement, first responder, and other safety personnel; and Medicaid recipients who receive medical transportation for kidney dialysis, cancer treatments, and other critical care. Without this funding, public transit agencies, particularly those that rely on fare revenue for a significant portion of their operating budgets, will be required to suspend or drastically curtail such services. These impacts will begin to be felt as soon as next month and, therefore, cannot wait for action. Moreover, without this funding, public transit agencies may need to delay critical capital projects and halt procurements, steps that will have ripple effects on the construction sector and domestic manufacturing and supply chains.

As proposed by APTA, the \$16 billion in emergency funding would offset the following direct costs and revenue losses:

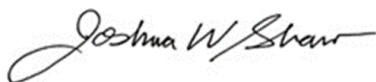
- **Direct Costs: \$1.75 billion.** Based on the APTA's survey of 163 transit agencies in the country, 98 percent of public transit agencies have significant increased direct costs because of COVID-19, such as increased cleaning of vehicles and facilities.
- **Farebox Revenue: \$7.65 billion.** APTA estimates a 75 percent farebox revenue loss over the March – September 2020 period and a 40 percent farebox revenue loss over the October – December 2020 period. In FY 2018, farebox revenue totaled \$16.09 billion.
- **Dedicated Sales Tax Revenue: \$6.25 billion.** APTA estimates a 75 percent dedicated sales tax revenue loss over the March – September 2020 period and a 40 percent sales tax revenue loss over the October – December 2020 period. In FY 2018, dedicated sales tax revenue for public transportation totaled \$13.17 billion.
- **Restart Costs: \$350 million.** APTA anticipates that public transit agencies will also face costs associated with restarting operations, including retraining workers.

In the coming days, we will continue to communicate with you and your staff to highlight *in detail* the impacts of the pandemic on California's transit agencies. Please know that emergency funding for public transportation – delivered as early in this crisis as possible – is critically important as we work to maintain essential lifeline services in our communities.

If you have any questions about this request, please contact me at 916-446-4656.

Thank you for your consideration.

Sincerely,



Joshua W. Shaw
Executive Director

cc: Congressional Delegation, State of California
The Honorable Gavin Newsom, Governor, State of California
The Honorable Jim Beall, Chair, Senate Transportation Committee, California State Senate
The Honorable Jim Frazier, Chair, Assembly Transportation Committee, California State Assembly
David Kim, Secretary, California State Transportation Agency, State of California
Members, Executive Committee, California Transit Association
Members, Federal Legislative Committee, California Transit Association



March 20, 2020

Senate Office Building
Senator Kamala Harris
112 Hart Senate Office Building
Washington DC 20510

Re: Economic Relief

Dear Senator Harris:

Please enact emergency economic relief immediately. The continued existence of Blue & Gold Fleet and its 240 employees depends on it.

Blue & Gold Fleet owns or operates 23 passenger vessels in San Francisco Bay. We are a 40-year old excursion company but also operate the San Francisco Bay Ferry for the Water Emergency Transportation Authority. We are a member of the Passenger Vessel Association (PVA), of which I am a board member, representing owners and operators of U.S.-flagged passenger vessels of all types who are joining together to urge Congress and the Administration to help small businesses survive. We are a part of the American travel, tourism, and transportation industry. The U.S. passenger vessel industry carries approximately 200 million passengers each year. Blue & Gold Fleet carried just over 4 million Bay Area residents and tourist in 2019.

We should be operating now, but because of the coronavirus outbreak we are completely shut down and it looks like we will be for weeks or months to come.

- Without cash flow, the jobs of our 240 employees are in permanent jeopardy. These workers are Bay Area residents and fellow Americans.
- Without cash flow, we will be unable to meet upcoming debt obligations.
- Without cash flow, we will not be able to serve our commuters that rely upon us as essential San Francisco Bay Ferry workers.
- Without cash flow, we cannot make the usual purchases from our suppliers and vendors, many of which are Associate Members of PVA. Like us, they too are suffering tremendous economic harm.

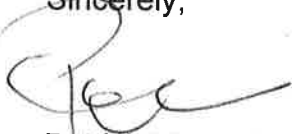
Some voices have questioned whether emergency economic aid should go to foreign-flagged cruise companies. But we, like all members of the Passenger Vessel Association, are American companies, we hire U.S. crews and workers, sail vessels



registered under the U.S. flag, and fully pay U.S. and state income taxes. Eight five percent of our employees are good hard work union members from the Inland Boatmen's Union and Master Mates and Pilots. Please don't inadvertently leave us out of an economic relief package.

Blue and Gold Fleet faces an existential threat as a result of Coronavirus. We need your assistance immediately if we are to survive. Thank you for your consideration, time and continued leadership.

Sincerely,

A handwritten signature in black ink, appearing to read 'Patrick Murphy', with a stylized flourish extending to the right.

Patrick Murphy
President

MEMORANDUM

TO: Board Members

FROM: Nina Rannells, Executive Director

SUBJECT: Consider Actions to Address the Impacts of the COVID-19 Pandemic on WETA Operations – Proposed Actions

Recommendation

Staff recommends that the Board take the following actions to address the impacts of the COVID-19 Pandemic on WETA operations:

1. Affirm and ratify the action of the Executive Director to extend the paid status of WETA's crews under Blue & Gold Fleet employment for one additional week, from April 2 through April 9, consistent with the intent of the March 19 Board action to retain crew staff until further discussion at the April Board meeting; and
2. Authorize the Executive Director to take all necessary and appropriate actions in response to the COVID-19 pandemic; and
3. Authorize the Executive Director to work with Blue & Gold Fleet to take actions as may be necessary to cut costs, as would normally occur under WETA's contract with Blue & Gold Fleet, to right-size the workforce to meet WETA's service operating needs, fiscal constraints and financial sustainability as may be further determined by the Board; and
4. Authorize the Executive Director to continue to prepare and submit requests and applications on WETA's behalf for federal, state, regional and local funds and/or reimbursements related to the fiscal impacts of the COVID-19 pandemic on WETA's operations; and
5. Direct the Executive Director to prepare a recovery plan for discussion in May and June in coordination with the development of the FY 2020/21 Operating and Capital Budget, which may include additional cost savings measures that support WETA's ability to operate appropriately-scaled, flexible services during the recovery period as we move through this unprecedented time.

Background

On March 4, 2020, the Governor of the State of California proclaimed a State of Emergency to exist in California as a result of the COVID-19 outbreak. On March 13, 2020, the President of the United States declared a National Emergency due to the COVID-19 outbreak. On March 16, six of the nine Bay Area counties, including Alameda, Contra Costa, Marin, San Francisco, San Mateo and Santa Clara, issued mandatory Health Orders for residents to shelter in place effective Tuesday, March 17 and directed most non-essential businesses to cease operations. As of today, all nine Bay Area counties have issued similar health orders that now extend until at least May 1. The intent of the orders is to ensure that the maximum number of people self-isolate in their places of residence to the maximum extent feasible in order to slow the spread of

COVID-19. Businesses in these areas are required to cease all activities except minimum basic operations (or work from home), and all travel – including that by public transit – is prohibited unless it is for essential activities. People are limited to using public transit only for purposes of performing essential activities or to travel to and from work to operate essential business or maintain essential government functions, and those riding public transit must comply with social distancing requirements to the greatest extent feasible. Travel into and out of counties is allowed only to provide essential activities, business or government functions.

WETA responded to the Health Orders and the sharply decreasing ridership demand that preceded it by developing and implementing a program of service reductions. This plan, which was implemented on March 17, included suspending the Harbor Bay, Richmond and South San Francisco ferry services and reducing the Alameda/Oakland and Vallejo services each to single vessel services requiring a total of four crews to operate.

On March 19, the WETA Board held a Special Meeting to provide discussion and further guidance on the changes in services in response to this health emergency and the impact of the corresponding fare revenue losses on WETA's FY 2019/20 Operating Budget.

During this special meeting, the WETA Board of Directors took action to:

- a. Affirm and ratify the Executive Director's actions in response to the impacts of COVID-19 to reduce or suspend ferry service temporarily beginning March 17, 2020 as follows:
 - Suspend service to and from Harbor Bay, Richmond and South San Francisco
 - Reduce weekday service on the Alameda/Oakland and Vallejo routes
 - No weekend service on any routes
 - No service to Pier 41 on any routes; and
- b. Direct the Executive Director to work with WETA's contract operator, the Blue & Gold Fleet, to ensure that current WETA crew levels are not reduced for two weeks until the next regularly scheduled WETA meeting on April 2, with the express understanding that WETA will bear the financial responsibility for reimbursing the Blue & Gold Fleet for such labor costs even though service may be reduced; and
- c. Direct the Executive Director to bring forward an item in the coming months to extend the Blue & Gold Fleet operating agreement, due for bid beginning this fall, in an effort to ensure that all parties are appropriately focused on the important task of preserving and rebuilding WETA services as we work through this unprecedented time; and
- d. Direct the Executive Director to seek funds from any and all sources to sustain WETA's activities during this time, particularly in light of WETA's emergency response mission, and to bring back an update to the Board at the next regular meeting on WETA's COVID-19 response activities and a plan for staffing and operating WETA services moving forward.

Consistent with Board direction, staff has continued our focus on adjusting to the current COVID-19 operating reality. Part 7a of this item provides a status report on staff work activities in response to this unprecedented health emergency in the areas of WETA Service, Blue & Gold Workforce, EOC Activities and Communications, Public Information and Funding. This report –

Part 7b - identifies further actions for the Board to consider in addressing the impact of the COVID-19 pandemic on WETA's operations.

Discussion

I. Ratify Prior Actions of the Executive Director and Authorize the Executive Director to Make Necessary and Appropriate Actions in Response to the COVID-19 Pandemic

As we move through the quickly changing times associated with the COVID-19 pandemic, the Executive Director has needed to make many decisions and take swift actions that might otherwise receive prior Board action. In the event that a major action is necessary prior to a scheduled Board meeting or a special Board meeting is not possible or warranted, the Executive Director may take actions that the Board later ratifies and affirms through follow-up action.

At the March 19 Special Meeting of the Board of Directors, recognizing the uncertainty and fluidity of the situation as it relates to the timeframe of the shelter-in-place directives, funds that might become available to address the service downturn, emergency response activities that might be requested of WETA and concerns related to the potential loss of trained and skilled crews, the Board directed staff to work with Blue & Gold Fleet to ensure that current WETA crew levels were not reduced for two weeks until the next regularly scheduled Board meeting on April 2. Since then, the Board moved its scheduled April 2 meeting to April 9.

With the support of the Board Chair, the Executive Director worked with Blue & Gold Fleet to extend the employment status of Blue & Gold crews one additional week through April 9 consistent with the intent of the March 19 Board action. Staff recommends that the Board of Directors affirm and ratify the Executive Director's April 2 action to extend the work status of WETA crews under Blue & Gold employment to April 9 to coincide with the new April meeting date.

Staff further recommends that the Board of Directors authorize the Executive Director to take all necessary and appropriate actions in response to the COVID-19 pandemic in recognition of the quickly changing nature of this situation. All regular business decisions would continue to be considered through the regular Board meeting process. Any major actions taken by the Executive Director under this authority would be brought back for affirmation and ratification by the Board of Directors after the fact.

II. Financial Impact of the COVID-19 Pandemic on WETA's Operation

The financial impact of the COVID-19 pandemic on WETA's current and future operation has the potential to be profound. WETA's primary operating revenue sources – passenger fares and bridge tolls – have been significantly impacted, creating a hole in the FY 2019/20 budget that cannot be fully filled with expense reductions. This results in the need for WETA to secure alternative funds to address the shortfall. Staff anticipates that reductions in fare and bridge toll revenues will continue into FY 2020/21 as the Bay Area shifts into recovery mode.

The FY 2019/20 Operating Budget through June 30, 2020 (provided in summary as **Attachment A**), totals \$50,701,900, including \$47,701,900 to support Ferry Service operating expenses and \$3 million to support WETA planning and administration expenses. This budget is funded with \$24.5 million in fare revenues, \$22.1 million in Bridge Tolls and \$4.1 million in various other revenue sources.

Revenues

Passenger fares and tolls subsidies, which make up 92% of WETA's overall operating revenues, have both been significantly impacted by the COVID-19 pandemic. Fare revenues have effectively been reduced to zero in recent weeks, representing a \$575,000 loss per week or approximately \$2.3 million per month. As reported by the Metropolitan Transportation Commission (MTC), bridge traffic is down over 50% on the state-owned Bay Area bridges, reducing the amount of funds that will be available to WETA through bridge toll subsidies. MTC staff has indicated that both WETA's FY 2019/20 and FY 2020/21 Regional Measure 2 (RM2) bridge toll subsidies will be reduced consistent with RM2 requirements that cap operating funds at 38% of tolls collected for this measure but have not yet provided a dollar figure for the reductions. Staff estimates that this could be up to \$3 million in FY 2019/20 and \$10 million in FY 2020/21. Should the shelter-in-place orders stay in effect through June 30, the impact from the shutdown could result in estimated \$11 million reduction in FY 2019/20 revenues from these sources alone.

Expense

Staff is in the process of assessing potential cost reductions that can be made to help counter the anticipated revenue reductions to the agency. Of the \$47.7 million in Ferry Service operating expense, \$29.8 million or 63% relates to Purchased Transportation services and \$10 million or 21% is for fuel. Combined, these two categories of expense make up 84% of the total Ferry Service budget.

Purchased Transportation includes direct expenses associated with services provided by Blue & Gold Fleet, WETA's contract operator. Costs associated with this budget line item include vessel crews, maintenance staff, specialized contract services, management, administration and profit. Vessel Expense - Crew costs represent just over 50% of the Purchased Transportation line item and 32% of the overall Ferry Service operating expense. Vessel Expense – Maintenance costs represent 30% of the Purchased Transportation line item and 19% of the overall Ferry Service operating expense. Crew and Maintenance costs are variable; therefore, the level of service provides an opportunity for cost reduction.

The number of WETA vessel crews during the year varies between 25 and 29 depending upon the time of year, with summer being the high season due to increased weekend service demand. Annually, each crew costs approximately \$600,000 in pay and benefits. The temporary reduction to WETA services initiated on March 17 reduced the number of crews required to operate services from 25 to four. This change effectively reduced the cost associated with operating service from \$309,000 to \$56,000 a week, creating the potential for a weekly cost savings of \$253,000 in the event that crew levels are reduced to fit services. Part III of this memorandum provides a discussion of crew levels and recommends a reduced crew level that would result in a cost savings of \$200,000 per week.

To date, the staffing level for Blue & Gold Fleet engineers has been held whole at 22 full -time employees. WETA staff has worked with Blue & Gold Fleet management and engineering staff to develop a comprehensive list of projects including vessel and facility projects that are being completed - taking advantage of vessel availability and downtime. Key vendors such as Pacific Power, ADS and Bay Ship & Yacht, that are critical to WETA's overall vessel maintenance program, are continuing to provide essential maintenance, drydock and ship repair services during this time. In addition to vessel and terminal work, Blue & Gold Fleet is helping WETA compile a comprehensive inventory of our assets. As essential projects are completed and the daily maintenance activities required to support vessels in service diminish, WETA may need to

consider opportunities to reduce costs in this operating area to better match WETA's reduced financial capacity and the reduced level of required activities.

Fuel represents \$10 million or 21% of the Ferry Service budget. Fuel is a variable cost that is directly related to the level of service operated. During this period of reduced service operation, staff estimates that we will achieve a weekly cost savings from the fuel budget of \$140,250, which includes a \$57,000 and \$83,250 weekly reduction to the Central Bay and Vallejo service cost, respectively.

Staff will continue to work to refine budget revenue and expense estimates as more information becomes available and to consider how WETA might continue to reduce operating costs to better match service and work demands during this shutdown and into recovery.

Additional Operating Subsidies

Staff continues to work to identify alternative fund sources to address the anticipated revenue reductions associated with the COVID-19 pandemic. These work efforts are outlined in the 7a Status Report companion piece to this memorandum. While some new funding opportunities exist to support WETA's transit operation, these will be countered with losses to traditional revenue sources as discussed in the Revenue section above.

On March 20, WETA submitted a letter to Governor Newsom requesting an emergency allocation of \$4 million dollars to support WETA's ability to stand up crews to be ready to serve in an emergency response capacity during the pandemic. This letter was copied to the Directors and staff of the Cal OES and the California State Transportation Agency and to Assemblymembers David Chiu and Rob Bonta. WETA staff and our state legislative representatives from Nossaman, Jennifer Capitolo and Nate Solov, have been actively working to make certain that staff at all levels of the state government are aware of our funding request and project needs. No funds have yet been allocated in response to this request.

With the President's declaration of a National Emergency due to the COVID-19 outbreak, funds are available from FEMA to pay for new costs associated with keeping our vessels clean and virus free. Each day vessel crews are conducting a full cleaning of surfaces with a disinfectant that is on the EPA list of cleaners qualified to kill the coronavirus. Vessel crews are wiping down frequently touched surfaces with disinfectant while vessels are underway. In service vessels are fogged daily and facilities are being fogged at least twice a week with an EPA registered disinfectant qualified to kill the coronavirus. This sanitizes all surfaces on the vessels and facilities, including hard to reach areas, carpeting and upholstery. The cost of this additional cleaning is approximately \$4,000 per week for the North Bay facility and vessels and \$5,000 per week for the Central Bay facility and vessels for a total of \$9,000 per week systemwide. Staff intends to apply for Public Assistance funding through FEMA to support these new costs associated with the COVID-19 pandemic.

The President's declaration of a National Emergency also allows California federal grant recipients to use their Federal Urbanized Area Formula Grants (Section 5307) and Formula Grants for Rural Areas (Section 5311) funds for COVID-19 related public transportation capital or operating expenses. Eligible activities include emergency protective measures to eliminate or lessen threats to public health and safety, such as performing enhanced cleaning/sanitizing of rolling stock, stations; placing hand sanitizer dispensers in high traffic areas; and providing personal protective equipment as appropriate. Staff anticipates applying for financial relief for these limited expense items through FEMA assistance.

With the enactment of the Federal CARES Act on March 27, new operating funds in the amount of \$25 billion will be made available to support public transit operations across the country. The Bay Area is estimated to receive \$1.3 billion of this amount that will be distributed by formula out to transit operators through MTC. These funds will have broad eligibility to fund operating expenses, including funding reimbursements for lost revenue, operation costs and other operating expenses related to the COVID-19 response.

Based upon conversations to date with MTC and the region's transit operators, staff anticipates that WETA will receive between \$12 and \$20 million from this program to support the cost of WETA's transit operations in both FY 2019/20 and FY 2020/21. These funds will flow in two or three phases, as determined by MTC. The first phase of funds, which should provide WETA with approximately \$12 million, is scheduled for MTC approval on April 22. Once approved, the funds will be available for WETA to secure through FTA's normal grant application process, which takes approximately 60 days to complete. While this new source of funds will be tremendously important in supporting WETA's operation during this unprecedented crisis, staff anticipates that losses in revenues from other sources will diminish the ability of these new revenues to fully close WETA's funding gap in both FY 2019/20 and FY 2020/21.

In addition to the potential new sources of funds identified above, WETA has access to some accumulated fund balances in Measure B/BB Alameda transportation sales tax funds as well as State Transit Assistance and Regional Measure 1- 5% funds administered by MTC. These were the subject of extensive discussions in fall 2019 in identifying an approach to "lean forward" to advance expansion projects such as the new Seaplane Lagoon and Mission Bay services while maintaining a minimum level of operating and capital reserves for the system. Plans for use of these funds may need to be revisited as the full financial impact of the COVID-19 pandemic on WETA's system operation becomes clear and we shift into recovery mode in the coming months and into FY 2020/21.

Staff will continue to pursue opportunities to secure any and all new grant funds to support WETA's operating and capital needs as we work through the impacts of the COVID-19 pandemic.

III. Recommended Adjustment to Crew Levels

Finding the right balance between actively employing crews necessary to provide current operating levels, having a workforce that can immediately be deployed if there is a surge in demand or call for emergency response services, complying with shelter-in-place directives and social distancing requirements and preserving WETA's limited financial resources to support operation during the recovery phase of this pandemic is a matter that requires careful consideration.

At its March 19 Special Meeting, the Board of Directors affirmed and ratified the Executive Director's actions in response to the impacts of COVID-19 to reduce or suspend ferry service temporarily beginning March 17, 2020. This service change resulted in a reduction in the number of crews required to operate WETA's active services from 25 to four, effectively positioning WETA to lower its costs \$253,000 per week from \$309,000 to \$56,000.

Under normal circumstances, WETA service cuts would trigger a staffing reduction by Blue & Gold Fleet (with two weeks' notice) in order to ensure that WETA is not required to pay for crews that are not utilized in active service. Under WETA's contract with Blue & Gold, WETA identifies

its service levels and schedules and pays the fully-loaded cost (pay and benefits) for the crews required to deliver this service. This contract structure allows WETA to add and reduce service levels on-demand. Since WETA services have been on a growth trajectory for a number of years, the process for reducing crews and WETA's related financial obligation has been limited to use during the winter months when we run slightly reduced levels of service.

The Board of Directors action on March 19, directing staff to ensure that Blue & Gold maintain WETA crew levels until further discussion of the matter at the April Board meeting served to ensure that WETA maintained a state of readiness to respond in an emergency capacity while staff was able to explore what role WETA might play in assisting in the response to the pandemic and what funds might be available to support this activity. As of now, WETA has not been tasked with emergency response activities and no funds have been made available for this specific purpose.

In response to WETA's request to maintain existing WETA crew levels without full shifts of active work, Blue & Gold Fleet developed a cleaning and exercise program as well as a process for rotating crews through the four shifts required to operate remaining services and four back-up shifts. These eight work shifts are made up of eight full-time captains and 24 full-time deckhands. Blue & Gold Fleet has established that this rotation of eight full-time weekday crews is the maximum number of employees that can safely work on-site while adhering to the health directives and maintaining social distancing protocols. A program was developed for onsite crews to maintain operational readiness. Crews continued training and exercising with a focus on vessel and crew regulatory compliance. Crews normally tasked with performing vessel and facility inspections, testing and cleaning increased their routines, focusing on cleaning public spaces on vessels. Of the remaining 15 crews that are not onsite on weekdays, two have been on standby on weekends and 13 have sheltered at home when off rotation.

Given WETA's limited financial resources, the unknown end date of the shelter-in-place directives, our limited role in serving in an emergency response capacity at this time and limitations on the number of crews that can be safely employed in active work while adhering to health directives and social distancing protocols, staff recommends that we proceed to reduce the number of crews retained by WETA while we are operating a limited service schedule.

Staff recommends that, at this juncture, WETA retain eight crews, which is four more than required to operate WETA's limited weekday service. This represents the number of crews actively employed onsite weekdays today and would allow for 100% back-up for weekday crews at both the Central Bay and North Bay facilities. This should provide a reasonable level of extra capacity to respond to emergencies or other operating needs. This would cost approximately \$100,000 per week and would save approximately \$200,000 per week over the cost of retaining all crews once Blue & Gold's two-week noticing period has passed.

If approved, WETA staff will communicate this change to Blue & Gold Fleet and will work closely with them to develop an approach to quickly reinstate crews as the situation evolves and service levels are restored so that we always maintain a reasonable back-up and emergency response capability for the system.

IV. Developing a Plan for Recovery

Staff is beginning the process of planning for the recovery phase of this pandemic, which could come into play no sooner than May 1. This work involves preparing a new service plan that is appropriately scaled to meet what is likely to be a reduced level of demand with reduced operating subsidies that is flexible enough to quickly expand as demand increases. This work will ultimately lead to and support the development of the FY 2020/21 Operating and Capital Budget, which would normally come before the Board in May but will not likely be ready until June given the new and changing landscape associated with the pandemic.

While no one can predict the full length of the shutdown or the economic impact of the COVID-19 pandemic, it most certainly has had an immediate impact on demand for WETA services/ridership. It is fair to assume that the reduced demand seen today will continue while the shelter-in-place orders stay in effect and normal work patterns permanently shift as companies struggle to recover and workers adapt to new ways to work. We could see a broad transformation in how and where work is done that could have long-lasting impact on how public transit is utilized. Social distancing requirements may become the new norm, which would have a profound impact on the cost efficiency of services. This situation is unprecedented in our modern lifetime and the mid-to-long-term impacts are largely unknown. Staff will work to develop a service plan that is flexible to address some of these potential realities and that allows for a thoughtful approach to restoring services as we move through the recovery phase of this pandemic.

Staff will plan to bring forward a discussion on this work in May, followed by the FY 2020/21 Operating and Capital Budget in June.

Fiscal Impact

The exact impact of the COVID-19 on WETA's services, ridership and revenue resources in FY 2019/20 and FY 2020/21 is unknown at this time. Actions and work efforts identified as a part of this item support a program of cost reductions and revenue increases to help offset anticipated revenue losses and provide for financial sustainability in the immediate term and into the anticipated recovery period.

END

Attachment A

San Francisco Bay Area Water Emergency Transportation Authority FY 2019/20 Operating Budget - Summary

	Planning & Administration	Ferry Services	Total
Revenues			
Fare Revenue	-	24,520,000	24,520,000
Local - Bridge Toll Revenue	3,000,000	19,142,300	22,142,300
- <i>Regional Measure 1 - 5%</i>	-	2,642,300	2,642,300
- <i>Regional Measure 2</i>	3,000,000	16,500,000	19,500,000
Local Subsidies and Assessments		4,036,200	4,036,200
Other Revenue	-	3,400	3,400
Total Revenues	3,000,000	47,701,900	50,701,900
Expenses			
Salaries, Wages & Fringe Benefits	1,508,900	1,307,200	2,816,100
Professional / Contract Services	1,768,900	2,736,800	4,505,700
Purchased Transportation	-	29,800,900	29,800,900
- <i>Vessel Expense - Crew</i>	-	15,332,900	15,332,900
- <i>Vessel Expense - Maintenance</i>	-	9,010,600	9,010,600
- <i>Non-Vessel Expense</i>	-	2,879,900	2,879,900
- <i>Fixed Fees and Profit</i>	-	2,577,500	2,577,500
Fuel - Diesel	-	10,047,000	10,047,000
- <i># of gallons</i>		3,348,960	3,348,960
- <i>Per gallon cost</i>		\$3.00	\$3.00
Repair, Operating & Promotional Supplies	62,400	233,800	296,200
Utilities	51,500	360,100	411,600
Insurance	28,600	1,795,700	1,824,300
Dues, Subscriptions, Media & Other	109,600	320,900	430,500
Leases, Rentals and Docking Fees	385,200	184,400	569,600
Admin Overhead Expense Transfer	(915,100)	915,100	-
Total Expenses	3,000,000	47,701,900	50,701,900

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

RESOLUTION NO. 2020-12

**CONSIDER ACTIONS TO ADDRESS THE IMPACTS OF THE
COVID-19 PANDEMIC ON WETA OPERATIONS**

WHEREAS, on March 4, 2020, the Governor of the State of California declared a State of Emergency in California as a result of the COVID-19 pandemic; and

WHEREAS, on March 13, 2020, the President of the United States declared a National Emergency due to the COVID-19 pandemic; and

WHEREAS, on March 16, 2020, the public health officers of six Bay Area counties within WETA's jurisdiction issued orders directing residents to shelter in place (Local Health Orders) which was scheduled to last until at least April 7. The orders limit activity, travel and business functions only for essential needs; and

WHEREAS, on March 17, 2020, the public health officers of the three remaining counties joined the six Bay Area counties within WETA's jurisdiction directing residents to shelter in place (Local Health Orders); and

WHEREAS, WETA experienced significant reductions in system ridership exceeding 80% decline leading up to the issuance of the March 17 Local Health Orders; and

WHEREAS, in anticipation of further ridership declines associated with the March 17 Local Health Orders to shelter in place and concern over WETA's budgetary reliance on fare revenues to support operations, the Executive Director authorized a series of temporary emergency service reductions and suspensions effective March 17, 2020; and

WHEREAS, the California Environmental Quality Act (CEQA) exempts actions necessary to prevent or mitigate an emergency, defined to include any unexpected occurrence involving a clear and imminent danger and demanding immediate action to prevent or mitigate loss of, or damage to, life, health, property or essential public services (Pub Res Code §§ 21080.32, 21080(b)(4));

WHEREAS, on March 19, 2020 the WETA Board held a Special Meeting to provide discussion and further guidance on the changes in services in response to this health emergency and the impact of the corresponding fare revenue losses on WETA's FY 2019/20 Operating Budget; and

WHEREAS, that in light of the facts and circumstances set forth in this Resolution, the Board of Directors affirmed and ratified the actions of the Executive Director taken on March 16, 2020 in response to the impacts of COVID-19 to reduce or suspend ferry service temporarily; and

WHEREAS, that notwithstanding service reductions and suspensions, the Board of Directors directed the Executive Director to work with WETA's contract operator, Blue & Gold Fleet, to ensure that current crew levels are not reduced, at least until the next regularly scheduled WETA meeting, with the express understanding that WETA would bear the financial responsibility for reimbursing Blue & Gold Fleet for such labor costs even though service may be reduced; and

WHEREAS, by April 1, 2020, the public health officers of all nine Bay Area counties within WETA's jurisdiction revised their shelter-in-place orders and also extended the order through at least May 1; and

WHEREAS, the WETA staff has been working diligently to secure any new federal, state or local funding that may be available to WETA as a result of the COVID-19 pandemic and will continue to maximize WETA's participation in any other funding options that may become available to offset the real and anticipated shortfalls in passenger fares and bridge toll revenues used to fund the majority of WETA's operating budget; and

WHEREAS, WETA staff has developed a plan to make the best use of its vessels and their crews during the time of this temporary service reduction that supports the need to be prepared to resume service as quickly as possible when passenger demand returns or to respond to a regional emergency that impacts other forms of transportation; and

WHEREAS, WETA staff will work to continue to identify other opportunities to reduce operating expenses in order to address the anticipated revenue losses associated with the COVID-19 pandemic and associated shelter-in-place orders; and

WHEREAS, WETA recognizes the importance of developing a recovery plan for quickly ramping up service levels to meet demand once the shelter-in-place orders are lifted and the Bay Area resumes work and travel activities, with the understanding that the COVID-19 pandemic could have lasting impacts on ridership demand and WETA's operating revenue resources; now, therefore be it

RESOLVED, that the Board of Directors affirms and ratifies the action of the Executive Director to extend the paid status of WETA's crews under Blue & Gold Fleet employment for one additional week, from April 2 through April 9, consistent with the intent of the March 19 Board action to retain crew staff until further discussion at the April Board meeting; and be it further

RESOLVED, that the Board of Directors authorizes the Executive Director to take all necessary and appropriate actions in response to the COVID-19 pandemic; and be it further

RESOLVED, that the Board of Directors authorizes the Executive Director to work with Blue & Gold Fleet to take actions as may be necessary to cut costs, as would normally occur under WETA's contract with Blue & Gold Fleet, to right-size the workforce to meet WETA's service operating needs, fiscal constraints and financial sustainability as may be further determined by the Board; and be it further

RESOLVED, that the Board of Directors authorizes the Executive Director to continue to prepare and submit requests and applications on WETA's behalf for federal, state, regional and local funds and/or reimbursements related to the fiscal impacts of the COVID-19 pandemic on WETA's operations; and be it further

RESOLVED, that the Board of Directors directs the Executive Director to prepare a recovery plan for discussion in May and June in coordination with the development of the FY 2020/21 Operating and Capital Budget, which may include additional cost savings measures, and that supports WETA's ability to operate appropriately-scaled, flexible services during the recovery period as we move through this unprecedented time.

CERTIFICATION

The undersigned, Board Secretary, does hereby certify that the foregoing is a full, true and correct copy of a resolution duly and regularly adopted at a meeting of the San Francisco Bay Area Water Emergency Transportation Authority held on April 9, 2020.

YEA:

NAY:

ABSTAIN:

ABSENT:

/s/ Board Secretary

2020-12

END

MEMORANDUM

TO: Board Members

FROM: Nina Rannells, Executive Director
Kevin Connolly, Planning & Development Manager
Mike Gougherty, Senior Planner
Arthi Krubanandh, Transportation Planner

SUBJECT: Withdraw Consideration of the Proposed FY 2020/21-2024/25 Fare Program and Related Fare Adjustments

Recommendation

Withdraw consideration of the proposed FY 2020/21-2024/25 Fare Program and related fare adjustments in order to provide economic relief for ferry riders during this time of uncertainty and direct staff to develop a refined program for Board consideration within the next twelve months.

Background

In September 2014, the WETA Board approved a five-year FY 2015/16-2019/20 Fare Program developed to achieve specific objectives consistent with WETA's fare policy and the overall goal of achieving fiscal sustainability and system wide consistency. Upon approval of the Fare Program, WETA executed the planned changes to its fare structure in 2015 and implemented the first of its pre-approved annual fare increases on July 1, 2015. The program instituted an average annual fare increase of 3% to keep fares on pace with inflation cost. The final increase approved by the Program for FY 2019/20 was implemented on July 1, 2019.

Discussion

In Fall 2019, staff began working with its consultant to develop a new five-year fare program that would become effective July 1, 2020 with the goal of continuing WETA's practice of implementing relatively small fare increases on an annual basis. In October 2019, staff presented a set of proposed goals and objectives to the WETA Board to guide development of the fare program. On February 13, 2020 the Board authorized staff to conduct outreach with riders and the general public on a proposed FY 2020/21-2024/25 Fare Program and schedule a public hearing in April to receive comments on the proposed program. To date, much of the outreach effort has been completed and comments have been received from many riders.

Beginning on March 17, 2020, Bay Area counties instituted shelter-in-place orders in response to the COVID-19 pandemic. These orders were initially through April 7 and have now been extended until at least May 1. It is unknown at this time exactly how long the orders will stand. The impact to WETA's ridership and system operation has been significant. On March 17, WETA suspended service on its Harbor Bay, Richmond and South San Francisco routes and scaled back its Alameda/Oakland and Vallejo services to single vessel operations in an effort to match service levels with diminished demand and conserve limited financial resources for use during the recovery. Whenever the restrictions are lifted, it is reasonable to assume that the impact of these measures upon the Bay Area economy and workers who rely upon transit services, including the ferry, will be large. In consideration of this unprecedented situation and

the hardship and uncertainty that it brings to Bay Area workers and travelers, staff recommends withdrawing the proposed FY 2020/21–2024/25 Fare Program and related fare adjustments until the economic impacts of the COVID-19 pandemic on passengers and WETA’s operations and finances are better understood.

The primary goal of this proposed course of action is to provide financial relief for Bay Area workers and to help attract riders to the ferry system once services are restarted. It should be noted that Caltrain announced in March that it would suspend a planned fare increase approved in September 2019 that was scheduled to take effect on April 1, 2020. Other operators with fare increases planned to take effect on July 1, 2020 may be reconsidering those plans based on current and expected ridership impacts.

Deferring action on the fare program and proposed adjustments will allow WETA to remain flexible to respond to economic conditions and regional policy developments in this area. Staff will monitor the economic impact of the COVID-19 pandemic on services and closely follow the development of regional funding policies as they relate to the impacts of the COVID-19 pandemic. Further, staff will use this time to consider advances in the development of the next generation Clipper system, MTC’s pilot means-based fare program, the regional fare study, Regional Measure 3 funding and consider how these programs might factor into a refined new multi-year fare program for future consideration. If approved, staff will monitor the situation and plan to develop a new multi-year program within the next 12 months that takes the new economic reality in the Bay Area, regional policy developments and WETA service offerings into consideration.

Fiscal Impact

The financial impact of this item, based upon pre-COVID-19 ridership levels, is estimated to be \$730,000 in FY 2020/21. Staff will factor this change into our base assumptions as we develop an operating budget for FY 2020/21.

END

MEMORANDUM

TO: Board Members

FROM: Nina Rannells, Executive Director
Kevin Connolly, Planning & Development Manager
Mike Gougherty, Senior Planner/Project Manager
Arthi Krubanandh, Transportation Planner

SUBJECT: Authorize Release of the Draft 2020 Short Range Transit Plan for FYs 2019-20 through 2028-2029 for Public Comment

Recommendation

Authorize the Executive Director to release the draft 2020 Short Range Transit Plan (SRTP) for FYs 2019-20 through 2028-29 for public comment.

Background

Federal statute requires the Metropolitan Transportation Commission (MTC), in partnership with state and with local agencies, to develop and periodically update a long-range Regional Transportation Plan (RTP) and a Transportation Improvement Program (TIP) which implements the RTP by programming federal funds to transportation projects contained in the RTP. In order to effectively execute these planning and fund programming responsibilities, MTC, in cooperation with Region IX of the Federal Transit Administration (FTA), requires each transit operator receiving federal transit funding to prepare, adopt and submit a SRTP outlining its public transit services and related operating and capital costs and projects over a 10-year projection period. These plans are used, amongst other things, to verify compliance with various federal requirements and to validate system capital rehabilitation and replacement projects and needs submitted for funding through separate MTC and FTA grant processes.

In January 2013, WETA adopted its first SRTP, setting forth a 10-year operating and capital improvement plan for FYs 2011-12 through 2020-21. In March 2016, WETA adopted its most recent SRTP for FYs 2015-16 through 2024-25. In accordance with MTC requirements for SRTP updates, staff has now prepared a draft SRTP for FYs 2019-20 through 2028-29.

Discussion

The draft 2020 SRTP, provided as **Attachment A**, provides an overview of WETA's public transit ferry services and recent system performance, as well as a 10-year projection of transit capital and operating expenses and revenues for FYs 2019-20 through 2028-29. The following summarizes major provisions and key highlights of the proposed plan:

- **Overview of Transit System** – The draft SRTP provides a general overview of WETA's public transit ferry system including a description of WETA's governance, organizational structure, services, revenue fleet and facilities.
- **Service and System Performance** – The draft 2020 SRTP provides an evaluation of route-level and systemwide service statistics and performance metrics for a four-year period from FY2015-16 to FY2018-19. During this period, WETA ridership increased by 23%, surpassing 3

million total annual passengers for the first time in FY2018-19. A new weekday, commute-only service between Richmond and Downtown San Francisco Ferry terminal began in January 2019. Systemwide service levels increased over the four-year performance period with annual increases averaging 5% per year for vehicle revenue hours and 7% per year for vehicle revenue miles. System operating costs increased from \$26 million in FY2015-16 to \$39.5 million in FY2018-19, largely due to general cost inflation, the implementation of new service enhancements, the launch of the new Richmond ferry service, the expansion and modernization of the WETA fleet, the opening and the staffing of the new Operations and Maintenance Facilities in Alameda and Vallejo. This resulted in an increase in the annual subsidy required to operate the WETA system from \$10 million to \$17 million during the four-year performance period. This section includes details of the significant changes noted in the route-specific sections, an evaluation of other specific statistics and metrics based on both MTC requirements and policy standards set forth by the Board.

- **Operations Plan and Budget** – The draft 2020 SRTP provides an overview of the operating costs and revenues anticipated to be available to support WETA’s existing ferry system and new expansion services that are planned for implementation during the 10-year period. The plan recognizes the importance of maintaining a core level of existing services, implementing service enhancements to meet projected ridership demand increases and continuing to plan for new Seaplane Lagoon, Mission Bay, Treasure Island, Berkeley and Redwood City expansion services that are anticipated to be implemented during the 10-year planning period of this SRTP. The plan also includes a set-aside operating reserve with funds equal to two months (or 17%) of total ferry operating expenditures to guard against service disruptions in the event of unexpected temporary revenue shortfalls or unpredicted one-time expenses.

Overall, the WETA operating budget is projected to increase from \$50.7 million in FY2019-20 to \$102.2 million in FY2028-29, of which \$79.9 million will be required to sustain and enhance WETA’s existing services and the remaining \$22.3 million would support the operating costs for the expansion services planned between FYs 2019-20 through 2028-29. The expansion services’ operating costs include: \$6.6 million for new Alameda Seaplane Lagoon service planned to begin operations in FY2020-21, \$2.2 million for new Mission Bay service anticipated to start in FY2021-22, \$5 million for new Berkeley service anticipated to begin in FY2025-26 and \$8.5 million for new Redwood City service anticipated to begin in FY2027-28.

Over the course of the 10-year plan, it is anticipated that WETA will exhaust its current fixed operating subsidies from Regional Measure 1 and Regional Measure 2 on an annual basis and will rely upon projected increases in ridership and fare revenue as well as new subsidies, such as Regional Measure 3, to maintain these services. The planned expansion services will also be subsidized in large part by Regional Measure 3. The plan assumes funding from Regional Measure 3 will be available starting in FY2022-23.

Capital Improvement Program – The draft 2020 SRTP also provides an overview of WETA’s capital program needs. The 10-Year Capital Improvement Program (CIP) consists of approximately \$584.4 million in core capital needs from FYs 2019-20 through 2028-29 broken down into four categories as follows:

- Revenue Vessels – Approximately \$422.7 million is planned for rehabilitation, replacement, and expansion of WETA’s fleet, which will consist of a total of 33 revenue vessels by FY2028-29.

- Major Facilities – Approximately \$44.9 million is planned for rehabilitation and replacement of WETA ferry terminals, maintenance facilities and berthing facilities, as well as related dredging activities.
- Terminal Expansion – Approximately \$111.2 million is planned for the completion of the Central Bay Operations & Maintenance Facility and the Downtown San Francisco Ferry Terminal Expansion project and the construction of the new Mission Bay, Berkeley and Redwood City Ferry Terminals.
- Capital Equipment/Small Projects – Approximately \$5.6 million is planned to support purchase of capital equipment and the implementation of miscellaneous small projects.

The plan also includes a set-aside capital reserve of \$10 million to support unanticipated capital repairs of major systems components.

Development of this plan has occurred over the last seven months and does not factor in the impact of COVID-19 on WETA's operating system. Because this is a compliance document required by MTC and the FTA in order to remain eligible to receive funds, staff recommends that we move forward to finalize this plan now, with the understanding that we can update the financial projection at a later date to reflect the impact of the COVID-19 pandemic on our services, ridership and finances once these impacts are better known.

Pending Board authorization to release the draft 2020 SRTP for public comment, staff will post the plan to WETA's website and distribute to WETA's public agency partners. Staff will consider all public comments received prior to preparing a final 2020 SRTP that will be presented to the Board at its May or June meeting for adoption.

Fiscal Impact

There is no fiscal impact associated with this item.

END

AGENDA ITEM 9
AUTHORIZE RELEASE OF THE
DRAFT 2020 SHORT RANGE TRANSIT PLAN
FOR FYS 2019-20 THROUGH 2028-2029
FOR PUBLIC COMMENT

**ATTACHMENT
PROVIDED
UNDER
SEPARATE COVER**

MEMORANDUM

TO: Board Members

FROM: Nina Rannells, Executive Director
Kevin Connolly, Planning & Development Manager
Mike Gougherty, Senior Planner/Project Manager

**SUBJECT: Approve Final List of Regionally-Significant Projects for Inclusion
in Plan Bay Area 2050**

Recommendation

Approve a final list of fiscally-constrained, regionally-significant WETA projects for inclusion in the Metropolitan Transportation Commission's Plan Bay Area 2050.

Background

The Metropolitan Transportation Commission (MTC) is currently preparing Plan Bay Area 2050 – a fiscally-constrained, long-range transportation plan required by federal and state regulations that sets a roadmap for future transportation investments in the region. The current version of this plan – Plan Bay Area 2040 – was adopted by MTC in July 2017.

WETA's program of projects will be considered for inclusion in Plan Bay Area 2050 through two separate programming processes. Ongoing operating and capital rehabilitation and replacement needs to operate and maintain the region's existing network of streets, bridges, highways and transit systems (including WETA) will be captured in a Needs Assessment prepared by MTC in coordination with county transportation agencies (CTAs), local jurisdictions and transit agencies. WETA's program of enhancement and expansion projects will be captured through MTC's call for regionally-significant projects, which is the subject of this item and discussion below.

Discussion

In March 2019, MTC issued a request for CTAs and multi-county project sponsors, such as WETA, to each submit a list of their regionally-significant projects for consideration for inclusion in Plan Bay Area 2050 by the end of June 2019. For the purposes of this plan, a regionally-significant project is defined as one that adds capacity to the region's transportation or transit network. Any regionally-significant project that is anticipated to open by 2050 that will seek federal, state or regional funding or require federal or state actions must be submitted to Plan Bay Area 2050 for consideration.

In July 2019, the Board approved a preliminary list of enhancement and expansion projects for submittal to MTC to be considered for inclusion in Plan Bay Area 2050. Over the past year, staff has worked closely with MTC staff as they evaluated each WETA project to assess its performance under the Plan Bay Area 2050 regionally-significant project criteria in terms of societal benefits, costs and potential environmental impacts. Projects that were previously committed to by MTC or that cost less than \$250 million were excluded from the assessment. In February 2020 MTC completed its Project Performance Assessment (<https://mtc.ca.gov/our-work/plans-projects/horizon/project-performance-assessment>) and released its final findings as

provided in **Attachment A**. For the purpose of the assessment, WETA's proposed service enhancements were evaluated as a single project (WETA Ferry Service Frequency Increase, Project #2600), while the proposed Berkeley (WETA Ferry Service: Berkeley – San Francisco, Project #2602) and Redwood City (WETA Ferry Service: Redwood City – San Francisco – Oakland, Project #2603) expansion projects were assessed independently. The Treasure Island project was assessed as part of larger project (Treasure Island Congestion Pricing, Project #3001), which was sponsored by the City and County of San Francisco. Of note, the City/County Association of Governments of San Mateo County sponsored a Regional Hovercraft Network (Project #4004) that was included in the assessment.

MTC's Project Performance Assessment evaluated regionally-significant projects on a very wide range of criteria. While many projects performed well in most areas, a project that was found to be deficient in any single area was considered by MTC to be "underperforming." For WETA, the proposed service enhancements were found to be underperforming due to low scores on some measures of equity, while the Redwood City project underperformed in terms of benefit cost ratio. For underperforming projects, MTC policy requires that agencies take steps to identify opportunities to address the areas of deficiency in order for a project to be considered for inclusion in the final Plan Bay Area 2050.

Pursuant to MTC policy, WETA is required to submit a letter along with our final project list acknowledging our commitment to work with MTC to address deficiencies and identifying potential mitigation measures to address their concerns. For our service enhancements, staff proposes to address equity concerns by working towards participation in the regional means-based fare program and the consideration of other pricing incentives and strategies that could expand WETA's ridership among lower-income populations. For the proposed Redwood City project, staff proposes to increase the ratio of project benefits to costs by exploring potential public private partnerships for project delivery and operation. This could be done as a part of the Business Plan that will be developed in partnership with Redwood City and the Port of Redwood City.

Staff requests that the Board endorse WETA's final list of regionally-significant projects, as provided in **Attachment B** and consistent with WETA's preliminary list submitted in 2019, for inclusion in Plan Bay Area 2050. Staff will prepare a companion letter to accompany this list conveying WETA's commitment to working to address underperforming projects, as summarized above.

Fiscal Impact

There is no fiscal impact associated with this item.

END

Horizon/Plan Bay Area 2050: Final Project Performance Findings

Attachment A: Overall Summary Table



Benefit-Cost Ratios and Equity Scores across Three Futures, and Guiding Principle Flags

Total number of projects: 97; 81 projects from public agencies, 12 projects (along with 4 alternate versions) from public/NGOs that were jury finalists from the Transformative Projects process.
(see high-level description of methodology at the bottom of the page)

Project Type	Project ID	Row ID	Project	Project Source	Lifecycle Cost	Guiding Principle Flags	Benefit-Cost Ratio			Equity Score		
							Rising Tides Falling Fortunes	Clean and Green	Back to the Future	Rising Tides Falling Fortunes	Clean and Green	Back to the Future
Build Core Rail	1004	1	New San Francisco-Oakland Transbay Rail Crossing - Commuter Rail (Crossing 5)	Crossings Study	\$46.1B	2	0.7	2	2	Even	Even	Even
	1007	2	New San Francisco-Oakland Transbay Rail Crossing - BART + Commuter Rail (Crossing 7)	Crossings Study	\$83.5B	2	0.6	1	1	Even	Even	Even
	1002	3	New San Francisco-Oakland Transbay Rail Crossing - BART (Crossing 3: Mission St)	Crossings Study	\$36.2B	0	0.6	1	1	Even	Even	Even
	1003	4	New San Francisco-Oakland Transbay Rail Crossing - BART (Crossing 4: New Markets)	Crossings Study	\$37.4B	0	0.6	1	1	Even	Even	Even
	2300	5	Caltrain Downtown Extension	TJPA	\$4.8B	0	<0.5	0.7	0.6	Challenges	Challenges	Challenges
	2205	6	BART to Silicon Valley (Phase 2)	VTA	\$6.0B	0	<0.5	<0.5	0.6	Advances	Advances	Even
	2306	7	Dumbarton Rail (Redwood City to Union City)	SamTrans + CCAG	\$3.9B	0	<0.5	<0.5	0.5	Even	Even	Challenges
	2310	8	Megaregional Rail Network + Resilience Project (Caltrain, ACE, Valley Link, Dumbarton, Cap Cor)	City of San Jose	\$54.1B	2	<0.5	0.5	<0.5	Challenges	Challenges	Challenges
	2208	9	BART Gap Closure (Millbrae to Silicon Valley)	VTA	\$40.4B	0	<0.5	<0.5	<0.5	Advances	Advances	Even
	6002	10	SMART to Richmond via New Richmond-San Rafael Bridge	Public/NGO Submission	\$5.0B	2	<0.5	<0.5	<0.5	Challenges	Challenges	Challenges
Extend Rail Network - High Cost	2308	11	Valley Link (Dublin to San Joaquin Valley)	TVSJVRRA	\$3.0B	0	<0.5	1	1	Even	Even	Even
	2309	12	Altamont Corridor Vision Phase 1 (to San Joaquin Valley)	TVSJVRRA, SJRRC	\$4.6B	0	<0.5	0.6	0.7	Challenges	Challenges	Challenges
	2206	13	BART Extension from Diridon to Cupertino	VTA	\$12.1B	0	<0.5	<0.5	<0.5	Even	Advances	Even
	2207	14	BART Extension from Diridon to Gilroy (replacing existing Caltrain)	VTA	\$17.7B	1	<0.5	<0.5	<0.5	Even	Advances	Even
	2204	15	BART on I-680 (Walnut Creek to West Dublin/Pleasanton)	Caltrans	\$11.0B	0	<0.5	<0.5	<0.5	Even	Even	Even
	2203	16	BART to Hercules & I-80 Bus from Vallejo to Oakland	CCTA	\$5.8B	0	<0.5	<0.5	<0.5	Challenges	Challenges	Challenges
Extend Rail Network - Low Cost	2312	17	ACE Rail Service Increase (10 Daily Roundtrips)	SJRRC	\$1.3B	0	<0.5	1	1	Challenges	Challenges	Challenges
	2202	18	BART DMU Extension to Brentwood	CCTA	\$0.6B	0	<0.5	0.5	<0.5	Advances	Challenges	Challenges
	2305	19	SMART to Solano (Novato to Suisun City, without sea level rise protections)	SMART	\$1.6B	0	<0.5	<0.5	<0.5	Even	Challenges	Challenges
	2304	20	SMART Extension to Cloverdale	SMART	\$0.5B	0	<0.5	<0.5	<0.5	Challenges	Even	Challenges
Optimize Existing Transit Network - High Cost	2201	21	BART Core Capacity	BART	\$4.5B	0	1	2	2	Even	Even	Even
	2001	22	AC Transit Local Rapid Network: Capital Improvements + Service Increase	AC Transit	\$6.4B	0	0.5	0.6	0.8	Advances	Advances	Even
	2303	23	Caltrain Full Electrification and Blended System: High Growth	VTA, City of San Jose	\$31.3B	2	<0.5	1	0.5	Challenges	Even	Challenges
	2302	24	Caltrain Full Electrification and Blended System: Moderate Growth	Caltrain + HSR	\$24.6B	2	<0.5	0.9	0.5	Challenges	Even	Challenges
	2005	25	Alameda County BRT Network + Connected Vehicle Corridors	ACTC	\$4.0B	0	<0.5	<0.5	0.6	Advances	Advances	Even
	2410	26	VTA LRT Systemwide Grade Separation and Full Automation	City of San Jose	\$14.8B	1	<0.5	<0.5	0.7	Advances	Advances	Even
	2409	27	VTA LRT Systemwide Grade Separation	VTA	\$11.6B	0	<0.5	<0.5	0.5	Advances	Advances	Even
	2401	28	North San Jose LRT Subway	VTA	\$4.9B	0	<0.5	<0.5	0.5	Even	Advances	Even
	2411	29	VTA LRT Systemwide Grade Separation, Network Expansion, and Full Automation	VTA, City of San Jose	\$44.2B	0	<0.5	<0.5	<0.5	Advances	Advances	Even
	2407	30	Muni Metro Southwest M-Line Subway	SFCTA	\$5.6B	0	<0.5	<0.5	<0.5	Advances	Advances	Challenges
	2301	31	Caltrain Full Electrification and Blended System: Base Growth	Caltrain + HSR	\$20.9B	2	<0.5	<0.5	<0.5	Even	Even	Even

Lifecycle Costs: This includes initial capital cost, annual O&M costs, rehabilitation and replacements costs, and a residual value of the investment at the end of the analysis period, calculated using discounted present value methodology. Refer to Attachment D for details, and for costs as reviewed with sponsors. Note: Societal transfers such as fare/toll revenue (or loss) are excluded from both benefits and costs, following standard practice for societal benefit-cost analyses.

Guiding Principle Flags: Flags, based on qualitative analysis, are intended to draw attention to a direct adverse impact a project may have that may not be captured as part of other assessments. Refer to Attachment C for details.

Benefit-Cost Ratio: All project impacts are measured against a uniform base transportation and land use network in each future, except Resilience projects, which are measured against a baseline where that asset is out of service (hence n/a in some futures). Costs and Benefits to determine the ratio are detailed in Attachment D and E. For inter-regional projects, modeled Bay Area benefits have been multiplied by a factor to reflect the ratio of expected ridership from outside the region. Valley Link/ACE Rail benefit multiplier: 3.3; Caltrain/HSR benefit multiplier: 1.3 (the HSR multiplier is applied in Clean and Green only, the Future where HSR is completely built out).

Equity Score: "Advances" indicates that the project may benefit lower income individuals (below regional median income) more than higher income individuals. "Challenges" indicates that project benefits skew towards higher income individuals. "Even" indicates even distribution of benefits for all income groups.

Note on Bicycle Projects: Improvements to individual bicycle facilities cannot be sufficiently modeled using Travel Model 1.5 (except Bay Bridge West Span since this opens up a connection); Travel Model 2.0 (under development) may allow more advanced analysis in the future. As an interim solution, a single "Enhanced Regionwide Bike Infrastructure" (Project ID 6006) was modeled, supported by off-model assertions based on research literature review. This project does not consider any specific improvements, but instead provides perspective on the benefits of a regionwide bike infrastructure investment (e.g. shared streets, trails, superhighways) on our transportation system.

(Full methodology can be found here: https://mtc.ca.gov/sites/default/files/ProjectPerformance_Methodology.pdf)

Horizon/Plan Bay Area 2050: Final Project Performance Findings

Attachment A: Overall Summary Table

Benefit-Cost Ratios and Equity Scores across Three Futures, and Guiding Principle Flags



Total number of projects: 97; 81 projects from public agencies, 12 projects (along with 4 alternate versions) from public/NGOs that were jury finalists from the Transformative Projects process. (see high-level description of methodology at the bottom of the page)

Project Type	Project ID	Row ID	Project	Project Source	Lifecycle Cost	Guiding Principle Flags	Benefit-Cost Ratio			Equity Score		
							Rising Tides Falling Fortunes	Clean and Green	Back to the Future	Rising Tides Falling Fortunes	Clean and Green	Back to the Future
Optimize Existing Transit Network - Low Cost	3001	32	Treasure Island Congestion Pricing	SF	\$0.8B	1	8	7	>10	Challenges	Challenges	Challenges
	6111	33	Integrated Transit Fare System (with Transit Capacity Expansion)	Public/NGO Submission	\$0.3B	0	6	7	>10	Advances	Advances	Advances
	6112	34	Integrated Transit Fare System and Seamless Transfers (with Transit Capacity Expansion)	Public/NGO Submission	\$0.5B	0	5	7	>10	Advances	Advances	Advances
	2209	35	Irvington BART Infill Station	ACTC	\$0.2B	0	1	1	9	Even	Even	Even
	3002	36	Downtown San Francisco Congestion Pricing	SF	\$0.3B	1	2	3	4	Challenges	Challenges	Challenges
	2007	37	San Francisco Southeast Waterfront Transit Improvements	SF	\$0.6B	0	2	3	4	Even	Even	Even
	2100	38	San Pablo BRT	AC Transit	\$0.5B	0	1	3	4	Advances	Advances	Even
	2008	39	Alameda Point Transit Network Improvements	ACTC	\$0.5B	0	0.7	3	4	Even	Even	Even
	2000	40	AC Transit Local Network: Service Increase	AC Transit	\$2.6B	0	1	2	2	Advances	Advances	Even
	2101	41	Geary BRT (Phase 2)	SF	\$0.6B	0	1	2	3	Even	Even	Challenges
	2105	42	Alameda County E14th St/Mission and Fremont Blvd Multimodal Corridor	ACTC	\$0.5B	0	1	2	2	Advances	Advances	Even
	2103	43	SamTrans El Camino Real BRT: Capital and Service Improvements	CCAG	\$0.6B	0	1	1	2	Advances	Even	Challenges
	2003	44	Muni Forward: Capital Improvements + Service Increase	SF	\$2.9B	0	0.7	2	1	Even	Even	Even
	6100	45	Integrated Transit Fare System	Public/NGO Submission	\$0.3B	0	2	<0.5	5	Advances	Advances	Advances
	2004	46	Sonoma Countywide Bus: Service Increase	SCTA	\$0.9B	0	<0.5	<0.5	1	Advances	Even	Even
	2400	47	Downtown San Jose LRT Subway	VTA	\$1.9B	0	<0.5	<0.5	1	Even	Even	Even
	6106	48	Free Transit for Low-Income Households	Public/NGO Submission	\$0.1B	0	<0.5	<0.5	<0.5	Advances	Advances	Advances
	6101	49	Free Transit for All	Public/NGO Submission	\$0.1B	1	<0.5	<0.5	<0.5	Advances	Advances	Advances
Build Local Transit	4000	50	Oakland/Alameda Gondola Network	City of Oakland	\$1.1B	1	0.7	<0.5	2	Even	Advances	Even
	4001	51	Mountain View AV Network (Free Fare, Subsidies from Companies)	City of Mountain View	\$1.4B	1	<0.5	0.9	1	Advances	Advances	Advances
	2403	52	Vasona LRT Extension (Phase 2)	VTA	\$0.3B	0	0.7	<0.5	1	Advances	Advances	Even
	2412	53	SR-85 LRT (Mountain View to US101 interchange)	City of Cupertino	\$3.7B	0	<0.5	0.7	0.6	Even	Challenges	Even
	2408	54	Muni Metro T-Third Extension to South San Francisco	City of South San Fran..	\$1.8B	0	<0.5	<0.5	1	Challenges	Challenges	Even
	4002	55	Contra Costa Autonomous Shuttle Program	CCTA	\$3.4B	0	<0.5	<0.5	<0.5	Advances	Even	Challenges
	4003	56	Cupertino-Mountain View-San Jose Elevated Maglev Rail Loop	City of Cupertino	\$8.1B	1	<0.5	<0.5	<0.5	Challenges	Challenges	Challenges
	2402	57	San Jose Airport People Mover	VTA	\$1.4B	0	<0.5	<0.5	<0.5	Even	Challenges	Even
	2600	58	WETA Ferry Service Frequency Increase	WETA	\$0.4B	0	2	6	3	Challenges	Even	Even
	6006	59	Enhanced Regionwide Bike Infrastructure	MTG/ABAG	\$12.6B	0	1	3	3	Advances	Advances	Advances
Enhance Alternate Modes	2602	60	WETA Ferry Service: Berkeley - San Francisco	WETA	\$0.2B	0	<0.5	1	1	Advances	Even	Even
	2700	61	Bay Bridge West Span Bike Path	MTG/ABAG	\$0.8B	0	<0.5	1	0.5	Even	Challenges	Challenges
	2603	62	WETA Ferry Service: Redwood City - San Francisco - Oakland	WETA	\$0.3B	0	0.6	0.6	<0.5	Even	Even	Even
	4004	63	Regional Hovercraft Network	CCAG	\$2.6B	0	<0.5	0.6	<0.5	Even	Challenges	Advances
	6004	64	Bay Trail Completion	Public/NGO Submission	n/a	0	cannot be modeled			cannot be modeled		
	6005	65	Regional Bicycle Superhighway Network	Public/NGO Submission	n/a	0	cannot be modeled			cannot be modeled		

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							Rising Tides Falling Fortunes	Clean and Green	Back to the Future	Rising Tides Falling Fortunes	Clean and Green	Back to the Future
Build Road Capacity - High Cost	1001	66	Southern Crossing Bridge + New San Francisco-Oakland Transbay Rail Crossing - BART (Crossin..	Crossings Study	\$47.1B	1	0.6	1	2	Even	Even	Even
	3000	67	Regional Express Lanes (MTC + VTA + ACTC + US-101)	MTC/ABAG	\$12.1B	1	0.5	0.6	2	Challenges	Challenges	Challenges
	1005	68	Mid-Bay Bridge (I-238 to I-380) (Crossing 2)	Crossings Study	\$19.9B	2	<0.5	<0.5	1	Even	Challenges	Even
	1006	69	San Mateo Bridge Reconstruction and Widening (Crossing 1)	Crossings Study	\$15.7B	1	<0.5	<0.5	<0.5	Advances	Challenges	Even
Build Road Capacity - Low Cost	3101	70	I-680/SR-4 Interchange Improvements (Direct/HOV Connectors, Ramp Widening, Auxiliary Lan..	CCTA	\$0.4B	1	<0.5	2	3	Even	Challenges	Even
	3110	71	Union City-Fremont East-West Connector	ACTC	\$0.4B	1	0.7	1	3	Even	Even	Even
	3102	72	SR-4 Operational Improvements	CCTA	\$0.5B	1	<0.5	1	2	Challenges	Challenges	Even
	3104	73	I-80/I-680/SR-12 Interchange + Widening (Phases 2B-7)	STA	\$0.7B	2	<0.5	1	1	Challenges	Even	Even
	3103	74	SR-4 Widening (Brentwood to Discovery Bay)	CCTA	\$0.4B	1	<0.5	<0.5	6	Advances	Even	Challenges
	3106	75	SR-152 Realignment and Tolling	VTA	\$1.9B	2	2	<0.5	<0.5	Even	Challenges	Even
	3109	76	SR-262 Widening and Interchange Improvements	ACTC	\$1.2B	2	<0.5	<0.5	1	Even	Even	Challenges
	3100	77	SR-239 Widening (Brentwood to Tracy including Airport Connector)	CCTA	\$2.4B	1	<0.5	<0.5	0.9	Challenges	Advances	Challenges
	3105	78	SR-12 Widening (I-80 to Rio Vista)	STA	\$2.5B	2	<0.5	<0.5	0.7	Even	Challenges	Even
	5000	79	Bay Area Forward (Phase 1: Freeway Ramp and Arterial Components Only)	MTC/ABAG	\$0.6B	1	7	9	6	Challenges	Challenges	Challenges
Optimize Existing Freeway Network	6103	80	Demand-Based Tolling on All Highways with Means-Based Tolls	Public/NGO Submission	\$6.0B	1	2	0.8	9	Even	Even	Even
	6102	81	HOV Lane Network with per-mile fee for SOVs	Public/NGO Submission	\$7.7B	1	2	<0.5	5	Challenges	Challenges	Challenges
	3003	82	San Francisco Arterial HOV and Freeway HOT Lanes	SF	\$1.3B	0	0.5	0.9	3	Challenges	Challenges	Even
	2002	83	AC Transit Transbay Network: Capital Improvements + Service Increase	AC Transit	\$6.5B	0	0.5	0.8	1	Challenges	Challenges	Challenges
	6022	84	Bus Rapid Transit (BRT) on All Bridges: Dedicated Lanes + Service/Capacity Improvements	Public/NGO Submission	\$1.2B	0	0.6	1	<0.5	Advances	Advances	Even
	6020	85	Regional Express (ReX) Bus Network + Optimized Express Lane Network	Public/NGO Submission	\$41.0B	1	<0.5	0.7	0.5	Challenges	Challenges	Challenges
	5003	86	I-680 Corridor Improvements (BRT, Express Bus, Shared AVs, Gondolas)	CCTA	\$4.6B	0	<0.5	0.5	0.6	Even	Even	Even
	6104	87	Reversible Lanes on Top 10 Congested Bridges and Freeways	Public/NGO Submission	\$2.4B	1	<0.5	<0.5	<0.5	Challenges	Even	Advances
	6003	88	I-80 Corridor Overhaul with Per-Mile Tolling	Public/NGO Submission	\$3.9B	1	<0.5	<0.5	<0.5	Even	Challenges	Challenges
	6021	89	Bus Rapid Transit (BRT) on All Bridges: Dedicated Lanes only	Public/NGO Submission	\$0.2B	0	<0.5	<0.5	<0.5	Advances	Advances	Even
Resilience	6105	90	Timing Regulation of Freight Delivery	Public/NGO Submission	n/a	1	cannot be modeled			cannot be modeled		
	7002	91	I-580/US-101/SMART Marin Resilience Project	MTC/ABAG/BCDC	\$0.2B	0	>10	>10	>10	Challenges	Challenges	Challenges
	7005	92	SR-237 Resilience Project (Alviso)	MTC/ABAG/BCDC	\$0.2B	0	>10	n/a	>10	Even	n/a	Even
	7006	93	I-880 Resilience Project (South Fremont)	MTC/ABAG/BCDC	\$0.1B	0	>10	n/a	n/a	Challenges	n/a	n/a
	7004	94	SR-84 Resilience Project (Dumbarton Bridge, 101 Interchange)	MTC/ABAG/BCDC	\$0.2B	0	>10	n/a	n/a	Challenges	n/a	n/a
	7003	95	US-101 Peninsula Resilience Project (San Antonio Rd, Poplar Ave, Millbrae Ave)	MTC/ABAG/BCDC	\$0.2B	0	>10	n/a	n/a	Challenges	n/a	n/a
	7001	96	VTA LRT Resilience Project (Tasman West)	MTC/ABAG/BCDC	\$0.2B	0	5	5	8	Even	Advances	Even
	3200	97	SR-37 Long Term Project (Tolling, Elevation, Interchanges, Widening, Express Bus)	MTC/ABAG/North Bay ..	\$6.0B	2	2	2	0.7	Challenges	Challenges	Challenges

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Attachment B

WETA's Final List of Fiscally-Constrained Regionally-Significant Projects Plan Bay Area 2050

Point of Contact	Project Name	Project Type
WETA	Alameda Main Street/Oakland Ferry Frequency Increase	Enhancement
WETA	Berkeley-San Francisco Ferry	New Service + Vessels
WETA	Downtown SF – Gate A	New Facility
WETA	Harbor Bay Ferry Frequency Increase	Enhancement
WETA	Mission Bay Ferry	New Service + Vessels
WETA	Redwood City-San Francisco-Oakland Ferry	New Service + Vessels
WETA	Richmond Ferry Frequency Increase	Enhancement + Vessel
WETA	Seaplane Lagoon-San Francisco Ferry	New Service
WETA	South San Francisco and Frequency Increase	Enhancement + Vessel
WETA	Treasure Island Ferry	New Service + Vessels
WETA	Vallejo Ferry Frequency Increase	Enhancement

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

RESOLUTION NO. 2020-13

**APPROVE FINAL LIST OF REGIONALLY SIGNIFICANT PROJECTS
FOR INCLUSION IN PLAN BAY AREA 2050**

WHEREAS, on March 4, 2019, the Metropolitan Transportation Commission (MTC) issued a request for multi-county project sponsors to submit a list of regionally-significant projects by June 30, 2019 for Plan Bay Area 2050, an update to the nine-county Regional Transportation Plan/Sustainable Communities Strategy; and

WHEREAS, WETA is a multi-county transit operator and the regional project sponsor responsible for the development and expansion of water transit service in the nine-county Bay Area; and

WHEREAS, WETA has developed a proposed list of regionally-significant projects for Plan Bay Area 2050 in coordination with county transportation agencies and other partnering entities within its jurisdiction; and

WHEREAS, WETA has submitted its preliminary list of regionally-significant projects for Plan Bay Area 2050 to MTC prior to the June 30, 2019 deadline to do so; and

WHEREAS, the Board of Directors approved Resolution 2019-17 on July 11, 2019 endorsing the preliminary list of regionally-significant projects submitted to MTC for Plan Bay Area 2050; and

WHEREAS, In February, MTC completed its Project Performance Assessment and released its final findings for regionally-significant projects submitted for Plan Bay Area 2050; and

WHEREAS, MTC requires that governing bodies submit evidence endorsing their final list of regionally-significant projects; now, therefore, be it

RESOLVED, that the Board of Directors hereby approves the final list of regionally-significant projects submitted to MTC as evidence of its endorsement.

CERTIFICATION

The undersigned, Board Secretary, does hereby certify that the foregoing is a full, true and correct copy of a resolution duly and regularly adopted at a meeting of the San Francisco Bay Area Water Emergency Transportation Authority held on April 12, 2020.

YEA:

NAY:

ABSTAIN:

ABSENT:

/s/ Board Secretary

2020-13

END