

Members of the Board

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

Thursday, April 11, 2024 at 1:00 p.m.

**Port of San Francisco
Pier 1**

**San Francisco, CA
and**

Videoconference

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AGENDA

1. CALL TO ORDER
2. ROLL CALL/PLEDGE OF ALLEGIANCE
3. REPORT OF BOARD CHAIR **Information**
 - a. Chair's Verbal Report
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
 - i. Richmond Parking Update
 - ii. U.S. EPA Clean Ports Grant Program
 - iii. Statewide Zero-Emission Freight and Marine Program
 - b. Monthly Review of Financial Statements
 - c. Federal Legislative Update
 - d. State Legislative Update
 - e. Monthly Operations, Ridership, and Recovery Report
6. CONSENT CALENDAR **Action**
 - a. Approve Board Meeting Minutes – March 21, 2024
 - b. Authorize Submission of an Allocation Request to the California Department of Transportation for FY 2023/24 Low Carbon Transit Operations Program Grant Funds

**Water Emergency Transportation Authority
April 11, 2024 Meeting of the Board of Directors**

- | | | |
|-----|--|--------------------|
| 7. | <u>AUTHORIZE RELEASE OF A REQUEST FOR PROPOSAL FOR DESIGN AND CONSTRUCTION OF THREE NEW 149-PASSENGER BATTERY-ELECTRIC VESSELS</u> | Action |
| 8. | <u>ADOPT RESERVE POLICY</u> | Action |
| 9. | <u>DRAFT 2050 SERVICE VISION AND EXPANSION POLICY</u> | Information |
| 10. | <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.

PUBLIC COMMENTS WETA welcomes comments from the public.

If you know in advance that you would like to make a public comment during the meeting, 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. Comments will also be accepted in real time. 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 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 3
REPORT OF BOARD CHAIR

AGENDA ITEM 4
REPORTS OF DIRECTORS

NO MATERIALS

TO: WETA Board Members

FROM: Seamus Murphy, Executive Director

DATE: April 11, 2024

RE: Executive Director's Report

MV *Delphinus* Delivery and Christening

MV *Delphinus*, the second vessel built for the agency by Mavrik Marine, was delivered to the North Bay Operations and Maintenance Facility in Vallejo on Sunday, February 11. Staff worked with Blue & Gold Fleet and the shipyard to fast-track commissioning, receiving U.S. Coast Guard certification on the vessel by Friday, February 16. *Delphinus* entered service on Monday, February 19. It is currently operating on the Vallejo route but will be used throughout the system.

The agency hosted a christening ceremony for *Delphinus* in Vallejo on Monday, March 25. Speakers included Assemblymember Lori Wilson, Chair Wunderman, Director Dew, and Vallejo Mayor Robert McConnell. A community ride followed the ceremony.

U.S. EPA Clean Ports Grant Program

On February 28, a Notice of Funding Opportunity was announced by the U.S. Environmental Protection Agency for Clean Ports grants totaling nearly \$3 billion. Staff is working with the Port of San Francisco, an eligible grant applicant, to prepare an application for the \$2.8 billion Zero-Emission Technology Deployment Competition which will directly fund zero-emission port equipment and infrastructure to reduce mobile source emissions at U.S. ports. The Port and WETA are working to identify potential projects of mutual interest that would be competitive for the grant, including electrification of the Downtown San Francisco Ferry Terminal, buildout of the Mission Bay Ferry Landing, and potential new vessel(s) to service each facility. Staff has secured consultant services to assist with grant strategy and preparation, the cost of which will be shared with the Port of San Francisco. Applications are due May 28.

Statewide Zero-Emission Freight and Marine Program

The Volkswagen Environmental Mitigation Trust (VWTrust) was established to settle a lawsuit in the United States District Court for the Northern District of California about use of illegal emissions testing "defeat devices" in certain Volkswagen (VW) diesel vehicles. Funding through this Trust is being awarded to mitigate the excess oxides of nitrogen (NOx) emissions from these vehicles. The ZEFM Program will fund projects that accomplish one or more of the following:

- Scrap and replace heavy-lift forklifts, port cargo handling equipment, airport ground support equipment, or marine engines in ferries, tugboats and towboats with new, commercially available, zero-emission technologies, or
- Install shore power systems for oceangoing vessels at port terminals.

On February 28, at the recommendation of staff at CARB, SF Bay Ferry submitted an application to the Zero-Emission Freight and Marine grant program funded by the VW Trust. This request will fund 1) the conversion of the MV *Hydrus* engines from diesel to battery electric propulsion (\$13.16M) and 2) construction of an emergency electrical charging barge (\$25M), which can be used for new vessel commissioning to support sustained electric ferry operations during an emergency response activation. Future requests for the VW grant or other CARB grants are anticipated to fund the battery electric conversion of the other three vessels in the *Hydrus* Class (*Cetus*, *Argo*, and *Carina*).

Richmond Parking Update

An agreement between SF Bay Ferry and the City of Richmond specifies that the parking lots adjacent to the ferry terminal will be available for ferry riders and will also be available for public use. Ridership on the Richmond route has grown to the point that the lots are regularly full on weekdays. Tenants of the adjacent Craneway Pavilion recently converted the pavilion space to an athletic facility that is anticipated to draw regular daily customers further restricting the availability of parking for ferry riders. Staff has raised concerns about this issue resulting in reduced ridership demand on the Richmond route. City staff agreed to review the issue and discuss potential solutions.

San Francisco Bay Ferry Service Schedule Update

The schedule for San Francisco Bay Ferry services will be updated effective April 8. In general, the schedule maintains service levels implemented as part of the Pandemic Recovery Program as the region continues to strive toward transit ridership recovery. A minor adjustment is being made to the Vallejo weekday service schedule which will shift the departure time of an afternoon trip from San Francisco to better accommodate the needs of construction and service industry workers. Staff conducted a survey with riders and received overwhelmingly positive feedback regarding the proposed change. As part of this update effort, staff has also worked with its contract operator to advance regional efforts to ensure better schedule coordination among Bay Area transit operators. Consistent with the goals of the Transit Transformation Action Plan, crew signup dates administered by Blue & Gold Fleet will now be aligned with those of other operators.

Regional Transportation Measure

On March 18, Senators Scott Wiener (D-San Francisco) and Aisha Wahab (D-Silicon Valley) announced Senate Bill 1031, The Connect Bay Area Act, a consolidation of two previously introduced bills by Senators Weiner and Wahab, SB 925 and SB 397. SB 1031 authorizes a Bay Area ballot measure to provide transportation funding on the 2026 ballot or later and require operational reforms for transit agencies and a consolidation assessment beginning next year. The bill authorizes the Metropolitan Transportation Commission (MTC) to propose a measure generating a minimum of \$750 million per year in revenue to stabilize transit systems' operations, avoid service cuts, and make service better, plus additional funds to improve roadways and other physical transportation projects. It also advances a series of reforms, to begin in 2025, to provide a more seamlessly integrated experience for public transportation riders, including by integrating schedules, fares, and maps among systems and requiring the 27 transit operators to be assessed for consolidation.

There will likely be many changes to this legislation over the next few weeks and months as MTC and the Senators staff confer with stakeholders. Moving forward, the bill will be heard in the Senate Transportation Committee (Chair Cortese, San Jose) on April 23, the Senate Revenue and Taxation Committee (Chair Glazer, Orinda) on April 25, with a key Senate Appropriations Committee (Chair Caballero, Fresno) deadline in mid-May.

In preparation for these hearings, on April 12, the Joint MTC ABAG Legislation Committee will be an important date to focus on as key legislative and policy issues will be discussed. WETA staff will continue to participate in the regional stakeholder group meetings as this bill progresses.

END

MEMORANDUM

TO: Board Members

FROM: Seamus Murphy, Executive Director
Erin McGrath, Chief Financial Officer

SUBJECT: Review of FY 2023/24 Financial Statements Ending February 29, 2024

Recommendation

There is no recommendation associated with this informational item.

Financial Statements Summary

This report provides a summary of financial activity for the first six months of the Fiscal Year. Actual revenue and expense are reflected as of February 29 against the Fiscal Year 2023/24 approved budget.

Revenue and expense to date for operations is \$38.6 million and is within the approved budget. The table below shows a summary, with 67% of the fiscal year completed, compared to budget. The utilization rate on Federal Revenue continues to be high compared to other sources due to an uneven utilization of that fund source till it is exhausted. Bridge Tolls and State Operating revenue will then be utilized.

Operating Budget vs. Actual	Year - To - Date		Annual	
	FY2022/23	FY2023/24	FY2023/24	% of
	Actual	Actual	Approved	FY 2023/24
	Prior YTD	Current YTD	Budget	Budget
Revenue:				
Fare Revenue	\$ 6,840,663	\$ 8,210,523	\$ 12,757,159	64%
Federal - COVID-19 Relief Funds	18,368,148	19,897,383	20,214,365	98%
Bridge Toll Revenues	9,411,285	7,743,945	25,759,450	30%
State Operating Assistance	N/A	-	3,238,254	0%
Contra Costa Measure J	2,472,737	2,507,811	3,761,720	67%
Other Revenue	257,736	226,216	2,696,074	8%
Total Operating Revenues	\$ 37,350,570	38,585,878	\$ 68,427,022	56%
Expense:				
Ferry Services (all)	\$ 35,357,615	\$ 36,613,210	\$ 64,481,828	57%
Planning & Administration	1,992,954	1,972,668	3,945,194	50%
Total Operatings Expenses	\$ 37,350,570	\$ 38,585,878	\$ 68,427,022	56%
Farebox Recovery % (Regular Service)	19%	23%		

Capital Budget expenses, as shown below, are \$21.8 million to date. Significant expenses during the month included payments for the Bay Breeze and Solano replacement projects and for the Delphinus vessel.

Capital Budget vs. Actual	FY2023/24 Actual Current YTD	FY2023/24 Approved Budget*	% of FY 2023/24 Budget
Revenue:			
Federal Funds	\$ 11,771,640	\$ 34,198,787	34%
State Funds	2,838,367	19,291,217	15%
Bridge Toll Revenues	3,944,681	20,017,064	20%
Other Revenues	3,292,214	4,471,710	74%
Total Capital Revenues	\$ 21,846,902	\$ 77,978,778	28%
Expense:			
Total Capital Expenses	\$ 21,846,902	\$ 77,978,778	28%

The financial reports attached show the more detailed operating, administrative, and capital activity for the month of February, year-to-date amounts against budget for the fiscal year, and historical comparisons of operating expense against the prior year.

Investment Report

The total monthly balance held in both the Local Agency Investment Fund (LAIF) and our commercial bank as of January 31 is \$24,082,012.

Fiscal Impact

There is no fiscal impact associated with this informational item.

END

**San Francisco Bay Area Water Emergency Transportation Authority
FY 2023-24 Operating & Administration Revenue and Expense
Through the Month Ending 2/29/24**

% of Year Elapsed 67%

	Month Feb-24 Actual	Year - To - Date		Total FY2023-24 Budget	Total Budget
		FY2022-23 Actual	FY2023-24 Actual		
OPERATING EXPENSE					
FERRY OPERATIONS:					
Harbor Bay Ferry Service (AHBF)					
Vessel Crew Labor	\$126,350	\$1,051,106	1,139,142	\$1,825,501	62%
Vessel Fuel	78,287	\$731,802	655,804	1,087,800	60%
Vessel Operations & Maintenance	95,328	\$313,526	383,558	830,241	46%
Facility Operations & Maintenance	73,490	\$411,570	514,027	798,286	64%
System Expense	54,987	\$465,471	486,809	1,008,100	48%
Total Harbor Bay Farebox Recovery - AHBF	\$428,442	\$2,973,475	\$3,179,340	\$5,549,929	57%
	20%	16%	21%	15%	
Alameda/Oakland Ferry Service (AOFS)					
Vessel Crew Labor	\$303,240	\$2,830,039	\$2,729,755	\$4,381,204	62%
Vessel Fuel	212,494	\$2,097,354	1,830,987	2,952,600	62%
Vessel Operations & Maintenance	138,137	\$817,464	594,227	1,169,544	51%
Facility Operations & Maintenance	185,492	\$1,141,249	1,327,439	2,056,349	65%
System Expense	137,802	\$1,340,295	1,314,979	2,545,914	52%
Total Alameda/Oakland Farebox Recovery - AOFS	\$977,165	\$8,226,401	\$7,797,386	\$13,105,611	59%
	17%	22%	26%	26%	
Vallejo Ferry Service (Vallejo)					
Vessel Crew Labor	\$328,510	\$3,146,973	\$3,175,688	\$4,928,854	64%
Vessel Fuel	503,276	\$4,682,914	4,296,232	\$7,148,400	60%
Vessel Operations & Maintenance	191,489	\$955,829	963,933	\$1,290,015	75%
Facility Operations & Maintenance	289,753	\$2,484,171	2,513,325	4,687,016	54%
System Expense	169,191	\$1,485,834	1,561,042	3,141,546	50%
Total Vallejo Farebox Recovery - Vallejo	\$1,482,219	\$12,755,722	\$12,510,219	\$21,195,831	59%
	24%	25%	29%	28%	
South San Francisco Ferry Service (SSF)					
Vessel Crew Labor	\$113,715	\$785,266	\$1,064,941	\$1,642,951	65%
Vessel Fuel	67,103	\$538,549	616,007	777,000	79%
Vessel Operations & Maintenance	164,381	\$267,148	532,831	929,482	57%
Facility Operations & Maintenance	59,748	\$414,581	492,946	761,156	65%
System Expense	46,698	\$267,038	336,302	860,610	39%
Total South San Francisco Farebox Recovery - SSF	\$451,646	\$2,272,582	\$3,043,026	\$4,971,200	61%
	5%	7%	7%	6%	
Richmond Ferry Service (Richmond)					
Vessel Crew Labor	\$227,430	\$2,143,211	\$2,103,701	\$3,285,903	64%
Vessel Fuel	156,575	\$1,428,765	1,278,408	2,175,600	59%
Vessel Operations & Maintenance	146,767	\$402,559	561,638	1,136,367	49%
Facility Operations & Maintenance	153,358	\$817,836	1,101,761	1,720,952	64%
System Expense	109,327	\$624,338	788,291	1,898,232	42%
Total Richmond Farebox Recovery - Richmond	\$793,457	\$5,416,709	\$5,833,799	\$10,217,053	57%
	10%	10%	12%	10%	

(continued on next page)

San Francisco Bay Area Water Emergency Transportation Authority
FY 2023-24 Operating & Administration Revenue and Expense
Through the Month Ending 2/29/24

% of Year Elapsed 67%

	Month Feb-24 Actual	Year - To - Date		Total FY2023-24 Budget	Total Budget
		FY2022-23 Actual	FY2023-24 Actual		
OPERATING EXPENSE (continued)					
Seaplane Lagoon Ferry Service (SPL)					
Vessel Crew Labor	\$164,255	\$1,333,400	\$1,473,999	\$2,190,602	67%
Vessel Fuel	100,655	\$991,205	891,367	1,398,600	64%
Vessel Operations & Maintenance	95,200	\$425,390	367,274	745,262	49%
Facility Operations & Maintenance	100,481	\$397,902	688,688	1,018,718	68%
System Expense	70,661	\$537,792	627,613	1,351,283	46%
Total Seaplane Lagoon Farebox Recovery - SPL	\$531,253 20%	\$3,685,689 18%	\$4,048,941 24%	\$6,704,465 18%	
Sub-Total Ferry Operations (Ongoing Service)	\$4,664,181	\$35,330,577	\$36,412,711	\$61,744,087	59%
Farebox Recovery	18%	19%	23%	21%	
Hydrogen Demostration Project (Sea Change)	\$46,976.00	27,038	\$ 198,227	\$1,737,741	11%
Oakland Estuary Demonstration Project	\$2,272	N/A	2,272	\$1,000,000	0%
Subtotal Ferry Operations (All)	\$4,713,429	\$35,357,615	\$36,613,210	\$64,481,828	57%
PLANNING & ADMINISTRATION:					
Wages and Fringe Benefits	\$201,781	\$1,399,537	\$1,494,816	\$2,437,349	61%
Professional & Other Services	127,877	971,970	804,377	2,046,600	39%
Information Tech., Office, Supplies	(312)	58,776	15,041	148,800	10%
Utilities/Communications	2,313	12,894	14,240	31,700	45%
Insurance	1,929	16,298	19,462	25,508	76%
Dues, Memberships, Misc.	11,193	46,397	84,942	123,440	69%
Leases and Rentals	21,274	163,352	169,907	267,040	64%
Admin Overhead Expense Transfer	(81,673)	(676,269)	(630,116)	(1,135,242)	56%
Sub-Total Planning & Gen Admin	\$284,382	\$1,992,954	\$1,972,668	\$3,945,194	50%
Total Operating Expense	\$4,997,811	\$37,350,570	\$38,585,878	\$68,427,022	56%
OPERATING REVENUE					
Fare Revenue	\$820,778	\$6,840,663	\$8,210,523	\$12,757,159	64%
Federal Operating Assistance	2,711,745	18,368,148	19,897,383	20,214,365	98%
Regional - Bridge Toll	1,102,563	9,411,285	7,743,945	25,759,450	30%
State Operating Assistance		N/A	-	3,238,254	0%
Regional - Contra Costa Measure J	313,476	2,472,737	2,507,811	3,761,720	67%
Other Revenue	49,248	\$257,736	226,216	2,696,074	8%
Total Operating Revenue	\$4,997,811	\$37,350,570	\$38,585,878	\$68,427,022	56%

San Francisco Bay Area Water Emergency Transportation Authority
FY 2023/24 Capital Revenue and Expense
Through the Month Ending 2/29/24

Project Description	Feb-24 Total	Total Project Budget	Prior Year Expense	Total FY2023/24 Budget	Year-To-Date FY2023/24 Actual	Total Future Year	% of Total Project Budget
CAPITAL EXPENSES:							
FACILITIES:							
Electrification							
Zero Emission Float Electrification	\$ 105,671	\$ 15,055,880	\$ 276,292	\$ 13,007,000	\$ 281,946	\$ 1,772,588	4%
Shoreside Electrical Initiative (Planning Phase)		2,541,685		2,417,000	-	124,685	0%
Terminal Improvement							
Terminal Rehabilitation - Alameda Main Street	40,874	9,760,000	1,779,132	7,980,868	7,375,310	0	94%
Passenger Float Rehabilitation - South San Francisco	3,689	908,500	601,192	190,250	3,689	117,058	67%
Terminal Dredging - Vallejo	8,283	2,842,000	-	2,842,000	2,262,267	-	80%
Terminal Reconfiguration - Vallejo	48,310	16,696,000	62,059	440,117	258,649	16,193,824	2%
Central Bay Terminal Expansion		1,849,000	937	550,000	-	1,298,063	0%
Passenger Float Rehabilitation - Pier 9		1,362,000	-	1,362,000	-	-	0%
Mission Bay Ferry Landing Project		6,000,000	-	6,000,000	-	-	0%
Berkeley Pier/Ferry Project		3,000,000	-	3,000,000	-	-	0%
Oakland Expansion Feasibility		900,000	-	900,000	-	-	0%
Temporary Floats (emergency)		445,000	-	445,000	-	-	0%
FERRY VESSELS:							
Vessel Construction							
New Commuter Class High-Speed Vessels - (Two)	297,405	30,115,000	26,449,977	2,557,000	2,431,641	1,108,023	96%
All Electric Expansion Small Vessels	2,310	13,250,450	106,893	2,000,000	93,976	11,143,557	2%
Replacement Vessels - MV Bay Breeze and Solano	939,398	37,902,400	11,652,246	7,359,400	6,254,406	18,890,754	47%
Replacement Vessel - MV Intintoli	9,181	26,446,700	377,522	7,370,000	165,007	18,699,178	2%
Replacement Vessel - MV Mare Island	2,128	26,500,000	-	4,120,000	11,844	22,380,000	0%
Vessel Acquisition - 28' Workboat		240,000	-	240,000	322	-	0%
Vessel Rehabilitation and Refurbishment							
Vessel Engines Conversion - Gemini Class Vessels **		N/A**	-	N/A**	88,573	-	0%
Vessel Mid-Life Refurbishment - MV Gemini	8,880	4,488,000	-	4,488,000	10,551	-	0%
Vessel Waterjet System Upgrade - Pyxis Class Vessels	1,771	700,000	-	350,000	213,201	350,000	30%
Vessel Mid-Life Refurbishment & Engine Overhaul - MV Pisces		4,679,000	-	4,354,000	8,381	325,000	0%
Vessel Quarter Life Refurbishment - MV Hydrus		2,252,000	-	238,700	-	2,013,300	0%
Engine Overhauls - FY22/FY23		2,235,000	907,191	1,129,943	403,203	197,867	59%
Engine Overhauls - FY24	-	2,010,000	-	1,900,000	912,162	110,000	45%
Major Waterjet Projects	5,987	1,404,500	-	1,404,500	756,591	-	54%
Spare Parts	236,562	1,333,000	-	1,333,000	315,183	-	24%
Total Capital Expenses	\$1,710,448	\$214,916,115	\$42,213,440	\$77,978,778	\$21,846,902	\$94,723,896	
CAPITAL REVENUES:							
Federal Funds	\$813,009	\$112,540,737	\$12,109,513	\$34,198,787	\$11,771,640	\$66,232,437	21%
State Funds	297,316	54,168,310	22,276,784	19,291,217	2,838,367	12,600,309	46%
Regional - Bridge Toll	554,443	42,878,054	6,626,505	20,017,064	3,944,681	16,234,485	25%
Local	45,680	5,329,014	1,200,638	4,471,710	3,292,214	(343,334)	84%
Total Capital Revenues	\$1,710,448	\$214,916,115	\$42,213,440	\$77,978,778	\$21,846,902	\$94,723,897	

** Retention Payment from Authorized FY23 Project Occuring after Close of FY23

San Francisco Bay Area Water Emergency Transportation Authority
February 2024 Investment Report

	Feb-24
Bank of America (Checking)	\$2,215,970
Bank of America (Prop 1B)	257,361
Bank of America (Measure B/BB)	7,793,478
Local Agency Investment Fund (LAIF)	13,815,202
Total	\$ 24,082,012

TO: WETA Board Members

**FROM: Peter Friedmann, WETA Federal Legislative Representative
Ray Bucheger, WETA Federal Legislative Representative
Madison Hite, WETA Federal Legislative Representative**

SUBJECT: WETA Federal Legislative Board Report – April 2024

This report covers the following topics:

- **FY25 Appropriations Process is Fully Underway – Seeking Funding for WETA Priorities**
 - ***FY25 Programmatic Appropriations Requests – Funding for Public Ferry Programs***
 - ***WETA Congressionally Directed Spending Request***
- **Update on Ferry Service Expansion Act**

FY25 Appropriations Process is Fully Underway – Seeking Funding for WETA Priorities

The FY25 appropriations process is finally hitting stride, after an odd start due to FY24 delays. The President delivered his budget request to Congress on March 11th, and many offices have started releasing their forms for Congressionally Directed Spending (CDS) requests and Programmatic requests. *Programmatic funding requests* are requests to Congress to fund an authorized federal program at a specific level or to include language directing a federal agency to implement a program a specific way. *Congressionally Directed Spending (CDS) requests*, formerly referred to as earmarks and called Community Project Funding (CPF) requests in the House, are requests to Congress to fund specific projects for specific organizations.

We are seeking both types of appropriations requests on behalf of WETA.

FY25 Programmatic Appropriations Requests – Funding for Public Ferry Programs

WETA is advocating for increased funding for two federal grant programs that are dedicated to public ferries:

- Funding for the Electric or Low-Emitting Ferry Pilot Program authorized by Section 71102 of the Infrastructure Investment and Jobs Act (IIJA). The IIJA provided advanced appropriations for this program (\$50 million per year for five years for a total of \$250 million) and authorized additional funding which is subject to annual appropriations. WETA has requested that Congress fund the entire authorized amount for FY25, which is \$50 million.

- Additional funding for the FTA 5307(h) ferry program. WETA has received numerous grants through this competitive grant program, which is funded at \$30 million per year. WETA has requested that the Appropriations Committee “plus-up” the FTA 5307(h) ferry program by at least \$20 million. The FY21, FY22, FY23 and FY24 Transportation-HUD Appropriations bills all provided additional money for the FTA program, thanks in part to WETA’s advocacy.

In the Senate, WETA submitted programmatic appropriations requests to Senators Padilla and Butler and have encouraged members of the Public Ferry Coalition to submit requests to their own Senators. In the House, Congressman John Garamendi is asking his colleagues to sign onto a letter to Appropriations Committee leadership, requesting additional funding for these programs. We have encouraged the Bay Area House delegation to sign onto this letter and have asked members of the Public Ferry Coalition to press their own House members to do the same.

WETA Congressionally Directed Spending Request

WETA has submitted a CDS request to Senators Padilla and Butler for \$2.8 million to electrify the Treasure Island Ferry Terminal. Funding will be used to install a low-voltage electrical service connection between the terminal and the local electrical grid and extend electrical infrastructure onto the pier and passenger float, including conduit, conductors, electrical and changing components and a vessel mooring system. The Treasure Island Ferry Terminal was opened for service in 2022 and currently, ferry service is provided to Downtown San Francisco Ferry Terminal with diesel propulsion ferries. WETA was able to gather 25 letters of support for this important request. We will also submit this request to Congresswoman Pelosi when her form is live. We are working with WETA staff to meet with the offices of Senator Padilla, Butler, and Congresswoman Pelosi to brief them on the request.

Update on Ferry Service Expansion Act

We are continuing to work towards reintroduction of the Ferry Service Expansion Act. This legislation would increase the funding level for the Federal Highway Administration’s (FHWA) Ferry Boats and Ferry Terminal Facilities Formula (Grant) Program and the Federal Transit Administration’s (FTA) Passenger Ferry (Competitive) Grant Program. The bill would also make permanent the Electric or Low-Emitting Ferry Pilot Program that was created by the Infrastructure Investment and Jobs Act (IIJA).

To ensure that funding for public ferry service remains a bipartisan issue, we have been working with Congressman John Garamendi and Senator Maria Cantwell to identify House and Senate Republicans that are willing to lead on this legislation. We have been successful in the House – Congresswoman Nicole Malliotakis (R-NY) has agreed to partner with Rep Garamendi on this important legislation. We are still working the Public Ferry Coalition to identify a Republican in the Senate that is willing to take the lead but are hopeful we can be successful in the coming weeks.

Respectfully Submitted,
Peter Friedmann, Ray Bucheger and Madison Hite



1415 L Street
Suite 1000
Sacramento
CA, 95814
916-446-4656

April 1, 2024

TO: Board of Directors - San Francisco Bay Area Water Emergency Transportation Authority

FM: Matt Robinson, Partner
Michael Pimentel, Legislative Advocate

RE: **STATE LEGISLATIVE UPDATE – April 2024**

General Update

The Legislature returned from its Spring Recess on April 1 and will continue hearing bills in policy committees. As we reported last month, hundreds of bills were introduced as “spot bills,” but have since been amended to include substantive proposals. April will be a busy month because policy committees only have until April 26 to hear bills with fiscal impacts. Bills must also move out of the first house by May 24. For more information about key legislative and budget deadlines, see the adopted 2024 Legislative Calendar available [here](#).

Bay Area Regional Measure Legislation Amended

The effort to authorize the San Francisco Bay Area to propose a regional measure to fund transportation, dubbed *Connect Bay Area*, will now advance as SB 1031 (Wiener and Wahab). The bill was amended on March 18 to include substantive language authorizing the regional measure, amongst numerous other policy proposals. Related to the funding measure, SB 1031 includes various revenue mechanisms (sales tax, employer tax, vehicle fees, property related fees) and identifies the funding priorities for the revenue generated from the measure, focusing on transit operations and transformation, safe streets and pothole repair, connectivity/mobility improvements, and climate resilience. The bill does not yet include provisions for highway expansion projects. Additionally, the bill requires a minimum investment of \$750 million annually for transit operations and transformation.

In addition to the funding measure, SB 1031 includes provisions for transit governance and targets for transit operations (common fare payments/structures, acceptance of a regional transit pass, a common fare transfer policy, etc.), many of which stem from recent Seamless Bay Area efforts. The bill would establish clear control for MTC over both historical transit formula funding (STA and LTF), as well new measure money, and condition access to those funds on adherence to the abovementioned governance structure and operational targets. The bill also includes a maintenance of effort provision to access regional measure funds.

Finally, SB 1031 includes a detailed consolidation study and implementation plan, requiring CalSTA to enlist a transportation institute to conduct a study of transit in the Bay Area and then, based on the

study, recommend a comprehensive plan to consolidate all of the transit agencies that are located in the San Francisco Bay area. The Transportation Agency shall complete the plan on or before January 1, 2027.

Governor Newsom and Legislative Leaders Announce Agreement to Take Early Action on State Budget

On March 20, Governor Gavin Newsom, Senate President pro Tempore Mike McGuire (D-North Coast), and Assembly Speaker Robert Rivas (D-Salinas) announced that they reached agreement to take early action to address the budget deficit. At this stage, the only information available about the agreement is that it represents "budgets solutions" worth \$12 billion to \$18 billion. The announcement follows the release of the Senate Early Action Budget on March 14. Dubbed "Shrink the Shortfall," the Senate's Early Action Budget would reduce the budget deficit by \$17 billion. Notably, the Governor's proposed Fiscal Year 2024-25 budget and the Senate's Early Action Budget preserve the state's \$5.1 billion commitment to public transit agencies but extend the appropriation timeline for the \$2 billion the state committed to appropriate to the population-based TIRCP in FY 2024-25. The Assembly has not yet released a proposed Early Action Budget.

Governor Newsom Reappoints Lee Ann Eager to California Transportation Commission

On March 29, Governor Newsom reappointed Lee Ann Eager to the California Transportation Commission. Eager has served on the Commission since 2020 and is its immediate past chair. Prior to joining the Commission, Eager was President and Chief Executive Officer of the Fresno County Economic Development Board. She is currently a member of the California Workforce Development Board, the California Partnership for the San Joaquin Valley, the Fresno State Transportation Institute and Fresno Works.

Sponsored Legislation

AB 2061 (Wilson) State Sales Tax Exemption: Zero-Emission Ferries (SPONSOR)

This bill would, through January 1, 2030, exempt the purchase of zero-emission ferries by public transit agencies from the state portion of the sales and use tax.

Legislation of Interest

SB 532 (Wiener) Bridge Toll Increase for Transit Operations

This bill, as currently drafted, would temporarily raise tolls on seven state-owned bridges in the Bay Area by \$1.50 for five years, generating approximately \$180 million annually. SB 532 would direct this revenue to the Metropolitan Transportation Commission to help eligible transit operators avoid service cuts and maintain operations and to transform transit service pursuant to MTC's adopted Transit Transformation Action Plan, or to make specific safety, security, reliability, or cleanliness improvements. SB 532 is co-authored by a group of lawmakers, including Senators Cortese and Becker, and Assembly Members Haney, Ting, Lee, Bonta, and Wicks.

SB 537 (Becker) Open Meetings: Multijurisdictional, Cross-County Agencies: Teleconferences

The bill would authorize the legislative body of a multijurisdictional, cross-county agency, as specified, to use alternate teleconferencing provisions if the eligible legislative body has adopted an authorizing resolution, as specified. The bill would also require the legislative body to provide a record of attendance and the number of public comments on its internet website within 7 days after a teleconference meeting, as specified. The bill would require at least a quorum of members of the legislative body to participate from locations within the boundaries of the territory over which the local

agency exercises jurisdiction. The bill would require the legislative body to identify in the agenda each member who plans to participate remotely and to include the address of the publicly accessible building from each member who will participate via teleconference. The bill would prohibit a member from participating remotely pursuant to these provisions unless the remote location is the member's office or another location in a publicly accessible building and is more than 40 miles from the location of the in-person meeting. The bill would repeal these alternative teleconferencing provisions on January 1, 2028.

SB 925 (Wiener) San Francisco Bay Area: Local Measure: Transportation Improvements

This bill would state the intent of the Legislature to enact subsequent legislation to authorize the Metropolitan Transportation Commission to propose a revenue measure to the voters in its jurisdiction to fund the operation, expansion, and transformation of the Bay Area's public transportation system, as well as other transportation improvements. **This effort will now be in SB 1031 (Wiener).**

SB 926 (Wahab) San Francisco Bay Area: Public Transportation

This bill would require the California State Transportation Agency to develop a plan to consolidate all transit agencies that are located within the geographic jurisdiction of the Metropolitan Transportation Commission. **This effort will now be in SB 1031 (Wiener).**

SB 960 (Wiener) Complete Streets Projects on the State Highway System

This bill would require all transportation projects funded or overseen by Caltrans to provide "comfortable, convenient, and connected complete streets facilities" unless exempt pursuant to the bill and would require the SHOPP asset management plan to prioritize the implementation of "comfortable, convenient, and connected facilities" for pedestrians, bicyclists, and transit users on all projects in the program. The bill would require the CTC to adopt 4-year and 10-year objective targets and performance measures reflecting state transportation goals and objectives, including for complete streets assets that reflect the existence and conditions of bicycle, pedestrian, and transit facilities on the state highway system. The bill would require Caltrans and CTC to use the updated asset management plan and to guide the selection of transit priority projects for the SHOPP.

This bill would define "transit priority project" as a roadway design, operations, and enforcement action, treatment, or project that helps transit buses and other transit vehicles avoid traffic congestion, reduce signal delays, and move more predictably and reliably. The bill would require Caltrans to adopt a policy on transit priority projects for state and local highways and require Caltrans to take certain actions to streamline the approval of transit priority projects. The bill would require Caltrans to establish 4-year and 10-year targets for the fast and reliable movement of transit vehicles on state highways. Finally, this bill would require the Caltrans to establish a process to streamline the approval of pedestrian facilities, traffic calming improvements, bicycle facilities, and transit priority projects at locations where a local highway is above, below, or otherwise intersects with, a conventional state highway.

SB 1031 (Wiener) Bay Area Transportation Regional Measure / Transit Consolidation

This bill would provide the Metropolitan Transportation Commission with the authority to propose a regional measure to fund transportation, dubbed Connect Bay Area. Additionally, the bill includes provisions for transit governance and targets for transit operations; provides clear control for MTC over both historical transit formula funding (STA and LTF), as well as new measure money, and condition access

to those funds on adherence to the abovementioned governance structure and operational targets; and requires CalSTA to conduct a study to consolidate all of the transit agencies in the Bay Area.

AB 1837 (Papan) San Francisco Bay Area: Public Transportation

Modeled after the work underway at MTC, this bill would create the Regional Network Management Council as an 11-member council to provide leadership and critical input on regional transit policies, and to provide executive guidance on regional transit policies and actionable implementation plans in pursuit of transformative improvements in the customer experience San Francisco Bay area transit.

AB 2824 (McCarty) Transit Employee Assaults

Currently a spot bill, this legislation will be amended to enhance penalties for individuals who commit assault or battery against a public transit operator or employee. This bill also allows transit agencies to prohibit individuals convicted of assault or battery from entering transit facilities and vehicles using a more streamlined process. This bill is sponsored by the California Transit Association.

MEMORANDUM

TO: Board Members

FROM: Seamus Murphy, Executive Director
Michael Gougherty, Planning & Development Manager
Timothy Hanners, Operations & Maintenance Manager
Gabriel Chan, Transportation Planner
Joseph Ramey, Operations Analyst

SUBJECT: Monthly Operations, Ridership, and Recovery Report – April 2024

Background

Operations

Following the implementation of the new Swiftly system for ridership and service operations data in January 2023, staff are now able to develop accurate and real-time on-time performance and reliability reports. Staff will now aggregate and publish this data in the Monthly Operations, Ridership, and Recovery Report.

The following metrics are now included in this report:

- **On-Time Trips:** Trips arriving early, on-time, or less than five minutes after the scheduled arrival time.
- **Late Trips:** Trips arriving five minutes or more past the scheduled arrival time.
- **Cancelled Trips:** Cancelled trips not replaced by a substitute (backup) vessel.
- **On-Time Performance (OTP):** The percentage of total trips that arrived early, on-time, or less than five minutes after the scheduled arrival time.
- **Service Reliability:** The percentage of scheduled trips that were operated, after adjusting for trips cancelled.

In addition, staff will compare on-time performance and service reliability metrics of other ferry operators to those of WETA moving forward. On-time performance and reliability data will be sought from the following public ferry operators:

- Golden Gate Ferry
- Washington State Ferries
- Kitsap Transit
- Staten Island Ferry
- NYC Ferry
- Massachusetts Bay Transportation Authority (MBTA) Ferry

This new component of the monthly report will also inform potential initiatives that staff can pursue to improve on-time performance and reliability along with input from the Board and others.

Ridership Recovery

The WETA Pandemic Recovery Plan (Plan) began on July 1, 2021 with the enhancement of the Vallejo, Oakland & Alameda, and Richmond routes, the restart of the suspended Harbor Bay route, and the launch of the new Alameda Seaplane route. The following weekend also marked the relaunch of weekend service on the Vallejo, Oakland & Alameda, and Richmond routes. WETA relaunched the South San Francisco service in November 2021.

The Plan enhanced service during midday and weekend periods to reflect changing demands from regular commuters and recreational riders. Lower fares, more in line with parallel transit options such as BART or Transbay buses, is an additional feature of the Plan. This report provides a monthly update on ridership trends, comparisons to historical data and other regional transit operators, as well as upcoming service adjustments.

Discussion

Operations

Highlights:

- Overall, WETA's on-time performance and service reliability remained consistently high from month-to-month during the first three months of 2024.
- **On-time performance** averaged 98.2% systemwide January through March 2024 compared to 97.1% for the same period in 2023, an increase of 1.1 percentage points.
- On-time performance is generally consistent for weekends and weekdays, and across routes, with minor variations from month-to-month.
- **Service reliability** averaged 98.9% systemwide January through March 2024 compared to 98.5% for the same period in 2023, a slight increase of 0.4 percentage points.
- There was a total of 136 trip segments cancelled in January through March combined, compared to 12,300 trip segments provided during these months. Cancelled trips represented 1.1% of total scheduled trips during this period. Cancellations in January were primarily due to a series of vessel mechanical failures, as discussed below. Cancellations in February mainly occurred on Sunday, February 4th, when WETA suspended operations due to hazardous weather conditions associated with a strong storm event during that time. March had significantly fewer cancellations with just 16 trips cancelled compared to 50 trips in January and 70 trips cancelled in February.
- With the recent addition of the Delphinus vessel, we now have 17 vessels in our fleet. This vessel provides additional capacity to maintain regular service, especially during periods where a vessel is out of service for repairs and regular maintenance.
- As noted in the February report, we have actively engaged and scheduled an independent third-party audit of our maintenance systems to understand whether there are any areas of the maintenance program that could be improved upon to help minimize future equipment failures. Since the last Board Meeting the Operations team has performed a kick-off meeting with the maintenance auditors. The auditors are actively engaged in planning, gathering documents, and familiarizing themselves with our maintenance programs. The Operations team will provide updates to the Board on the progress of the auditors' work and findings as this project moves forward.
- WETA has similar, if not higher, levels of on-time performance and reliability compared to other public ferry operators analyzed. WETA's on-time performance in 2023 averaged 96.8% compared to 94.4% for other selected public ferry operators considered in this report. WETA's reliability performance in 2023 averaged 99.4% compared to 98.6% for the other public ferry operators analyzed. WETA will continue to track and monitor this data in 2024 as it becomes available.
- On-time performance and reliability data for the month of April will be provided in the May Monthly Operations, Ridership, and Recovery Report.

Ridership Recovery

Ridership through February 2024 has remained consistent with patterns all year. WETA continues to perform at or slightly above projections set forth in the budget for the fiscal year. Ridership recovery compared to 2019 is just below 80% and we expect ridership to continue to increase throughout the spring and summer months. Projections are aggressive starting in April, and staff will continue to monitor.

Recommendations

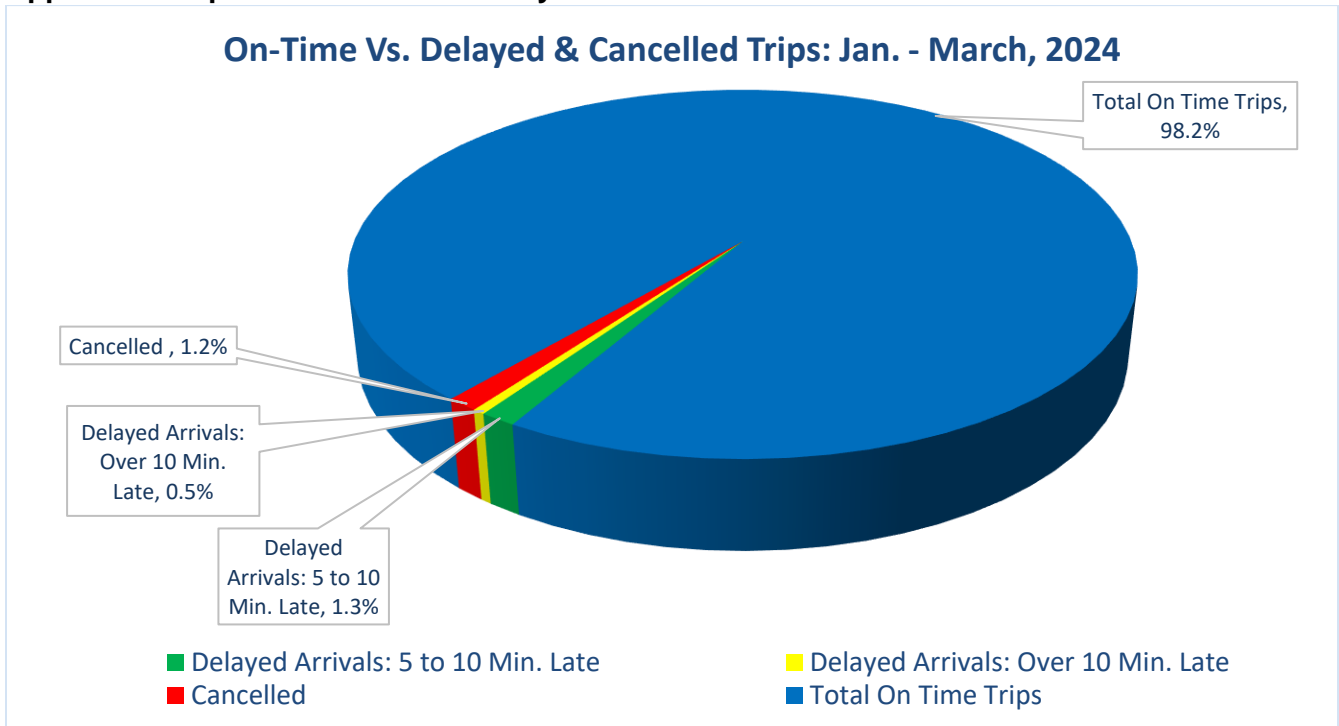
Operations

None at this time.

Ridership Recovery

None at this time.

Appendix A. Operations Data Summary

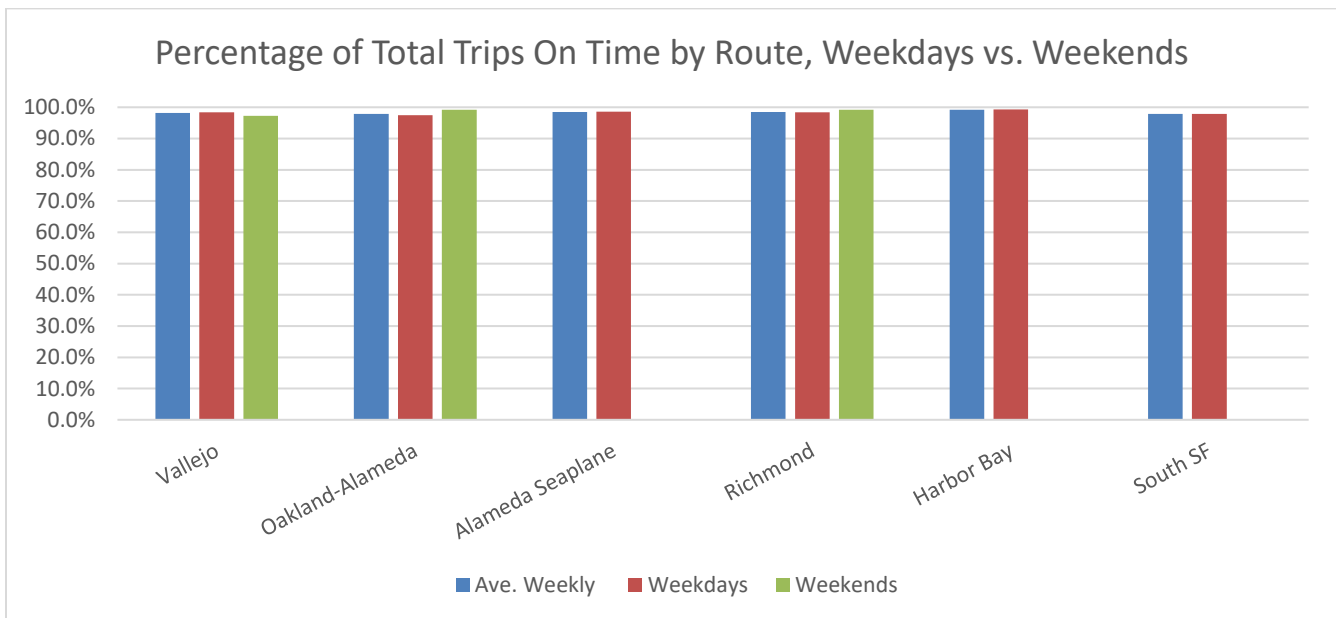


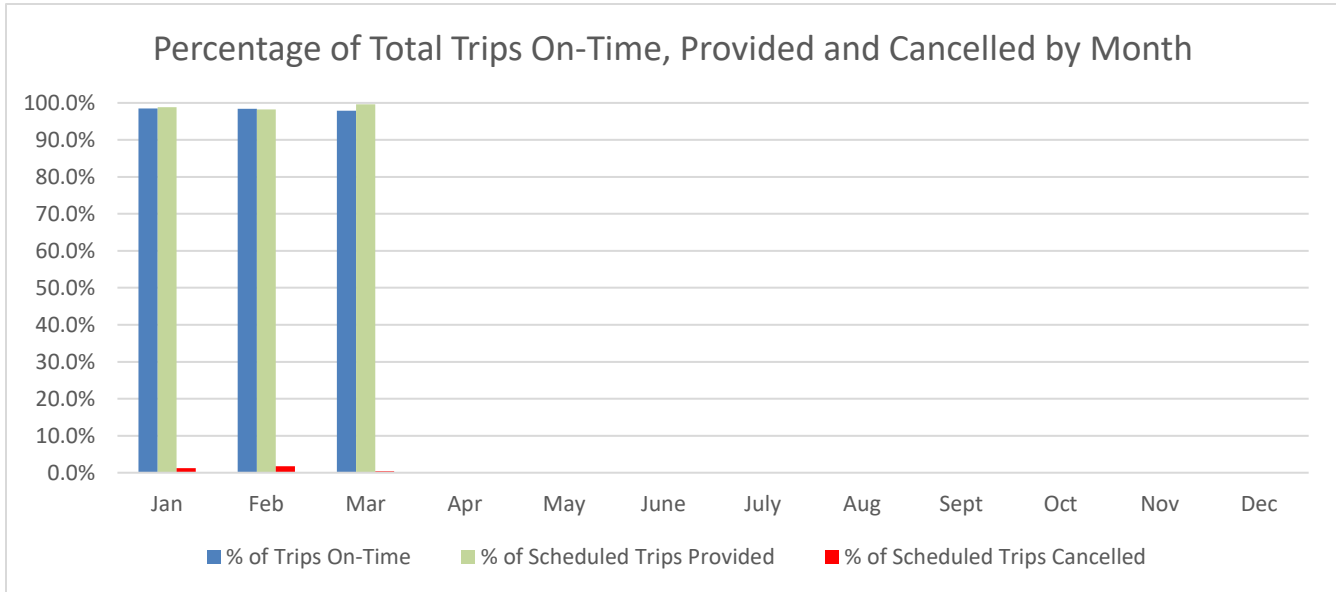
Percentage of Trips On-Time: Year-to-Date (January-February 2024)

Route	Ave. Weekly	Weekdays	Weekends
Vallejo	98.2%	98.4%	97.3%
Oakland-Alameda	97.8%	97.4%	99.2%
Alameda Seaplane	98.5%	98.6%	Not Provided
Richmond	98.5%	98.4%	99.2%
Harbor Bay	99.2%	99.3%	Not Provided
South SF	97.8%	97.9%	Not Provided
Total System	98.2%	98.2%	98.8%

On-Time Performance & Reliability by Month (Jan-March, 2024)

	% of Trips On-Time	% of Scheduled Trips Provided	% of Scheduled Trips Cancelled
January	98.5%	98.8%	1.2%
February	98.4%	98.3%	1.7%
March	97.9%	99.6%	0.4%
April	-	-	-
May	-	-	-
June	-	-	-
July	-	-	-
August	-	-	-
September	-	-	-
October	-	-	-
November	-	-	-
December	-	-	-
Annual Average	98.2%	98.9%	1.1%





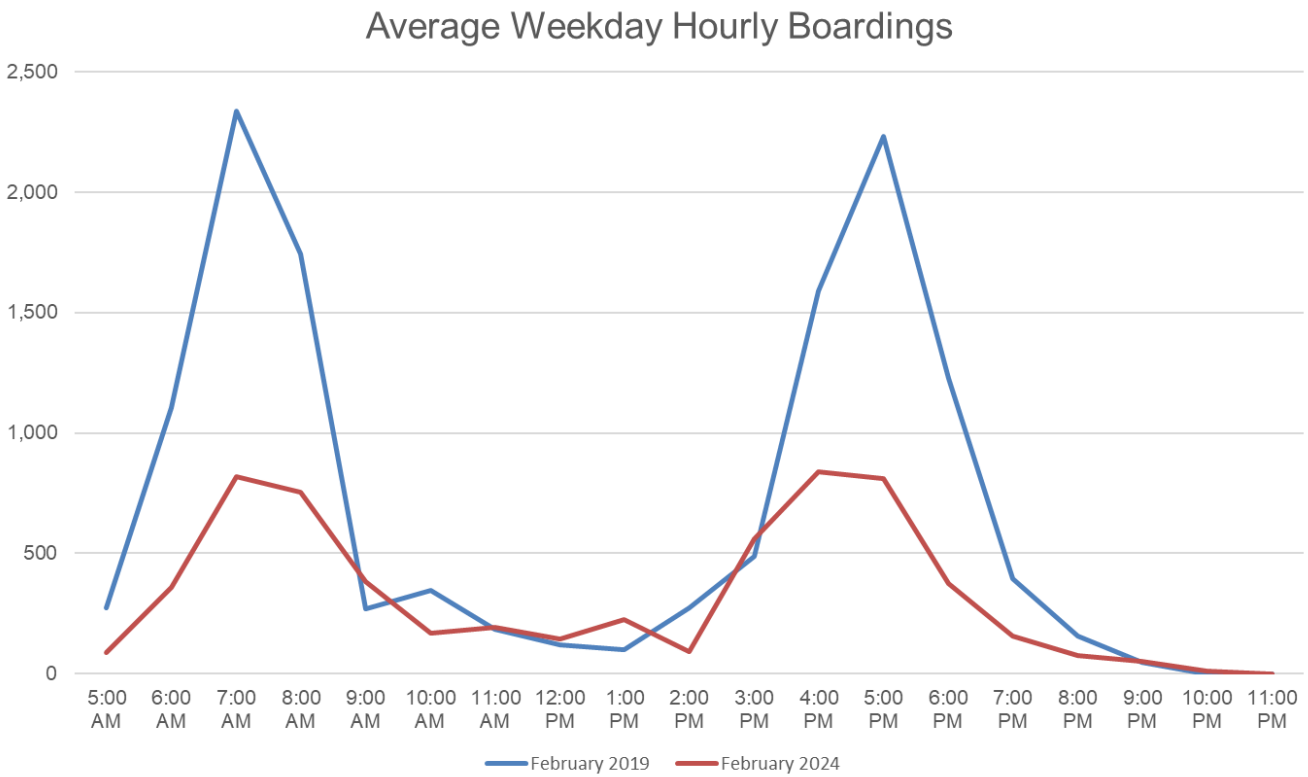
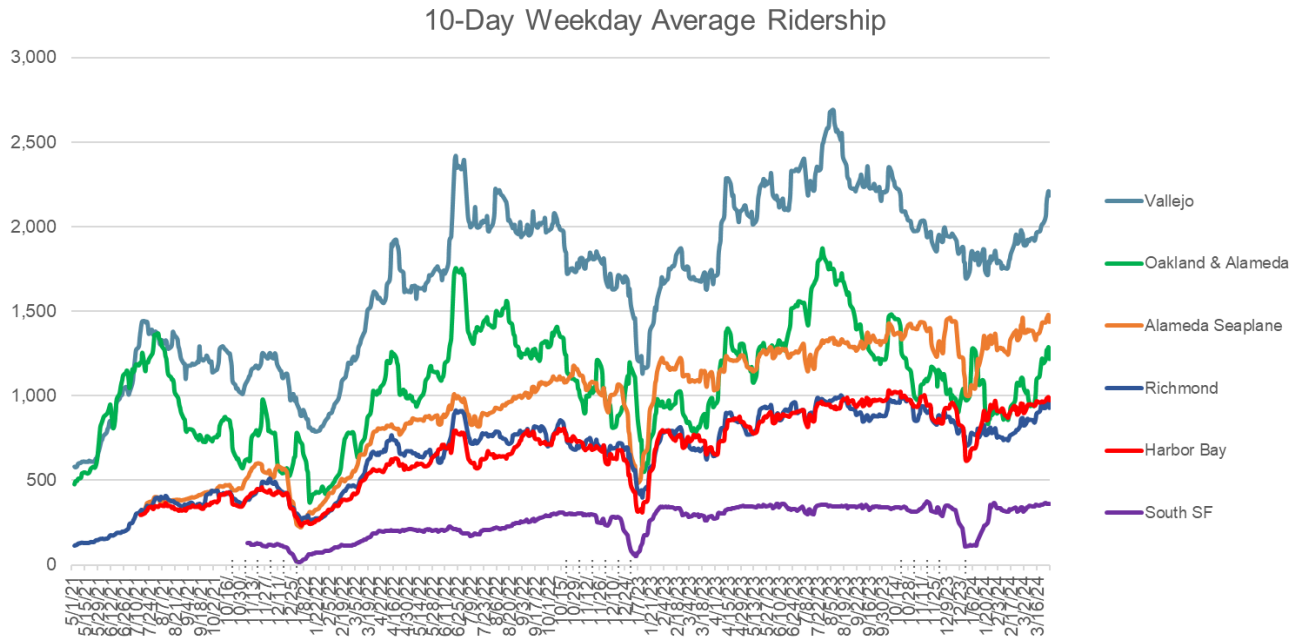
WETA On-Time Performance & Reliability Compared to Other Ferry Operators, Ave. Annual 2023*

	% of Trips on Time	% of Scheduled Trips Provided
Golden Gate	96.5%	99.0%
Washington State Ferries	84.0%	97.8%
Kitsap Transit	98.0%	98.7%
Massachusetts Bay Transportation Authority	99.2%	99.4%
<i>NYC Ferry (Jan.-July only)</i>	83.3%	97.4%
Staten Island Ferry	94.2%	99.5%
Average of Comps**	94.4%	98.6%
WETA	96.8%	99.4%
<i>BART (Jan-Sept. only)</i>	72.7%	n/a
MUNI	82.5%	n/a
AC Transit	74.4%	n/a

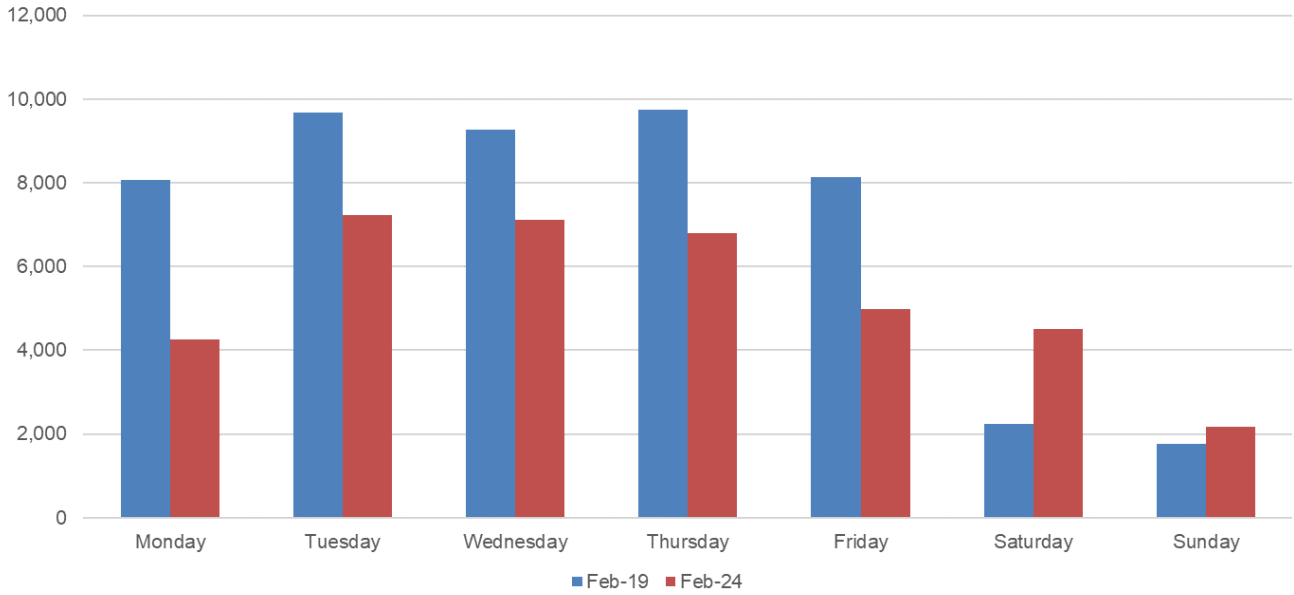
* The definition of on-time performance varies among the other ferry and transit operators considered in this analysis. Some operators consider on-time performance based on late departures instead of late arrivals. Most operators define on-time trips as trips departing or arriving within 5 minutes of the scheduled departure or arrival time.

** Average excludes NYC Ferry data as that operator paused reporting on-time performance and reliability figures beginning in August 2023.

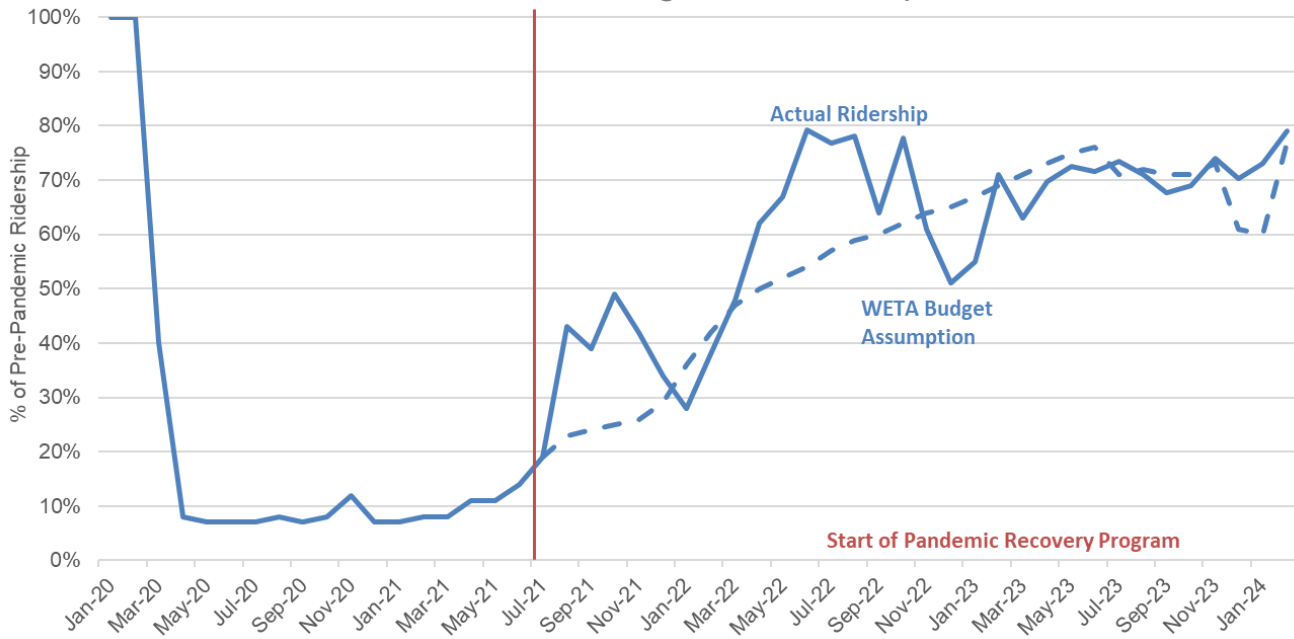
Appendix B. Ridership Recovery Data Summary



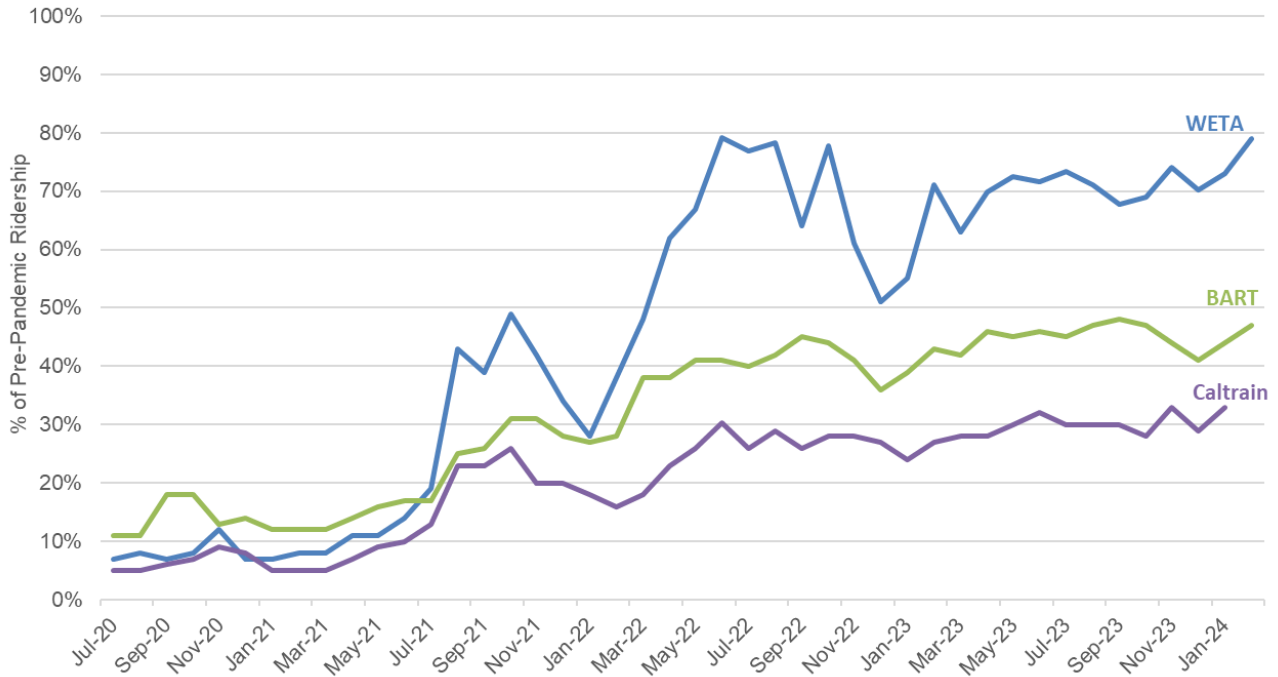
Average Boardings by Day of Week
 Systemwide



Actual vs. Budgeted Ridership



Regional Transit Ridership



Note: Caltrain ridership for February 2024 will be available following their April 2024 meeting.

Monthly Operating Statistics Report

		February 2024	Oakland & Alameda*	Vallejo*	Richmond	Harbor Bay	Alameda Seaplane	South San Francisco**	Systemwide
Boardings	vs. last month	Total Passengers February 2024	36,833	46,003	19,928	18,377	27,375	6,528	155,044
		Total Passengers January 2024	39,543	47,542	20,063	19,199	27,527	5,940	159,814
		Percent change	-6.85%	-3.24%	-0.67%	-4.28%	-0.55%	9.90%	-2.98%
	vs. same month last year	Total Passengers February 2024	36,833	46,003	19,928	18,377	27,375	6,528	155,044
		Total Passengers February 2023	37,846	42,678	17,127	13,814	21,477	6,004	138,946
		Percent change	-2.68%	7.79%	16.35%	33.03%	27.46%	8.73%	11.59%
	vs. prior FY to date	Total Passengers Current FY To Date	437,139	472,879	181,450	152,903	231,800	52,310	1,528,481
		Total Passengers Last FY To Date	382,812	410,405	148,323	112,432	166,976	42,852	1,263,800
		Percent change	14.19%	15.22%	22.33%	36.00%	38.82%	22.07%	20.94%
Ops Stats	Avg Daily Ridership February 2024	1,315	1,643	712	656	978	233	5,537	
	Passengers Per Hour February 2024	78	68	45	105	146	66	75	
	Revenue Hours February 2024	472	679	446	175	187	99	2,059	
	Revenue Miles February 2024	6,633	19,463	5,977	3,612	3,097	3,082	41,863	

END

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

[March 21, 2024]

The Board of Directors of the San Francisco Bay Area Water Emergency Transportation Authority met in regular session at Hanson Bridgett LLP, 425 Market Street 26th Floor, San Francisco, CA and via videoconference.

1. CALL TO ORDER

Chair James Wunderman called the meeting to order at 2:04 p.m.

2. ROLL CALL

Chair Wunderman, Vice Chair Monique Moyer, Director Jessica Alba, Director Jeffrey DelBono, and Director Pippin Dew were in attendance. In compliance with the Brown Act, Vice Chair Moyer explained that she was joining the meeting remotely due to health issues and that no one over the age of 18 was in the room with her.

Chair Wunderman led the Pledge of Allegiance. He welcomed directors, staff, and meeting guests and noted that the meeting was being conducted in person and by videoconference and was being recorded. He advised guests about offering public comment and how guests could sign up to speak throughout the meeting.

3. REPORT OF BOARD CHAIR

Chair Wunderman reported that he and Executive Director Seamus Murphy traveled to Lisbon, Portugal to participate in the Economist's 11th Annual World Ocean Summit which focused on restoring ocean health and strategies to accelerate a sustainable ocean economy. He said that the summit was attended by government, academia, policymakers, and business leaders and that he was on a panel discussing WETA's efforts to create a zero-emission battery electric ferry system.

Chair Wunderman added that Mr. Murphy had arranged a meeting with the leaders of the ferry system in Lisbon. He said that his visit revealed similarities between San Francisco and Lisbon and their efforts to create a zero-emission ferry system.

Chair Wunderman asked for an agenda item for a process about the challenges and opportunities for creating a new maritime industry in the Bay Area including building vessels.

4. REPORTS OF DIRECTORS

Vice Chair Moyer thanked Chair Wunderman for his remarks and expressed her gratitude to him and Mr. Murphy for dedicating personal and professional time looking for best practices domestically and internationally.

Director DelBono expressed interest in putting together a work group to connect with people who are interested in bringing back the maritime industry and the associated jobs to the Bay Area.

Director Dew reported that she was invited to participate in the Equity Working Group for the Solano Transportation Authority as a representative of the WETA with many conversations focused on proposed tolling for Highway 37. She said that she was happy to report and promote the Vallejo ferry service in response to a participant's comments and looked forward to the work of the committee.

Director Dew said that she would like to engage in conversations with the City of Vallejo and the Mare Island developers to repurpose and reuse existing assets.

5. PUBLIC COMMENTS FOR NON-AGENDA ITEMS

Chair Wunderman introduced the public comment period for items not on the agenda.

PUBLIC COMMENT

Tera, representing the people in Richmond, expressed concern about the ferry parking being designated as the primary pickleball parking.

Chair Wunderman said that he and staff were having conversations and requested that an item on the issue be added to the agenda for next month.

6. REPORTS OF STAFF

Mr. Murphy provided details about the Lisbon ferry service. He said that the Lisbon ferry service operates a similar service to WETA with 7 routes and the same number of vessels in the fleet including plans for the addition of 10 electric vessels that carry 540 passengers each. He added that the 10 electric vessels only go 11 knots which is less costly and complex to deliver and noted that the Lisbon ferry service had 140 administrative staff and 300 crew.

Mr. Murphy thanked Representative John Garamendi and Senator Alex Padilla for requesting FY 2024 Appropriations and Congressionally Directed Spending in the amount of \$3 million for the reconfiguration of the Vallejo Ferry Terminal which will minimize dredging needs.

Public Information and Marketing Manager Thomas Hall said that WETA would be formally welcoming MV *Delphinus* on Monday, March 25 with speeches by dignitaries and a community ride following the christening ceremony. Mr. Murphy noted that the MV *Dorado* consumed 40 percent less fuel than the *Pyxis* class and expected the same of the MV *Delphinus*. Mr. Hall said that heaters and vinyl screening were added on the upper deck to provide a more comfortable ride along with improved bike storage.

Mr. Hall said that the schedule for San Francisco Bay Ferry will be updated effective April 8 with one major change in a midday trip from San Francisco to Vallejo to better accommodate the work schedules of the construction and service industry workers. He said that staff worked with its contract operator, Blue & Gold Fleet to advance regional efforts with bid changes every January and August to ensure better schedule coordination among Bay Area transit operators along with two additional bid changes outside of those ranges.

Mr. Murphy provided an update on Senate Bill (SB) 125 State Transformation Task Force that was appointed by the California State Transportation Agency (CalSTA). He said that the Task Force was exploring ways that transit should be transformed to increase ridership and to deal with the various issues and challenges that transit agencies are trying to navigate post pandemic. The task force was created as a part of legislation that provides additional funding to bridge the gap between the expiration of federal funding and potential new sources of funding that would be available through approval of a regional revenue measure. He noted the challenge of ridership recovery, system integration, and achieving the State's greenhouse gas reduction goals.

Chair Wunderman said that the cost for public transportation in Brighton, United Kingdom for locals was zero to negligible but that he could buy a day pass easily as a foreigner or pay fares by credit card without any advanced preparation.

Government and Regulatory Affairs Manager Lauren Gularte reported that Senator Scott Wiener held a press conference to announce SB 1031 which included a bill studying the consolidation of transit by Senator Aisha Wahab and incorporated SB 925 authorizing legislation to allow the Metropolitan

Transportation Commission (MTC) to put a regional transportation measure on the ballot with a minimum \$750 million per year to stabilize transit system's operations.

Operations Analyst Joe Ramey reported an increase in on-time performance and a slight decrease in service reliability for January and February compared to the same period in 2023. He said that 120 trip segments were cancelled compared to the 7,800 trip segments that were provided stating that the cancellations were due to a series of vessel mechanical issues.

Engineering and Maintenance Administrator Jeffery Powell said that WETA has categorized major issues to be class specific from multiple catastrophic engine and component failures, casting flaws on gearboxes, gearbox failure, cylinder head replacements, and internal leaks. He said that he was working to receive notifications and adjust maintenance schedules to prioritize keeping the vessels in service. He noted that warranties were checked for any work needed. He added that an audit of the maintenance system was currently being conducted and expected results in a few months.

Mr. Hall stated that WETA activates a page on its website which provides information for alternatives methods for getting to San Francisco from Vallejo in the event of service cancellation. Vice Chair Moyer wanted to make certain that time was spent on outreach and getting out notifications. Mr. Hall said that riders are receiving prompt notifications through WETA's text and email subscription for real-time alerts and that Customer Experience Specialist Rafael Regan was conducting monthly audits on the timing, language, and routes on the alerts. She thanked Mr. Hall for reaching out to the impacted passengers.

Transportation Planner Gabriel Chan reported that WETA was ahead of budget in terms of ridership year to date carrying about 160 thousand passengers over the month of January with farebox recovery at 23 percent systemwide.

Chair Wunderman congratulated and thanked FBB Federal Relations for their work on the appropriations request and their work to expand the public ferry coalition.

Mr. Murphy provided five written reports and offered to answer questions.

Chair Wunderman called for public comments, and there were none.

Chair Wunderman thanked staff for the reports.

7. CONSENT CALENDAR

Director DelBono made a motion to approve the consent calendar:

- a. Approve Board Meeting Minutes – February 8, 2024
- b. Receive the Federal Single Audit Report for the Fiscal Year Ending June 30, 2023
- c. Authorize Release of a Request for Proposals for the MV *Argo* Repairs and Drydock

Chair Wunderman called for public comments, and there were none.

Director Alba seconded the motion, and the consent calendar carried unanimously.

Yeas: Alba, DelBono, Dew, Moyer, Wunderman. Nays: None. Absent: None.

8. APPROVE AMENDMENTS TO AGREEMENTS 19-013 WITH MAVRIK MARINE AND 19-012 WITH AURORA MARINE DESIGN RELATIVE TO INCLUSION OF NEW TIER 4+ DIESEL PARTICULATE FILTER TECHNOLOGY

Mr. Murphy introduced the item stating that the California Air Resources Board (CARB) issued new Commercial Harbor Craft (CHC) regulations requiring that CHC vessels be equipped with US Environmental Protection Agency (EPA) certified Tier 4 + Diesel Particulate Filters (DPF) engines for any engine rated over 600 kW.

Mr. Murphy reminded the Board that WETA was able to adopt this new technology and increase the budget as a result of appropriations in FY 2023. He thanked Construction Manager Aurora Marine Design for their assistance on the zero-emissions program and management of the DPF technology on Tier 4 engines highlighting that WETA would be first worldwide to adopt this technology.

Mr. Murphy stated that the resolution required clarification and read aloud the alternative language in the updated resolution noting that \$100 thousand of the \$350 thousand for Aurora Marine Design was for additional work related to the project delays and unrelated to the DPF technology.

Operations and Maintenance Manager Timothy Hanners presented this item recommending authorizing the following actions relative to inclusion of Tier 4+ Diesel Particulate Filters in the engines for new vessels under construction:

1. Approve an amendment to Agreement No. 19-013 with Mavrik Marine in an amount not to exceed \$1,650,000 for modification of the vessel propulsion package to include EPA Certified Tier 4 + Diesel Particulate Filter (DPF) propulsion engines and authorize the Executive Director to negotiate and execute the amendment and take any other related actions to support this work.
2. Approve an amendment to Agreement No. 19-012 with Aurora Marine Design authorizing additional funds in the amount of \$350,000 to provide additional construction management services associated with the modification of the propulsion package to include EPA Certified Tier 4 + DPF propulsion engines and authorize the Executive Director to negotiate and execute the amendment and take any other related actions to support this work.

Mr. Hanners noted that the delivery dates for vessels 3 and 4 were February and October 2025, respectively.

Mr. Hanners said that the DPF would add some weight with a slight decrease in speed but that passenger capacity would not be impacted and that the funds were equally divided between both vessels.

Mr. Hanners said that the engine manufacturer for the MV *Dorado* and *Delphinus* had no plans to add DPF technology to their engines but that WETA was able to pivot and change engine manufacturers before awarding contracts for vessels 3 and 4 to include DPF technology. He added that WETA would monitor whether the engine manufacturer of the MV *Dorado* and *Delphinus* would develop DPF technology.

Director Dew made a motion to adopt Resolution No. 2024-07 approving this item.

Chair Wunderman called for public comments, and there were none.

Vice Chair Moyer seconded the motion, and the item passed unanimously.

Yeas: Alba, DelBono, Dew, Moyer, Wunderman. Nays: None. Absent: None.

9. APPROVE CONTRACT AWARD TO EXEMPLIFI LLC FOR WEBSITE REDESIGN PROJECT

Before the presentation of the item, Mr. Murphy informed the Board that WETA had received a protest from a proposer. He said that WETA's procurement rules authorize the Executive Director to review the protests and assess whether to accept or reject the protest. He stated that WETA rejected the protest from the other bidder and was recommending proceeding with the recommended award.

Digital Communications Specialist Alexis Matsui presented this item recommending approving contract award to Exemplifi LLC for the website redesign project. Ms. Matsui stated that WETA had received 32 proposals, 21 of which had met the minimum requirements. She noted that WETA had received several well qualified proposals all under budget and that the selection panel had a unanimous first choice with excellent references. She shared her presentation about Exemplifi, the website redesign project timeline, and snapshots of some of their transit client work.

Ms. Matsui introduced Exemplifi Founder Vinod Pabba who added that Exemplifi was founded by Stanford technologists.

Ms. Matsui stated that the contract included the initial website redesign and launch, three years of maintenance, support, and hosting. Mr. Pabba said there would be 24/7 support, that the site would be fully compliant and accessible, and that there was no limit to the number of languages but that five tended to be the average.

Director Dew requested that Tagalog be included for Vallejo's very large Filipino community.

Director Alba made a motion to adopt Resolution No. 2024-08 approving this item.

Chair Wunderman called for public comments, and there were none.

Director DelBono seconded the motion, and the item passed unanimously.

Yeas: Alba, DelBono, Dew, Moyer, Wunderman. Nays: None. Absent: None.

10. AUTHORIZE RELEASE OF A REQUEST FOR PROPOSALS FOR CONSULTANT TO ASSIST WITH PLANNING RELATIVE TO THE FUTURE OF WETA'S OPERATOR AGREEMENT

Mr. Ramey presented this item recommending authorizing release of a Request for Proposals (RFP) for consultant services to assist with contract and procurement planning activities relative to WETA's Operator Agreement.

He said that this solicitation for consulting services will provide additional expertise to examine the best approach to the renewal process and contractual relationship to support WETA's staff in developing a new contract set to begin in 2027.

PUBLIC COMMENT

Working Waterfront Coalition President and CEO Bobby Winston requested that WETA prioritize workforce development in WETA's operator agreement and include workforce development provisions in the procurement planning process.

Inlandboatmen's Union of the Pacific, San Francisco Region Patrol Person/Business Agent Marina Secchitano said that she was working with Mr. Winston to attract and train new workers. Ms. Secchitano asked that the workforce keep their jobs and be covered under union contracts.

Director Dew made a motion to approve the item.

Director DelBono seconded the motion, and the item passed unanimously.

Yeas: Alba, DelBono, Dew, Moyer, Wunderman. Nays: None. Absent: None.

11. APPROVE REVISED FISCAL YEAR 2023/2024 SALARY SCHEDULE TO INCLUDE RE-ORGANIZED AND ADDITIONAL POSITIONS

Mr. Murphy introduced this item recommending approving the revised fiscal year 2023/24 salary schedule to include reorganized and additional positions. He said that a peer review of the agency was done to identify ways that WETA be reorganized to better deliver its capital program. Mr. Murphy said that WETA asked APTA to identify experts to conduct the peer review process.

Mr. Murphy introduced American Public Transportation Association (APTA) Chief Operating Officer David Carol and Jacobs Vice President, Senior Transportation Program Manager Tim McKay to present the item.

Mr. Carol shared his presentation about the peer review methodology stating that the peer review enables experienced transit professionals to voluntarily provide expert advice, industry best practices, and recommendations to transit agencies seeking to address specific issues.

Mr. Carol noted that the review was not intended as a comprehensive assessment of WETA's staffing needs but to leverage best practices and experience to recommend approaches to organizing an effective and accountable capital planning and delivery function for the agency. He said that APTA represented very small agencies to agencies with important capital programs.

Mr. Carol said that the panelists participating in the process included:

- Marian Lee, Partner, Lighthouse Public Affairs (Former Chief, Caltrain Modernization Program)
- Tim McKay, Vice President, Senior Transportation Manager, Jacobs
- Carrie Rocha, Chief Capital Officer, Metropolitan Atlanta Rapid Transit Authority
- David Sowers, Director, Terminal Engineering, Washington State Department of Transportation (DOT) Ferries

The panel was moderated by David Carol, Chief Operating Officer, APTA.

Mr. Carol discussed WETA's background, the scope of review, the principles for an effective capital planning and delivery program, recommended approach, and organization recommendations. Mr. McKay provided some final comments on the recommendations as a panelist and a skilled capital projects officer.

Mr. Murphy provided the updated salary schedule and organizational chart incorporating the recommendations from the panel. He said that the organizational chart was modeled after other similar organizations and that 60 percent of the new positions would be grant funded.

Chair Wunderman thanked APTA and Mr. Carol and Mr. McKay for their work and expressed his appreciation for their kind words.

Vice Chair Moyer thanked Mr. Carol and Mr. McKay for their work and the organization and presentation of their presentation. She said that appreciated the panelists reviewing the Port of San Francisco organization because she thought it really did work well. She added that she was most excited about having a dedicated staff person for emergency response.

The Directors thanked and recognized the small staff for their extraordinary accomplishments.

Director Alba questioned whether the Emergency Response Analyst should be elevated to have clout and power to carry out the duties of the position.

Mr. Murphy said that job descriptions would be written to ensure that the positions reflect the roles, responsibilities and functions that contribute to the agency in that role and level of respect. He reminded the Board that a classification and compensation study was included in the FY 2023/24 budget but was put on hold until the completion of the reorganization work.

Mr. Carol provided some additional comments in reference to emergency management and suggested going through some exercises to understand the roles and needs. He thanked WETA for the opportunity and continued to be available to assist.

The Directors expressed support for the recommendations and thanked APTA, Mr. Carol, and Mr. McKay for their efforts.

Vice Chair Moyer made a motion to adopt Resolution No. 2024-09 approving this item.

Chair Wunderman called for public comments, and there were none.

Director Alba seconded the motion, and the item passed unanimously.

Yeas: Alba, DelBono, Dew, Moyer, Wunderman. Nays: None. Absent: None.

12. INTERNSHIP CAPSTONE PROJECT - PARKING AND ACCESS STUDY

Planning and Development Manager and Director of Planning Michael Gougherty introduced Transportation Intern Noelani Fixler, who was recently appointed to chair the City of Berkeley Transportation and Infrastructure Commission to present this informational item.

Ms. Fixler noted that the project she was presenting was a culmination of her research that she started in October.

Ms. Fixler shared her presentation providing some background and the purpose of the study. She noted that the onboard survey was currently the only method of understanding access to WETA's terminals but was geared more towards passenger satisfaction. Her study centered around informing current and future terminal planning and terminal access policy development, and implementation.

Ms. Fixler's methodology included manually collecting parking and access data at the Alameda Seaplane Lagoon, Oakland, and Richmond Ferry Terminals over the period of three consecutive weeks in October and comparing the data to the 2022 onboard survey. She stated that the terminals were those closest to her.

She shared her study limitations, ferry terminal bike infrastructure and access modes, ferry terminal access topologies, terminal access equity, parking and access study results, the comparison of her observed results to those of the 2022 onboard survey, and future work which included several recommendations.

Ms. Fixler said she did not look into parking capacity issues as part of her study but stated that the parking lots were busy.

Chair Wunderman asked about the option of making more parking available since the study showed that most access to the ferry terminal occurred by car. Ms. Fixler believed that paid parking and safe bike and pedestrian access would influence people's decision. Chair Wunderman commented that a parking charge would increase the cost to use public transit.

Director DelBono agreed that safe bike accessibility would be important.

Ms. Fixler noted the ease and attraction of bringing bikes on the ferry compared to BART.

Director Alba stated that building a parking structure on valuable real estate was not a good use of funds or of the land.

The Directors expressed interest in ferry-oriented development.

Ms. Fixler thanked the Board, WETA, the Planning and Development department, and Mr. Chan for coaching her through the project.

Chair Wunderman called for public comments, and there were none.

13. PUBLIC COMMENTS FOR NON-AGENDA ITEMS

WETA Attorney Steven Miller of Hanson Bridgett LLP confirmed that the required item allowing public comments for non-agenda items had been fulfilled earlier in the meeting.

With all business concluded, Chair Wunderman adjourned the meeting at 4:50 p.m.

- Board Secretary

END

MEMORANDUM

TO: Board Members

FROM: Seamus Murphy, Executive Director
Erin McGrath, Chief Financial Officer
Jennifer Raupach, Grants Manager

SUBJECT: Authorize Submission of an Allocation Request to the California Department of Transportation for FY 2023/24 Low Carbon Transit Operations Program Grant Funds

Recommendation

Approve the following actions necessary to secure FY 2023/24 Low Carbon Transit Operations Program (LCTOP) funds to support transit capital projects:

1. Authorize submission of the FY 2023/24 LCTOP allocation request for funds, totaling \$714,349, to support the design and construction of a replacement vessel for the *MV Mare Island*; and
2. Certify that WETA will comply with all conditions and requirements set forth in the LCTOP Certification and Assurances document, and
3. Authorize the Executive Director and Chief Financial Officer to submit and execute all required documents necessary to apply for and receive FY 2023/24 LCTOP funding, including the related Certifications and Assurances and Authorized Agent forms, on behalf of WETA.

Background

The LCTOP is one of several programs funded by auction proceeds from the California Air Resource Board's (CARB) Cap-and-Trade Program. Proceeds are deposited into the Greenhouse Gas Reduction Fund (GGRF) and LCTOP receives a five percent continuous appropriation of the annual auction proceeds that began in FY 2015-16. Funding is assigned annually to public transit operators in the State based on the existing State Transit Assistance revenue-based formulas.

LCTOP funding provides operating and capital assistance for transit agencies to reduce greenhouse gas (GHG) emissions and improve mobility, with a priority on serving disadvantaged communities. Per Senate Bill (SB) 824, approved projects are intended to enhance or expand transit service by supporting new or expanded bus or rail services, new or expanded waterborne transit, or expanded intermodal transit facilities. The program is administered by the California Department of Transportation (Caltrans) in coordination with CARB and the State Controller's Office (SCO). Caltrans is responsible for ensuring that the statutory requirements of the program are met in terms of project eligibility, greenhouse reduction, disadvantaged community benefit, and other requirements of the law.

Discussion

Staff has reviewed the program criteria, as established by Caltrans, and proposes to continue to use its allocation to support the design and construction of a replacement vessel for the *MV Mare Island* (Project) with a higher level of funding from LCTOP than was originally estimated. LCTOP guidelines permit eligible recipients to roll funds over into subsequent fiscal years, accruing a maximum of four years of LCTOP funds for a more substantial project. The full funding plan for the Project will include four years of LCTOP funds and FY 2023/24 is year two of four for this project. Applying the LCTOP funding to a new vessel with Tier 4 engines will meet the LCTOP program requirements by reducing GHG emissions.

As a condition for the receipt of LCTOP funds, project sponsors must agree to comply with all conditions and requirements set forth in the Certification and Assurances, provided as **Attachment A**. These are the same certifications adopted in prior year actions on this funding source by the Board. The Certification and Assurances fall into several categories as follows:

1. General: Requires a general certification that WETA will follow all the guidelines of the funding source.
2. Project Administration: Requires general assurances that WETA has the capacity and procedures to carry out its project, that funds will be tracked and spent appropriately, and that whatever is funded by LCTOP will be maintained for its useful life.
3. Reporting: Outlines specific reporting requirements related to project activities, financial integrity, outcome reporting related to CARB standards and jobs.
4. Cost Principles: Repeats assurances required in federal regulations related to cost principles, administration, and allowable costs.
5. Records Retentions: Requires retention of records for three years and a certification that all books, documents and records be made available to the State for that time.

Fiscal Impact

The *Vessel Replacement – MV Mare Island* Project was originally authorized in 2023 and is included in the FY 2023/24 Capital Budget at a projected total cost of \$26,500,000. Approval of this item will authorize the use of \$714,349 in FY 2023/24 LCTOP funds to support the design and construction of a replacement vessel for the *MV Mare Island* as part of this capital project. This amount is part of the \$5.3 million in matching LCTOP and RM1 funding for \$21.2 million in federal funds.

END

Attachment A – Certification and Assurances



FY 2023-2024 LCTOP Authorized Agent

AS THE Executive Director
(Chief Executive Officer/Director/President/Secretary)

OF THE San Francisco Bay Area Water Emergency
Transportation Authority (WETA)
(Name of County/City/Transit Organization)

I hereby authorize the following individual(s) to execute for and on behalf of the named Regional Entity/Transit Operator, any actions necessary for the purpose of obtaining Low Carbon Transit Operations Program (LCTOP) funds provided by the California Department of Transportation, Division of Local Assistance. I understand that if there is a change in the authorized agent, the project sponsor must submit a new form. This form is required even when the authorized agent is the executive authority himself. I understand the Board must provide a resolution approving the Authorized Agent. The Board Resolution appointing the Authorized Agent is attached.

Seamus Murphy, Executive Director OR
(Name and Title of Authorized Agent)

Erin McGrath, Chief Financial Officer OR
(Name and Title of Authorized Agent)

Click here to enter text. OR
(Name and Title of Authorized Agent)

Click here to enter text. OR
(Name and Title of Authorized Agent)

Click here to enter text. Click here to enter text.
(Print Name) (Title)

(Signature)

Approved this 11 day of April, 2024



FY 2023-2024 LCTOP Certifications and Assurances

Lead Agency: San Francisco Bay Area Water Emergency Transportation Authority (WETA)

Project Title: Replacement Vessel – MV Mare Island

Prepared by: Jennifer Raupach, Grants Manager

The California Department of Transportation (Caltrans) has adopted the following Certifications and Assurances for the Low Carbon Transit Operations Program (LCTOP). As a condition of the receipt of LCTOP funds, Lead Agency must comply with these terms and conditions.

A. General

1. The Lead Agency agrees to abide by the current LCTOP Guidelines and applicable legal requirements.
2. The Lead Agency must submit to Caltrans a signed Authorized Agent form designating the representative who can submit documents on behalf of the project sponsor and a copy of the board resolution appointing the Authorized Agent.

B. Project Administration

1. The Lead Agency certifies that required environmental documentation is complete before requesting an allocation of LCTOP funds. The Lead Agency assures that projects approved for LCTOP funding comply with Public Resources Code § 21100 and § 21150.
2. The Lead Agency certifies that a dedicated bank account for LCTOP funds only will be established within 30 days of receipt of LCTOP funds.
3. The Lead Agency certifies that when LCTOP funds are used for a transit capital project, that the project will be completed and remain in operation for its useful life.
4. The Lead Agency certifies that it has the legal, financial, and technical capacity to carry out the project, including the safety and security aspects of that project.
5. The Lead Agency certifies that they will notify Caltrans of pending litigation, dispute, or negative audit findings related to the project, before receiving an allocation of funds.
6. The Lead Agency must maintain satisfactory continuing control over the use of project equipment and facilities and will adequately maintain project equipment and facilities for the useful life of the project.
7. Any interest the Lead Agency earns on LCTOP funds must be used only on approved LCTOP projects.

FY 2023-2024 LCTOP

8. The Lead Agency must notify Caltrans of any changes to the approved project with a Corrective Action Plan (CAP).
9. Under extraordinary circumstances, a Lead Agency may terminate a project prior to completion. In the event the Lead Agency terminates a project prior to completion, the Lead Agency must (1) contact Caltrans in writing and follow-up with a phone call verifying receipt of such notice; (2) pursuant to verification, submit a final report indicating the reason for the termination and demonstrating the expended funds were used on the intended purpose; (3) submit a request to reassign the funds to a new project within 180 days of termination.

C. Reporting

1. The Lead Agency must submit the following LCTOP reports:
 - a. Annual Project Activity Reports October 30th each year.
 - b. A Close Out Report within six months of project completion.
 - c. The annual audit required under the Transportation Development Act (TDA), to verify receipt and appropriate expenditure of LCTOP funds. A copy of the audit report must be submitted to Caltrans within six months of the close of the year (December 31) each year in which LCTOP funds have been received or expended.
 - d. Project Outcome Reporting as defined by CARB Funding Guidelines.
 - e. Jobs Reporting as defined by CARB Funding Guidelines.
2. Other Reporting Requirements: CARB develops and revises Funding Guidelines that will include reporting requirements for all State agencies that receive appropriations from the Greenhouse Gas Reduction Fund. Caltrans and project sponsors will need to submit reporting information in accordance with CARB's Funding Guidelines, including reporting on greenhouse gas reductions and benefits to disadvantaged communities.

D. Cost Principles

1. The Lead Agency agrees to comply with Title 2 of the Code of Federal Regulations 225 (2 CFR 225), Cost Principles for State and Local Government, and 2 CFR, Part 200, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.
2. The Lead Agency agrees, and will assure that its contractors and subcontractors will be obligated to agree, that:
 - a. Contract Cost Principles and Procedures, 48 CFR, Federal Acquisition Regulations System, Chapter 1, Part 31, et seq., shall be used to determine the allow ability of individual project cost items and

FY 2023-2024 LCTOP

- b. Those parties shall comply with Federal administrative procedures in accordance with 2 CFR, Part 200, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments. Every sub-recipient receiving LCTOP funds as a contractor or sub-contractor shall comply with
Federal administrative procedures in accordance with 2 CFR, Part 200, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.
3. Any project cost for which the Lead Agency has received funds that are determined by subsequent audit to be unallowable under 2 CFR 225, 48 CFR, Chapter 1, Part 31 or 2 CFR, Part 200, are subject to repayment by the Lead Agency to the State of California (State). All projects must reduce greenhouse gas emissions, as required under Public Resources Code section 75230, and any project that fails to reduce greenhouse gases shall also have its project costs subject to repayment by the Lead Agency to the State. Should the Lead Agency fail to reimburse moneys due to the State within thirty (30) days of demand, or within such other period as may be agreed in writing between the Parties hereto, the State is authorized to intercept and withhold future payments due the Lead Agency from the State or any third-party source, including but not limited to, the State Treasurer and the State Controller.

E. Record Retention

1. The Lead Agency agrees and will assure that its contractors and subcontractors shall establish and maintain an accounting system and records that properly accumulate and segregate incurred project costs and matching funds by line item for the project. The accounting system of the Lead Agency, its contractors and all subcontractors shall conform to Generally Accepted Accounting Principles (GAAP) and enable the determination of incurred costs at interim points of completion. All accounting records and other supporting papers of the Lead Agency, its contractors and subcontractors connected with LCTOP funding shall be maintained for a minimum of three (3) years after the "Project Closeout" report or final Phase 2 report is submitted (per CARB Funding Guidelines, Vol. 3, page 3.A-16), and shall be held open to inspection, copying, and audit by representatives of the State and the California State Auditor. Copies thereof will be furnished by the Lead Agency, its contractors, and subcontractors upon receipt of any request made by the State or its agents. In conducting an audit of the costs claimed, the State will rely to the maximum extent possible on any prior audit of the Lead Agency pursuant to the provisions of federal and State law. In the absence of such an audit, any acceptable audit work performed by the Lead Agency's external and internal auditors may be relied upon and used by the State when planning and conducting additional audits.
2. For the purpose of determining compliance with Title 21, California Code of Regulations, Section 2500 et seq., when applicable, and other matters connected with



FY 2023-2024 LCTOP

the performance of the Lead Agency's contracts with third parties pursuant to Government Code § 8546.7, the project sponsor, its contractors and subcontractors and the State shall each maintain and make available for inspection all books, documents, papers, accounting records, and other evidence pertaining to the performance of such contracts, including, but not limited to, the costs of administering those various contracts. All of the above referenced parties shall make such materials available at their respective offices at all reasonable times during the entire project period and for three (3) years from the date of final payment. The State, the California State Auditor, or any duly authorized representative of the State, shall each have access to any books, records, and documents that are pertinent to a project for audits, examinations, excerpts, and transactions, and the Lead Agency shall furnish copies thereof if requested.

3. The Lead Agency, its contractors and subcontractors will permit access to all records of employment, employment advertisements, employment application forms, and other pertinent data and records by the Civil Rights Department, or any other agency of the State of California designated by the State, for the purpose of any investigation to ascertain compliance with this document.

F. Special Situations

Caltrans may perform an audit and/or request detailed project information of the project sponsor's LCTOP funded projects at Caltrans' discretion at any time prior to the completion of the LCTOP.

I certify all these conditions will be met.

Seamus Murphy

(Print Authorized Agent)

Executive Director

(Title)

(Signature)

(Date)

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

RESOLUTION NO. 2024-10

**AUTHORIZATION FOR THE EXECUTION OF THE
CERTIFICATIONS AND ASSURANCES AND AUTHORIZED AGENT FORMS
FOR THE LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)
FOR THE FOLLOWING PROJECT:
REPLACEMENT VESSEL – MV MARE ISLAND – \$714,349**

WHEREAS, WETA is an eligible project sponsor and may receive state funding from the Low Carbon Transit Operations Program (LCTOP) for transit projects; and

WHEREAS, the statutes related to state-funded transit projects require a local or regional implementing agency to abide by various regulations; and

WHEREAS, Senate Bill 862 (2014) named the Department of Transportation (Department) as the administrative agency for the LCTOP; and

WHEREAS, the Department has developed guidelines for the purpose of administering and distributing LCTOP funds to eligible project sponsors (local agencies); and

WHEREAS, WETA wishes to delegate authorization to execute these documents and any amendments thereto to WETA's Executive Director and/or Chief Financial Officer; and

WHEREAS, WETA wishes to implement the following LCTOP project(s) listed above, now therefore be it

RESOLVED, that WETA agrees to comply with all conditions and requirements set forth in the Certification and Assurances and the Authorized Agent documents and applicable statutes, regulations and guidelines for all LCTOP funded transit projects; and be it further.

RESOLVED, that WETA's Executive Director and Chief Financial Officer are authorized to execute all required documents of the LCTOP program and any Amendments thereto with the California Department of Transportation; and be it further

RESOLVED, that the Board of Directors hereby authorizes the submittal of the following project nomination(s) and allocation request(s) to the Department in FY2023-2024 LCTOP funds:

Project Name: *Vessel Replacement – MV Mare Island*

Short description of project: *Construct a replacement vessel for the MV Mare Island*

Amount of LCTOP funds requested: *\$714,349*

Benefit to a Priority Populations: *GHG emission reductions*

Amount to benefit Priority Populations: *100%*

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 11, 2024.

YEA:

NAY:

ABSTAIN:

ABSENT:

/s/ Board Secretary

2024-10

END

MEMORANDUM

TO: Board Members

FROM: Seamus Murphy, Executive Director
Timothy Hanners, Operations & Maintenance Manager
Jan Rybka, Marine Project Engineer

SUBJECT: Authorize Release of a Request for Proposal for Design and Construction of Three New 149-Passenger Battery-Electric Vessels

Recommendation

Authorize release of a Request for Proposal (RFP) for design and construction of three (3) new 149-passenger battery-electric vessels.

Background

SF Bay Ferry is preparing to operate ferry service between the Downtown San Francisco Terminal and Treasure Island in 2026. Providing Treasure Island service with battery-electric vessels is a key part of SF Bay Ferry's commitment to decarbonizing its fleet under the Rapid Electric Emission-Free (REEF) program. In addition, new California Air Resources Board (CARB) Commercial Harbor Craft (CHC) Regulations require that any short run ferry service that serves points less than 3 nautical miles, like that between Treasure Island and downtown San Francisco, must use zero-emission technology.

Analysis has determined that the most cost effective and scalable solution to provide the new Treasure Island Service is through the use of three new, small battery-electric vessels. These 149-passenger vessels will meet passenger demand for the short run routes and may additionally serve other terminals during off peak hours when a larger vessel is not required.

Staff has worked to secure a combination of federal, state, and local funds to support this project, which is an essential element of Phase 1 of the REEF program. The project will be included in staff's recommended FY 2024/25 capital budget.

Discussion

This item authorizes staff to prepare and release an RFP to solicit proposals from qualified firms for vessel construction. The preparation of the RFP will be completed in conjunction with previously board-approved RFPs for the MV *Mare Island* and *Intintoli* replacement vessels and the new Universal Charging Floats. The electric technology and components associated with this vessel are being determined by WETA's electrical systems integrator, Wärtsilä, to ensure full system interoperability for vessel operations, charging, and maintenance.

The RFP will seek proposals for the construction of three all-electric catamaran vessels that meet United States Coast Guard (USCG) and CARB regulations. The intended speed range will be between 24 and 27 knots with a passenger count less than 150.

Fiscal Impact

There is no fiscal impact associated with the release of this Request for Proposal.

END

MEMORANDUM

TO: Board Members

**FROM: Seamus Murphy, Executive Director
Erin McGrath, Chief Financial Officer**

SUBJECT: Adopt Reserve Policy

Recommendation

Adopt a reserve policy and authorize the Chief Financial Officer to incorporate reserves in the Fiscal Year (FY) 2024/25 budget proposal sufficient to cover WETA's operating and capital cashflow needs, in addition to future capital project reserves.

Background

WETA's financial practices and policies not only require consideration of annual budgets, but also attention to short-term cashflows to keep WETA bills paid on time. Equally important is the financial practice of projecting and managing capital reserves that can be used to address both project shortfalls and a reimbursement-based capital funding structure.

In October 2019, the Board was briefed that WETA would maintain \$9 million in operating reserves, which was equal to 2 months of operating costs, and \$10 million in capital reserves. Those reserves have been held at Metropolitan Transportation Commission (MTC) in WETA's State Transportation Assistance (STA) and Regional Measure 1 (RM 1) account balances. Those programs require Commission allocations that must be backed by expenses in order to be used. As of the close of FY 2022/23, WETA also has \$9.5 million in its fund balance, which is available for daily cash flow. That amount is held primarily in WETA's LAIF account and can be transferred to WETA's bank accounts as needed within any given month. These balances do not include other amounts related to Measure BB or other restricted funds.

Anticipating the likelihood of, and preparation for, unforeseen disruptions in cash flow and revenue sources is an ongoing challenge for an operating transit district that does not have an independent regular revenue source, such as sales or property tax. With the exception of fare revenue, the majority of WETA's revenue is reimbursement-based and only received upon submittal of an invoice, which occurs 30 days or more after the expense is incurred. In addition, WETA's operating support from Regional Bridge Tolls is provided only after fare revenue is accounted for, which prevents WETA from building up any internally-held cash reserve.

Discussion

The goal of a Reserve Policy is to establish adequate reserves to assist with strong financial management, provide sufficient working capital, and place WETA in a position to better respond to unanticipated fiscal challenges and risks as they occur, such as economic downturns and unforeseen disruptions in cash flow and revenue sources. The Policy also establishes an expectation, particularly in FY 2024/25, that fare revenue will establish an adequate pool of reserve funds within WETA's direct control to ensure that WETA's service needs and capital project management are sufficiently capitalized.

As previously stated, unlike most transit agencies, WETA does not receive a *direct* operating subsidy from any tax or other government source. In addition, as operations expand and capital projects, such as electrification, increase the size of the capital program, the need for sufficient cashflow will grow. These pressures on WETA's finances present challenges when multiple operating and capital bills of large dollar amounts are paid in the same 30-60 day period.

Currently, WETA has maintained a cashflow sufficient to create today's balance of \$9.5 million. There are also significant balances available to WETA in its allocated STA and RM 1 allocations. In the STA account, WETA has \$12.9 million available for allocation through the end of this FY. In the RM 1 program, WETA has another \$12 million in programming available. These balances are available to support WETA's operating and capital costs but are not available to assist with cashflow or immediate unanticipated challenges to operations or capital. For example, a last minute need to support an operating or capital project requires a minimum of two months of lead time to request funding from MTC. WETA does not earn interest on these accounts. WETA also has access to \$60 million in reserved Regional Measure 3 (RM 3) operations funding as a result of the RM 3 lawsuit that halted allocation of RM 3 operating funds to WETA.

The Reserve Policy recognizes the need for both adequate cashflows for operations and capital and reserves. Staff recommends adopting a Reserve Policy that would authorize the Chief Financial Officer to establish one reserve account that contains the sum of two months of operating costs and two months of average capital expenses.

Operating Reserves:

Prior practice and briefings indicate the need for reserves that equal two months of operating expenses. Based on the current budget, this means an \$11.4 million reserve. Assumption of a 5% increase in costs next year would make the reserve requirement \$11.9 million. Current operations cashflows are supported by WETA's \$9.5 million fund balance that is not considered to be an official reserve, although it could serve as a reserve. An operating reserve that equals two months of operating expenses will need an additional \$2.4 million to be fully funded.

Capital Reserves:

WETA's project capital reserves will continue to exist in the RM 1 program to fund the repair and replacement of capital projects that are planned in advance and approved by the Board. Staff is not proposing to change the purpose or use of RM1 and recommend that the current amount of \$12 million is sufficient. However, the need for cashflow related to capital requires that approximately \$6 million be available in WETA's accounts to float capital costs while WETA requests reimbursements. Based on prior experience, this amount represents approximately two months of capital expenses.

In order to fund the reserve from STA and RM 3 external accounts, staff recommends adopting a Reserve Policy that authorizes the Chief Financial Officer to establish and maintain a reserve account called the Operations and Capital Reserve that contains two months of operating costs (\$11.9 million) and two months of capital expenses (\$6 million) to provide sufficient cashflow for operations and capital, as well as provide immediate access to cash in the event of an emergency or other unexpected shock to the system. Because WETA currently has \$9.5 million in its fund balance, there is a need for an additional \$8.4 million to establish the reserve account.

This Policy would enable a transfer of fare revenue into an Operating and Capital Reserve, reducing fare revenue availability for operating costs. As a result, WETA will need either STA or RM 3 funding to backfill the transferred fare revenue. If the Board approves and adopts the Policy, the FY 2024/25 budget will reflect a temporary increase in WETA's operating costs while the reserve account is being funded. In the long run, the need for a transfer will likely be mostly eliminated depending on the growth in operational costs.

Fiscal Impact

Approval of the Reserve Policy has no immediate fiscal impact. The FY 2024/25 budget will include a proposed transfer amount of approximately \$8.4 million from fare revenue to a newly created Operations and Capital Reserve account, which will provide both cashflow and reserved funds for unanticipated expenses. The budget will request additional funding from STA and/or RM 3 to fill the gap in operations costs that would be otherwise covered by Fare Revenue.

END

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

RESOLUTION NO. 2024-11

ADOPT RESERVE POLICY

WHEREAS, prudent financial practices require establishing adequate reserves to assist with financial management, provide sufficient working capital, and place an agency in a position to better respond to unanticipated fiscal challenges and risks as they occur, such as economic downturns and unforeseen disruptions in cash flow and revenue sources; and

WHEREAS, WETA currently holds reserves in accounts held at the Metropolitan Transportation Commission, as well as informally in its bank accounts, but lacks a Board-adopted Reserve Policy; and

WHEREAS, the Chief Financial Officer recommends the establishment of a formal Reserve Policy in the form presented to the Board of Directors at its meeting on this date; and

WHEREAS, establishing a formal Reserve Policy will provide for necessary cashflow for operations and capital needs as well as provide immediate access to cash in the event of an emergency or other unexpected shock to the WETA system; now, therefore, be it

RESOLVED, that the Board of Directors adopts the WETA Reserve Policy in the form presented to the Board of Directors at its meeting on this date; and be it further

RESOLVED, that the Board of Directors authorizes the Chief Financial officer to establish the Operations and Capital Reserve account, to manage the account so that it contains the amount approximately equal to the sum of two months of operating costs and two months of average capital expense, and to take further actions consistent with this Resolution and with the Reserve Policy.

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 11, 2024.

YEA:

NAY:

ABSTAIN:

ABSENT:

/s/ Board Secretary

2024-11

END

MEMORANDUM

TO: Board Members

FROM: Seamus Murphy, Executive Director
Michael Gougherty, Planning & Development Manager
Gabriel Chan, Transportation Planner

SUBJECT: Draft 2050 Service Vision and Expansion Policy

Recommendation

There is no recommendation associated with this informational item.

Background

The 2050 Service Vision & Business Plan is being developed to define a long-term service vision based on input from agency stakeholders, the public, and other parties with an interest in the future of the agency. The goal of this project is to create clear direction for the agency and its staff concerning future expansion efforts, prioritize the use of limited funds, identify resource needs, and help build a broad coalition to advocate for future investment in the regional ferry network.

During an initial stakeholder and public outreach effort in 2021, staff identified six focus areas for consideration in the Business Plan. These include:

1. Regional Ferry Network
2. Emergency Response
3. Environmental Stewardship
4. Community Connections
5. Organizational Capacity
6. Financial Capacity

At Business Plan Workshop #1 held in August 2022, the Board identified a set of network expansion concepts for consideration in defining a 2050 Service Vision. Staff undertook a technical evaluation of these concepts and conducted broad stakeholder and public engagement to create a proposal to develop a draft 2050 Service Vision that was presented to the Board during Workshop #2 in April 2023.

Upon receiving direction from the Board to look more broadly at opportunities to expand the ferry network, staff worked with its consultant team to incorporate this feedback into an updated draft 2050 Service Vision and set of feasibility criteria for future expansion projects. The draft service vision and feasibility criteria were refined upon review with key project stakeholders, the Community and Business Advisory Groups, and the WETA Business Plan Subcommittee. A consistent source of feedback during the outreach process was support for a WETA pilot program to test the feasibility of new technologies and emerging markets.

The product of this process is the proposed draft 2050 Service Vision and Expansion Policy that is included as **Attachment A** to this report. The purpose of this item is to present this work to the full WETA Board for review and comment. Board feedback will inform

development of a final 2050 Service Vision and Expansion Policy that will be presented to the Board for adoption next month.

The proposed 2050 Service Vision and Expansion Policy is intended to complement already-existing WETA policies including the 2015 WETA System Expansion Policy, 2015 WETA Terminal Access Policy, and 2015 System Performance Targets Policy. Pending Board adoption of a final 2050 Service Vision and Expansion Policy in May 2024, staff will proceed with development of the 2050 Business Plan document. The Business Plan will define a phased implementation approach, financial plan and strategies, and additional policies that support key focus areas as a means of delivering the adopted 2050 Service Vision.

Fiscal Impact

There is no fiscal impact associated with this informational item.

END

Attachment A – Draft 2050 Service Vision and Expansion Policy

2050 Service Vision and Expansion Policy

This 2050 Service Vision and Expansion Policy describes WETA's vision for the ferry system, the criteria for evaluating routes that enter the project development pipeline, and the roles, responsibilities, and financial commitments of WETA and its partners in enhancing and expanding ferry service over the next 25 years.

2050 Service Vision

WETA's 2050 Service Vision is described below and depicted in **Appendix Figure 1**.

1. The WETA 2050 Service Vision will grow the ferry network to improve regional connectivity, emergency response and community connections in an equitable, environmentally sustainable, and fiscally responsible manner.
 - a. WETA will grow its core network of terminals and routes in the following ways as shown on the Service Vision map:
 - i. WETA will enhance existing route frequency to continue growing markets for all-day service.
 - ii. WETA will expand by implementing the Tier 1 projects from the map including regional priority projects such as those included in regional plans - including Mission Bay and Treasure Island to the San Francisco Ferry Building, Berkeley to San Francisco, and Oakland to Redwood City.
 - iii. WETA will explore development of Tier 2 projects from the map to further expand the reach of the ferry system as market demand matures and technologies evolve to overcome current barriers to operating service.
 - b. WETA will provide at minimum three types of service on the ferry network:
 - i. Local service consisting of short distance trips connecting dense urban hubs.
 - ii. Regional service consisting of medium and long-distance trips connecting activity centers.
 - iii. Special Event service to major venues with existing terminals

WETA will continue to focus on expanding midday, evening, and weekend service offerings to provide more all-day-every-day service availability.

- c. WETA will electrify the ferry system to reduce greenhouse gas emissions by taking the following measures:

- i. WETA will procure electric vessels to operate all routes that are feasible.
 - ii. WETA will convert the power source on existing vessels to electric where applicable.
 - iii. WETA will implement charging infrastructure at terminals and maintenance facilities.
 - d. Through the development of the core network, WETA will expand emergency response reach and capacity.
2. WETA staff will continue working with partners to consider expansion of the Service Vision as follows:
 - a. WETA will implement a Pilot Project Program to assist its partners in demonstrating project feasibility by testing new technologies, emerging markets, and service operations business models. Funding for this pilot program service will primarily come from local agencies and private sources, with some contributions from WETA.
 - b. WETA will participate as stakeholders and advisors in ferry planning initiated by public and private partners and ensure that water transit on San Francisco Bay is provided as a regionally integrated and coordinated network.
 - c. Before adding any new routes to the Service Vision staff will return to the Board of Directors for approval.
3. WETA staff is directed to take the necessary actions to implement the Service Vision including the following:
 - a. Complete the 2050 Business Plan including implementation planning, financial planning, organizational planning and engagement with stakeholders and the public.
 - b. Continue to develop the organization so that it has the skills, expertise, and capacity to deliver the Service Vision effectively.
 - c. Seek discretionary and dedicated sources of funding to cover the costs of implementing the Service Vision.
4. WETA staff will update the Service Vision on a periodic basis and in response to changes as noted below.
 - a. An update will be completed not less than every five years.
 - b. Updates will be completed in response to major changes that materially impact the scope of the Service Vision.

Expansion Policy

An initial feasibility study and subsequent business plan, prepared in collaboration with WETA and its project partner(s), must determine that a potential project is likely to meet the requirements and criteria defined below prior to advancement of WETA's planning and development process, which includes investment in design, environmental review, permitting, property acquisition, construction, and ultimately operation.

1. *Project Memorandum of Understanding* - All candidate expansion projects will enter into a Memorandum of Understanding (MOU), executed by the WETA Board and the public governing body of the local partnering jurisdiction(s). Expenses related to the initial feasibility study and business plan will be the responsibility of the local partner. WETA will contribute in-kind staff time as part of the project team. The MOU will be amended and updated accordingly as the project progresses through the development process.
2. *Financial Sustainability* – Major capital investments to expand the WETA system will require a dedicated source of funds to fully subsidize operations for a minimum of 10 years. Operation expense categories include labor and fuel; vessel O&M, which includes maintaining a fleet of spare vessels; facility O&M, which includes terminal facilities and their associated upkeep costs; system administration costs, which are required to support the service on an annual basis; and any periodic maintenance dredging work, to maintain operations, if it is required.

System expansion and enhancement projects will support attainment of both WETA and regional targets for farebox recovery.

3. *Environmental Sustainability* – System expansion and enhancement projects will deploy Zero Emission Vessels (ZEV), if feasible. If ZEVs are not feasible, system expansion and enhancement projects may use existing vessels in the WETA fleet, if available. All current vessels in the WETA fleet will be replaced with ZEVs upon the end of their useful life. Expansion terminals will be sited in locations that do not require excessive and/or regular on-going dredging work. Expansion routes must not traverse environmentally sensitive open water or shoreline areas.
4. *Service Design* – New expansion routes will include a minimum of 9 daily peak direction weekday trips (3 AM peak period, 3 PM peak period and 3 during the midday or late evening). System expansion and enhancement projects will support attainment of both WETA and regional targets for service productivity.
5. *Fares* – The WETA Board will be solely responsible for adopting fares for services operated by WETA. Fares and fare products for new expansion services will be consistent with WETA's Fare Policy and its zonal system of setting fare rates.

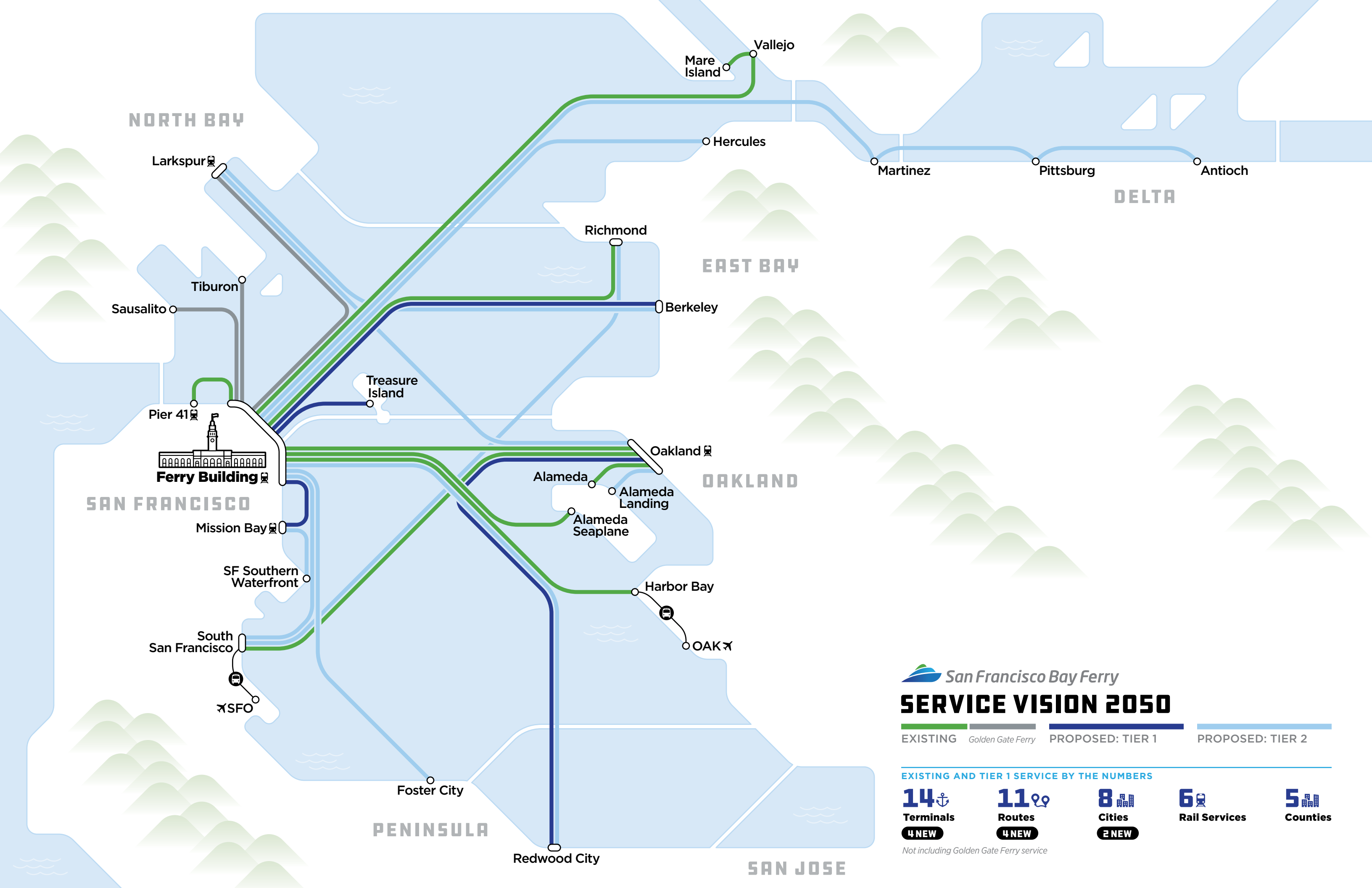
For system expansion and enhancement projects that meet each of the above requirements and criteria, the following commitments, and responsibilities apply:

- A. *Vessel Procurement* – WETA will provide funding for the design, procurement, and maintenance of a regional fleet of vessels under WETA ownership and control. The development of system expansion and enhancement projects is subject to availability of vessels in the WETA fleet. WETA reserves the right to deploy its fleet of regional vessels to and from any current and future services at its discretion.
- B. *Operation & Maintenance Facilities* - WETA will provide capital funding for central facilities to maintain, repair, and store the regional fleet. The development of system expansion and enhancement projects is subject to the availability of capacity at these facilities.
- C. *Terminal Construction* – WETA leverage available capital funds, including WETA RM3 funds, to secure external funding covering at a minimum 80 percent of new terminal construction costs. External fund sources can include new federal, state, regional, local, or private contributions.
- D. *Terminal Operation & Maintenance* – WETA will be responsible for the operation and maintenance of waterside terminal assets (outboard of access control gate). The operation and maintenance of landside terminal assets (inboard of access control gate) will be the responsibility of the partnering land use jurisdiction.
- E. *Terminal Rehabilitation & Replacement* – WETA will be responsible for the rehabilitation and replacement of waterside terminal assets. The rehabilitation and replacement of landside facilities will be the responsibility of the partnering land use jurisdiction. System expansion and enhancement projects must demonstrate financial capacity to absorb on-going terminal rehabilitation and replacement expenses.
- F. *Terminal Access* – Access improvements to the landside area of the terminal and terminal vicinity will be the responsibility of the local jurisdiction. Infrastructure and programs supporting terminal access will be consistent with WETA's Access Policy.
- G. *Transit-supportive Land Uses* – Transit supportive land use in close proximity to the candidate ferry terminal are encouraged. Candidate terminals should maximize opportunities for high density residential or other transit-oriented development around terminals, if feasible, to ensure adequate ridership and fare revenue.
- H. *Emergency Response* – WETA serves as the coordinator of water-based emergency response activities in the Bay Area in the event of a major disaster or disruptive event. In this capacity, WETA will work closely with the California Office of Emergency Services and/or the United States Coast Guard and will be directed to perform activities coordinated on a regional and state-wide basis. All new expansion terminals must be designed and built to Essential

Facilities Standards. Emergency service to individual terminals will be guided based on state and regional direction.

Appendix Figure 1: 2050 Service Vision Map

(On Following Page)



San Francisco Bay Ferry
SERVICE VISION 2050

EXISTING *Golden Gate Ferry* PROPOSED: TIER 1 PROPOSED: TIER 2

EXISTING AND TIER 1 SERVICE BY THE NUMBERS

14 Terminals 4 NEW	11 Routes 4 NEW	8 Cities 2 NEW	6 Rail Services	5 Counties
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Not including Golden Gate Ferry service