

Members of the Board

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Pippin Dew

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

Thursday, May 9, 2024 at 1:00 p.m.

**Port of San Francisco
Bayside Conference Room
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. Sea Change Update
 - ii. Pilot Service Committee
 - iii. Richmond Ferry Service
 - 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 – April 11, 2024
 - b. Approve Temporary License Agreement for Estuary Water Shuttle Pilot Project
 - c. Authorize License Agreement Related to Oakland Ferry Fest
 - d. Authorize Purchase of Insurance Policies for Fiscal Year 2024/25

**Water Emergency Transportation Authority
May 9, 2024 Meeting of the Board of Directors**

7. APPROVE REDWOOD CITY BALLPARK SERVICE PILOT PROJECT **Action**
8. CALIFORNIA SENATE BILL 1031 CONNECT BAY AREA ACT – SUPPORT **Action**
9. APPROVE AMENDMENT #1 TO MEMORANDUM OF UNDERSTANDING FOR THE BERKELEY MARINA FERRY FACILITY PROJECT **Action**
10. AUTHORIZE THE FILING OF AN ALLOCATION REQUEST WITH THE METROPOLITAN TRANSPORTATION COMMISSION FOR \$3,000,000 IN REGIONAL MEASURE 3 CAPITAL FUNDS **Action**
11. ADOPT 2050 SERVICE VISION AND EXPANSION POLICY **Action**
12. ADJUST FISCAL YEAR 2023/24 CAPITAL BUDGET FOR VESSEL CONSTRUCTION **Action**
13. REVIEW PROPOSED FISCAL YEAR 2024/25 BUDGET AND SALARY SCHEDULE **Information**
14. PUBLIC COMMENTS FOR NON-AGENDA ITEMS

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: May 9, 2024

RE: Executive Director's Report

Sea Change Update

The Certificate of Inspection (COI) process for *Sea Change* with United States Coast Guard (USCG) began on April 19. Three members of the Coast Guard were onboard, and the crew successfully completed all dockside tests, including final critical safety systems (bilge pumps and fire pumps). Part 2 of the process is scheduled for May 13 and will include USCG assessment of the vessel while it is in operation. Blue & Gold Fleet crew is now fully trained. The crew and SWITCH Maritime representatives continue to fuel and test the vessel while the COI is pending.

Pilot Service Committee

On April 14 the Pilot Service Committee comprised of Directors DelBono and Dew met to review and advise staff regarding policy direction for the nascent San Francisco Bay Ferry Pilot Service Program. The Program will be established as part of the 2050 Service Vision and supported by an annual set aside of Regional Measure (RM) 3 funds available to San Francisco Bay Ferry. The goal of the program is to test new technologies, assess emerging markets, explore new operating models, and create new paths forward to demonstrating long-term project feasibility. From a workforce development standpoint, the Program will be designed to offer an opportunity for current crews to gain training and experience operating new vessels and services. The RM 3 funds provided for this Program are intended to leverage additional investment from public and private partners to support a robust offering of projects. For FY 2025 the Program will feature the *Sea Change* Hydrogen Demonstration project, Redwood City Ballpark Service, and the Oakland Alameda Water Shuttle. For future years, staff is directed to develop scoping and funding plans to test potential pilot services along the SF Waterfront, Contra Costa County, Vallejo, and Larkspur. Projects outside the proposed staff work program may be pursued at the direction of the Pilot Service Committee.

Richmond Ferry Service

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 have been monitoring the availability of parking at the Richmond ferry terminal over the last couple weeks and have found that ferry passenger parking has not been impacted to date. Staff met with Richmond's City Manager and Director of Planning in late April to discuss this issue and potential opportunities if parking for ferry passengers becomes impacted.

Contra Costa County

Staff is engaged with Contra Costa transportation officials regarding funding strategies and service scenarios to promote long-term financial sustainability of the Richmond Ferry Service. In late 2023 and early 2024 staff presented a performance and funding update of the service to the West Contra Costa Transportation Advisory Committee (WCCTAC), the Contra Costa Transportation Authority (CCTA) Planning Committee, and the CCTA Board. Following the staff report, the CCTA Board requested examples of how service could be cut to reduce operating costs. On April 26 staff presented two service

cut scenarios to the WCCTAC Board. A similar presentation(s) will be provided to the CCTA in June. In a related effort, staff is coordinating with CCTA to develop a Measure J funded initiative to promote and incentive ridership growth on the Richmond Ferry Service.

The CCTA has also completed its Ferry Service Expansion Study, which explores the potential benefits, costs, and constraints of implementing ferry service in the communities of Hercules, Martinez, Pittsburg and Antioch. The Study was led by CCTA staff and its consultant with technical support and coordination provided by San Francisco Bay Ferry. In general, the study identifies significant challenges associated with implementing each of the four projects evaluated. The study presentation includes a recommendation to consider testing new potential routes in Contra Costa County through the San Francisco Bay Ferry Pilot Service Program. The results of the study have been presented to the CCTA Planning Committee and CCTA Board, as well as participant cities. An overview of the study will be presented by CCTA staff to the WETA Board at a future meeting.

Treasure Island Ferry Service

The San Francisco County Transportation Authority (SFCTA) is recommending programming of up to \$1.7M from the State Transportation Assistance County Block Grant Funds as 'seed funding' toward the first year of operations for San Francisco Bay Ferry's Treasure Island Electric Ferry Service beginning in 2026. On April 24th the SFCTA Citizen Advisory Committee recommended approval of the programming request. On May 14th the SFCTA Board will consider approving the recommendation. This is a significant first step toward identifying operating funds to initiate the service and ultimately provide a reliable long-term source of operating subsidy. Staff will continue to work with the SFCTA and other project partners to identify potential sources of operating funds to sustain service operations.

Regional Transportation Measure

In late April, Senate Bill 1031 (Wiener, Wahab), the regional transportation measure also known as the Connect Bay Area Act, advanced through the Senate Transportation Committee (Chair Cortese, San Jose) and Revenue and Taxation Committee (Chair Glazer, Orinda). However, both committees passed the bill essentially on 'courtesy votes' to allow the bill authors time to make significant changes to the proposed legislation as both Committee Chairs are opposed to the bill as written and expect to reconsider the bill at some future date in the legislative calendar. MTC, the bill sponsor, along with Senators Wiener and Wahab, are considering significant changes to the bill to address the considerable opposition that has emerged.

As currently written, the bill allows the Metropolitan Transportation Commission (MTC) to place the measure on the ballot in all nine Bay Area counties or a subset thereof in November 2026 or later, and also identifies eligible expenditures, including funding for transit operations. Additionally, the bill would direct MTC to implement a seamless transit experience throughout the Bay Area and would require the Commission to adopt and update rules and regulations to promote the coordination of fares, fare-payment methods and fare integration among various transit agencies. Next steps include consideration by the Senate Appropriations Committee (Chair Caballero, Fresno) in May and continued discussion on the bill's specifics by MTC over the next several months.

SF Bay Ferry will continue its participation in the regional stakeholder group and will be briefed as the bill advances.

Community and Rider Events

On May 16, agency staff and partners will host energizer stations at multiple East Bay ferry terminals at a part of Bike East Bay's regional Bike to Wherever Day celebration. The agency's primary station will be Alameda Seaplane Ferry Terminal, which promotional items will be distributed to ferry riders who ride bikes or scooters as a part of their commute. Staff will also join the energizer station hosted by the 511 Contra Costa team at the Richmond Ferry Terminal and is assisting to promote the Solano Transportation Authority's station at the Vallejo Ferry Terminal.

On June 1, staff plans to hold the Oakland Ferry Fest at Jack London Square adjacent to the Oakland Ferry Terminal. This will be the agency's second dedicated celebration of ferry service following the Richmond Ferry Fest in 2022. The event will be held from 10 AM to 2 PM and will include live entertainment, local food vendors, free ferry rides in the Oakland Estuary, and numerous community partners, including a kids' zone. The event is pending Board approval of an item on the May agenda.

Norwegian Delegation Ferry Tour

On April 15, SF Bay Ferry hosted a delegation from Norway, led by His Royal Highness Crown Prince Haakon along with Chair Randolph of the California Air Resources Board, Chair Hochschild from the California Energy Commission, Norway's Minister of Trade, Minister of Industry, and Minister of Digitalization to strengthen ties between the Country of Norway and the State of California around combatting climate change. During the tour onboard the Delphinus, attendees heard presentations from Chair Randolph, Chair Hochschild about California's efforts to reduce emissions as well as a presentation from SF Bay Ferry's Jan Rybka, highlighting the technological strides SF Bay Ferry has made in transitioning our ferries to zero emissions. Throughout the visit, we were briefed on the cutting-edge electric ferry vessel technology utilized in Norwegian high-speed ferry operations. This event was part of a larger all-day conference hosted by Innovation Norway. Special acknowledgment to the Norwegian General Consul Gry Henriksen and her staff for helping to coordinate the delegation and organizing an event that fostered meaningful cultural and technological exchanges.

California/Norway MOU signing with *Sea Change*

The Norwegian delegation visited Golden Gate Ferry's Larkspur Terminal the following day, where they convened with Governor Newsom and the California delegation to formalize a Memorandum of Understanding (MOU) aimed at advancing climate collaboration. At the request of the Governor's Office, SF Bay Ferry worked with SWITCH Maritime and Blue & Gold Fleet to move the *Sea Change* from Alameda to the Larkspur Ferry Terminal, the longest trip the *Sea Change* has completed to date under its own power. Against the picturesque backdrop of the *Sea Change*, Governor Newsom and Jan Christian Vestre, Norway's Minister of Trade, ceremoniously signed the agreement.

Outstanding Organization Award

On April 25, the Alameda Chamber and Economic Alliance held its annual Business Excellence awards. SF Bay Ferry was nominated for and received this year's Outstanding Organization Award. This award honors a business, non-profit, or community organization demonstrating exceptional leadership and contributions to Alameda's growth and prosperity. Along with the award, SF Bay Ferry also received certificates of recognition from Assemblywoman Bonta, Alameda County Supervisor Lena Tam and Alameda County Assessor Phong La.

END

MEMORANDUM

TO: Board Members

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

SUBJECT: Review of FY 2023/24 Financial Statements Ending March 31, 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 nine months of the Fiscal Year. Actual revenue and expense are reflected as of March 31 against the Fiscal Year 2023/24 budget.

Revenue and expense to date for operations is \$43.8 million and is within the approved budget. The table below shows a summary, with 75% of the fiscal year completed, compared to budget. While expenses are well within budget, federal revenue is higher than budgeted due to the rollover of federal operating assistance from the prior fiscal year. This rollover amount was approximately \$3 million higher than anticipated when the budget was prepared. It was a result of both cost savings at year end and higher than anticipated RM 2 funding. The federal funds will be entirely utilized by the end of May. At that point operations will utilize Bridge Tolls and State Operating revenue for support above fare revenue amounts.

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	\$ 7,633,896	\$ 9,176,349	\$ 12,757,159	72%
Federal - COVID-19 Relief Funds	20,808,805	22,708,870	20,214,365	112%
Bridge Toll Revenues	10,295,377	8,824,216	25,759,450	34%
State Operating Assistance	N/A	-	3,238,254	0%
Contra Costa Measure J	2,781,958	2,821,287	3,761,720	75%
Other Revenue	108,627	317,693	2,696,074	12%
Total Operating Revenues	\$ 41,628,662	43,848,416	\$ 68,427,022	64%
Expense:				
Ferry Services (all)	\$ 39,481,823	\$ 41,587,989	\$ 64,481,828	64%
Planning & Administration	2,146,839	2,260,427	3,945,194	57%
Total Operatings Expenses	\$ 41,628,662	\$ 43,848,416	\$ 68,427,022	64%
Farebox Recovery % (Regular Service)	19%	22%		

Capital Budget expenses, as shown below, are \$23.6 million to date. A subsequent item on the agenda requests approval of a capital budget adjustment to expenditures related to vessel projects in Fiscal Year 2023/24. This item is to reflect both additions and reductions in the FY 2023/24 budgets of those projects. Full discussion of ongoing and future capital program is included in the proposed budget for Fiscal Year 2024/25.

Capital Budget vs. Actual	FY2023/24 Actual Current YTD	FY2023/24 Approved Budget*	% of FY 2023/24 Budget
Revenue:			
Federal Funds	\$ 11,991,349	\$ 30,251,481	40%
State Funds	2,994,926	21,511,714	14%
Bridge Toll Revenues	5,199,714	17,896,391	29%
Other Revenues	3,366,770	4,471,710	75%
Total Capital Revenues	\$ 23,552,758	\$ 74,131,297	32%
Expense:			
Total Capital Expenses	\$ 23,552,758	\$ 74,131,297	32%

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 March 31 is \$26,591,072. Also attached this month is the quarterly earnings report for LAIF.

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 3/31/24

% of Year Elapsed 75%

	Mar-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	\$131,785	\$1,161,136	1,270,927	\$1,825,501	70%
Vessel Fuel	82,814	\$801,520	738,618	1,087,800	68%
Vessel Operations & Maintenance	85,209	\$363,013	468,767	830,241	56%
Facility Operations & Maintenance	81,818	\$467,094	595,845	798,286	75%
System Expense	59,005	\$520,469	545,815	1,008,100	54%
Total Harbor Bay	\$440,631	\$3,313,232	\$3,619,972	\$5,549,929	65%
<i>Farebox Recovery - AHBF</i>	<i>21%</i>	<i>16%</i>	<i>21%</i>	<i>15%</i>	
Alameda/Oakland Ferry Service (AOFS)					
Vessel Crew Labor	\$303,932	\$3,135,677	\$3,033,686	\$4,381,204	69%
Vessel Fuel	236,611	\$2,318,130	2,067,597	2,952,600	70%
Vessel Operations & Maintenance	117,478	\$909,502	711,705	1,169,544	61%
Facility Operations & Maintenance	211,424	\$1,292,502	1,538,863	2,056,349	75%
System Expense	158,164	\$1,509,466	1,473,143	2,545,914	58%
Total Alameda/Oakland	\$1,027,609	\$9,165,277	\$8,824,994	\$13,105,611	67%
<i>Farebox Recovery - AOFS</i>	<i>22%</i>	<i>21%</i>	<i>26%</i>	<i>26%</i>	
Vallejo Ferry Service (Vallejo)					
Vessel Crew Labor	\$355,122	\$3,464,837	\$3,530,809	\$4,928,854	72%
Vessel Fuel	520,543	\$5,194,185	4,816,775	\$7,148,400	67%
Vessel Operations & Maintenance	146,670	\$1,150,295	1,110,603	\$1,290,015	86%
Facility Operations & Maintenance	382,001	\$2,735,163	2,895,326	4,687,016	62%
System Expense	208,472	\$1,668,097	1,769,514	3,141,546	56%
Total Vallejo	\$1,612,807	\$14,212,578	\$14,123,027	\$21,195,831	67%
<i>Farebox Recovery - Vallejo</i>	<i>26%</i>	<i>25%</i>	<i>28%</i>	<i>28%</i>	
South San Francisco Ferry Service (SSF)					
Vessel Crew Labor	\$118,479	\$919,746	\$1,183,420	\$1,642,951	72%
Vessel Fuel	59,153	\$608,268	675,160	777,000	87%
Vessel Operations & Maintenance	131,884	\$309,602	664,715	929,482	72%
Facility Operations & Maintenance	75,662	\$467,501	568,607	761,156	75%
System Expense	47,755	\$297,041	384,057	860,610	45%
Total South San Francisco	\$432,932	\$2,602,158	\$3,475,958	\$4,971,200	70%
<i>Farebox Recovery - SSF</i>	<i>6%</i>	<i>7%</i>	<i>7%</i>	<i>6%</i>	
Richmond Ferry Service (Richmond)					
Vessel Crew Labor	\$237,213	\$2,351,045	\$2,340,914	\$3,285,903	71%
Vessel Fuel	165,627	\$1,603,062	1,444,036	2,175,600	66%
Vessel Operations & Maintenance	126,062	\$466,415	687,699	1,136,367	61%
Facility Operations & Maintenance	167,182	\$925,024	1,268,943	1,720,952	74%
System Expense	115,343	\$697,932	903,635	1,898,232	48%
Total Richmond	\$811,428	\$6,043,478	\$6,645,227	\$10,217,053	65%
<i>Farebox Recovery - Richmond</i>	<i>11%</i>	<i>11%</i>	<i>12%</i>	<i>10%</i>	

(continued on next page)

San Francisco Bay Area Water Emergency Transportation Authority
FY 2023-24 Operating & Administration Revenue and Expense
Through the Month Ending 3/31/24

% of Year Elapsed 75%

	Mar-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	\$171,321	\$1,480,106	\$1,645,320	\$2,190,602	75%
Vessel Fuel	118,305	\$1,107,403	1,009,672	1,398,600	72%
Vessel Operations & Maintenance	82,804	\$469,933	450,078	745,262	60%
Facility Operations & Maintenance	109,369	\$452,592	798,056	1,018,718	78%
System Expense	76,097	\$604,780	703,709	1,351,283	52%
Total Seaplane Lagoon Farebox Recovery - SPL	\$557,895 20%	\$4,114,815 19%	\$4,606,836 24%	\$6,704,465 18%	69%
Sub-Total Ferry Operations (Ongoing Service)	\$ 4,883,302	\$ 39,451,537	\$ 41,296,013	\$ 61,744,087	67%
<i>Farebox Recovery</i>	<i>20%</i>	<i>19%</i>	<i>22%</i>	<i>21%</i>	
Hydrogen Demostration Project (Sea Change)	61,570	30,286	\$ 259,797	\$1,737,741	15%
Oakland Estuary Demonstration Project	29,907	N/A	32,179	\$1,000,000	3%
Subtotal Ferry Operations (All)	\$4,974,779	\$39,481,823	\$41,587,989	\$64,481,828	64%
PLANNING & ADMINISTRATION:					
Wages and Fringe Benefits	\$162,633	\$1,580,877	\$1,657,449	\$2,437,349	68%
Professional & Other Services	141,987	1,011,330	946,363	2,046,600	46%
Information Tech., Office, Supplies	6,482	58,814	21,523	148,800	14%
Utilities/Communications	1,585	14,773	15,825	31,700	50%
Insurance	1,929	18,153	21,390	25,508	84%
Dues, Memberships, Misc.	20,976	46,823	105,918	123,440	86%
Leases and Rentals	21,457	184,218	191,364	267,040	72%
Admin Overhead Expense Transfer	(69,290)	(768,149)	(699,406)	(1,135,242)	62%
Sub-Total Planning & Gen Admin	\$287,758	\$2,146,839	\$2,260,427	\$3,945,194	57%
Total Operating Expense	\$5,262,538	\$41,628,662	\$43,848,416	\$68,427,022	64%
OPERATING REVENUE					
Fare Revenue	\$965,826	\$7,633,896	\$9,176,349	\$12,757,159	72%
Federal Operating Assistance	2,811,487	20,808,805	22,708,870	20,214,365	112%
Regional - Bridge Toll	1,080,271	10,295,377	8,824,216	25,759,450	34%
State Operating Assistance		N/A	-	3,238,254	0%
Regional - Contra Costa Measure J	313,476	2,781,958	2,821,287	3,761,720	75%
Other Revenue	91,477	\$108,627	317,693	2,696,074	12%
Total Operating Revenue	\$5,262,538	\$41,628,662	\$43,848,416	\$68,427,022	64%

San Francisco Bay Area Water Emergency Transportation Authority
FY 2023/24 Capital Revenue and Expense
Through the Month Ending 3/31/24

Project Description	Mar-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	\$ 125,858	\$ 15,055,880	\$ 276,292	\$ 13,007,000	\$ 407,804	\$ 1,772,588	5%
Shoreside Electrical Initiative (Planning Phase)		2,541,685		2,417,000	-	124,685	0%
Terminal Improvement							
Terminal Rehabilitation - Alameda Main Street	74,557	9,760,000	1,779,132	7,980,868	7,449,866	0	95%
Passenger Float Rehabilitation - South San Francisco	5,843	908,500	601,192	190,250	9,531	117,058	67%
Terminal Dredging - Vallejo	7,967	2,842,000	-	2,842,000	2,270,234	-	80%
Terminal Reconfiguration - Vallejo	45,518	16,696,000	62,059	440,117	304,167	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	468	6,000,000	-	6,000,000	468	-	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)*	1,208,010	30,420,100	26,449,977	3,643,651	3,639,651	326,472	99%
All Electric Expansion Small Vessels	47,087	13,250,450	106,893	2,000,000	141,063	11,143,557	2%
Replacement Vessels - MV Bay Breeze and Solano*	68,401	37,902,400	11,652,246	13,571,957	6,322,808	12,678,197	47%
Replacement Vessel - MV Intintoli *	106,483	26,446,700	377,522	323,311	271,490	25,745,867	2%
Replacement Vessel - MV Mare Island*	2,423	26,500,000	-	20,000	14,267	26,480,000	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	1,218	4,488,000	-	4,488,000	11,769	-	0%
Vessel Waterjet System Upgrade - Pyxis Class Vessels	1,228	700,000	-	350,000	214,429	350,000	31%
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	2,384	2,235,000	907,191	1,129,943	405,587	197,867	59%
Engine Overhauls - FY24	-	2,010,000	-	1,900,000	912,162	110,000	45%
Major Waterjet Projects	3,356	1,404,500	-	1,404,500	759,946	-	54%
Spare Parts	5,057	1,333,000	-	1,333,000	320,240	-	24%
Total Capital Expenses	\$1,705,857	\$215,221,215	\$42,213,440	\$74,131,297	\$23,552,758	\$98,876,477	
CAPITAL REVENUES:							
Federal Funds	\$ 219,709	\$ 112,197,402	\$ 12,109,513	\$ 30,251,481	\$ 11,991,349	\$ 69,836,408	21%
State Funds	156,559	54,168,310	22,276,784	21,511,714	2,994,926	10,379,812	47%
Regional - Bridge Toll	1,255,033	43,183,154	6,626,505	17,896,391	5,199,714	18,660,258	27%
Local	74,557	5,329,014	1,200,638	4,471,710	3,366,770	0	86%
Total Capital Revenues	\$ 1,705,857	\$214,877,880	\$42,213,440	\$74,131,297	\$ 23,552,758	\$98,876,477	

* Reflects changes to overall budget included in later agenda item

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

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

	Mar-24
Bank of America (Checking)	\$4,966,318
Bank of America (Prop 1B)	258,201
Bank of America (Measure B/BB)	8,151,351
Local Agency Investment Fund (LAIF)	13,215,202
Total	\$26,591,072



MALIA M. COHEN
California State Controller

**LOCAL AGENCY INVESTMENT FUND
REMITTANCE ADVICE**

Agency Name **SAN FRANCISCO BAY AREA WATER**

Account Number

As of 04/15/2024, your Local Agency Investment Fund account has been directly credited with the interest earned on your deposits for the quarter ending 03/31/2024.

Earnings Ratio		.00011755619077389
Interest Rate		4.30%
Dollar Day Total	\$	1,003,456,439.30
Quarter End Principal Balance	\$	13,215,202.18
Quarterly Interest Earned	\$	117,962.52

TO: SF Bay Ferry Board Members

FROM: Peter Friedmann, SF Bay Ferry Federal Legislative Representative
Ray Bucheger, SF Bay Ferry Federal Legislative Representative
Madison Hite, SF Bay Ferry Federal Legislative Representative

SUBJECT: SF Bay Ferry Federal Legislative Board Report – May 2024

This report covers the following topics:

- SF Bay Ferry Leadership in Washington, D.C.
- Advocacy Update: Funding for Public Ferry Programs
- SF Bay Ferry Congressionally Directed Spending Request
- Update on Ferry Service Expansion Act

SF Bay Ferry Leadership in Washington, D.C.

When SF Bay Ferry Executive Director Seamus Murphy traveled to Washington, D.C. in April, we supported his trip by scheduling meetings with California Congressional offices to talk about SF Bay Ferry’s Congressionally Directed Spending (earmark) request (more on this below) and to discuss upcoming grant applications. We are scheduling additional Congressional meetings for SF Bay Ferry Government and Regulatory Affairs Manager, Lauren Gularte, who is traveling to DC for meetings with the Bay Area Council. Meetings topics will include SF Bay Ferry’s earmark request, upcoming grant applications and programmatic requests for funding for public ferry programs utilized by SF Bay Ferry (more on this below).

Advocacy Update: Funding for Public Ferry Programs

SF Bay Ferry is continuing to advocate for increased funding for two federal grant programs that are dedicated to public ferries:

- ***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. SF Bay Ferry has requested that Congress fund the entire authorized amount for FY25, which is \$50 million.
- ***FTA 5307(h) ferry program:*** SF Bay Ferry has received numerous grants through this competitive grant program, which is funded at \$30 million per year. SF Bay Ferry 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 SF Bay Ferry's advocacy.

In addition to encouraging other Public Ferry Coalition members to submit programmatic funding requests to their own members of Congress (just as we submitted programmatic funding requests to the California Senators), we are also supporting Congressman John Garamendi as he works to get other members of Congress to sign onto a letter to Appropriations Committee leadership, requesting additional funding for these public ferry programs. We have been able to get most of the Bay Area Congressional delegation to sign onto this letter and have asked members of the Public Ferry Coalition to press their own House members to sign the letter as well.

It is worth noting that APTA is also working with Rep Garamendi to get members of Congress to sign the letter. The organization is seeking to be more active in its support for public ferry service as we move towards the next surface transportation reauthorization. SF Bay Ferry will be working with APTA as they increase their activity in this space.

SF Bay Ferry Congressionally Directed Spending Request

SF Bay Ferry is continuing to press the Senators Padilla and Butler, and Representative Pelosi, to ask the Senate and House Appropriations Committees to provide project-specific (earmark) funding 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.

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).

Respectfully Submitted,
Peter Friedmann, Ray Bucheger and Madison Hite



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

April 29, 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 – May 2024**

General Update

April has been a busy month in the Legislature as policy committees worked to meet their April 26 deadline to hear and report bills with fiscal impacts. In the weeks ahead, fiscal committees will work to meet their May 17 deadline to hear and report bills to the floor of their respective houses. We suspect that the suspense file hearings in these committees will take place on May 16. Bills must also move out of their first house by May 24. Budget subcommittee hearings continue in the lead-up to the release of the Governor's May Revise, expected on or before May 14.

For more information about key legislative and budget deadlines, see the adopted 2024 Legislative Calendar available [here](#).

Sponsored Legislation Update

Since we last reported to you, [AB 2061 \(Wilson\)](#), WETA's sponsored bill, was approved by the Assembly Revenue and Taxation Committee and referred to the Assembly Appropriations Committee. As a reminder, this bill would create through January 1, 2030, a sales and use tax exemption for zero-emission ferries purchased by public transit agencies.

State Budget Update

Governor Newsom will release the May Revise, the Governor's update to the January budget on or around May 14. We expect the May Revise to include updated projections for the state's deficit and revised proposals to address the shortfall.

As we reported last month, on April 4, Governor Newsom, Senate President pro Tempore Mike McGuire, and Assembly Speaker Robert Rivas announced an agreement on roughly \$17 billion in early actions to "significantly reduce the existing [budget] shortfall and best position California to responsibly address the budget in June." Importantly, the agreement preserves the state's commitment to provide the full balance of the \$4 billion for the population-based Transit and Intercity Rail Capital Program (commonly referred to as AB 102 / SB 125 funding). The main elements of the agreement are included in [AB 106 \(Gabriel\)](#), which was signed by the Governor on April 15.

It is worth noting that AB 106 provides the Department of Finance with the ability to suspend the authority to expend any one-time funding provided in the Budget Acts of 2021, 2022, or 2023. The Department of Finance has provided notice to the Joint Legislative Budget Committee that the Newsom Administration intends to exercise this authority in a [letter dated April 17](#), which may have broad impacts on previously approved state expenditures. No additional details are currently available on how exactly this authority will be exercised.

SB 1031 - Regional Measure

As you are aware, the effort to authorize a regional transportation funding measure for voter consideration is now ensconced in SB 1031 (Wiener and Wahab). The bill currently 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 also now includes some high-level return to source provisions, with minimum funding guarantees for transit operators based on the size of the system and a proposed breakdown of funding categories. The revenues are only to be used to fund transportation improvements in the Bay Area, and are required to be equitably allocated throughout the Bay Area, while guaranteeing a minimum 70% return to source for each county, as follows:

- 45% of revenues allocated for transit transformation investments, which includes minimum guarantees for operators.
- 25% of revenues for investments that support safe streets which would flow to STA and can be used for street repairs.
- 15% of revenues allocated for investments supporting connectivity.
- 15% of revenues allocated to agencies for transit transformation investments, and investments in safe streets and connectivity, for the purpose of maintaining the minimum county benefit threshold, preventing service cuts and increasing ridership, or investing in other regional priorities.

On April 23, the bill was heard in the Senate Transportation Committee. At the direction of the Chair, additional elements were agreed to by the authors, which include:

- The stated goal of raising \$1.5 billion in revenues, while limiting the sale tax portion to a half-cent.
- Limiting the duration of the measure to 30 years.
- Sunsetting the authority to place a measure on the ballot in 2040.
- “Limiting” MTC’s control and application of the regional network manager’s objectives to only State Transit Assistance funds.
- A limit on MTC’s bonding authority to capital projects and to funds “retained” by MTC.
- An agreement to continue working on the return to source provisions in the bill.
- Retain placeholder language for universal transit pass requirements.

During the hearing, Chair Cortese said that these amendments were the “absolute minimum” needed for the bill to advance from his committee and raised concerns about return to source and a desire to work on a more direct pass-through to individual counties. The bill passed the Senate Transportation Committee. The following day, April 24, the bill passed the Senate Revenue and Taxation Committee. It

now heads to the Senate Appropriations Committee, where we will likely see the agreed to terms reflected in print.

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

On complete streets, this bill would require all transportation projects funded or overseen by Caltrans to provide complete streets facilities unless exempt pursuant to the bill. It would also require the targets and performance measures adopted by the California Transportation Commission to include within the SHOPP asset management plan objective targets and measures reflecting state transportation goals and objectives, including for complete streets assets on the state highway system. This bill would also require Caltrans' performance report to include a description of complete streets facilities on each project. Lastly, this bill would require Caltrans to develop and adopt a project intake, evaluation, and encroachment permit review process for complete streets facilities that are sponsored by a local jurisdiction or transit agency. As a part of this process, Caltrans would be required to designate an encroachment permit manager in each district to oversee the review of complete streets facilities applications. Caltrans would then be required to produce a report on the project applications submitted for complete streets facilities.

On transit priority projects, this bill would require the Director of Transportation to, on or before July 1, 2027, adopt a transit priority policy to guide the implementation of transit priority facilities on the state highway system. The bill would also require the Caltrans-prepared State Highway System Management Plan (SHSMP) to include specific and quantifiable accomplishments, goals, objectives, costs, and performance measures for transit priority facilities consistent with SHOPP asset management plan and Caltrans' most recent policy.

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, as currently in print, 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 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. As noted above, the bill will soon be amended to reflect terms approved by the Senate Transportation Committee.

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

This bill would have created parity in the enhanced penalties levied against individuals who commit assault or battery against a public transit operators and ticketing agents and all other transit employees and contractors. This bill will not move forward this year. This bill was co-sponsored by the California Transit Association. **This bill is not moving forward this year.**

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 – May 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 four months of 2024.
- **On-time performance** averaged 98.1% systemwide January through April 2024 compared to 97.2% for the same period in 2023, an increase of 0.9 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 99.2% systemwide January through April 2024 compared to 98.8% for the same period in 2023, a slight increase of 0.4 percentage points.
- There was a total of 141 trip segments cancelled in January through April combined, compared to 16,572 trip segments provided during these months. Cancelled trips represented 0.8% 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 and April had significantly fewer cancellations with just 16 and 5 trips cancelled, respectively, 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 March 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. 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 May will be provided in the June Monthly Operations, Ridership, and Recovery Report.

Ridership Recovery

Since the previous presentation of the MORRR to the Board, staff have made some significant changes on the backend to streamline the creation of this report. Following work already done to upgrade the ridership and operational statistics database, staff are now able to query and pull the contents of the monthly report from the ridership database dashboard. This will result in time savings

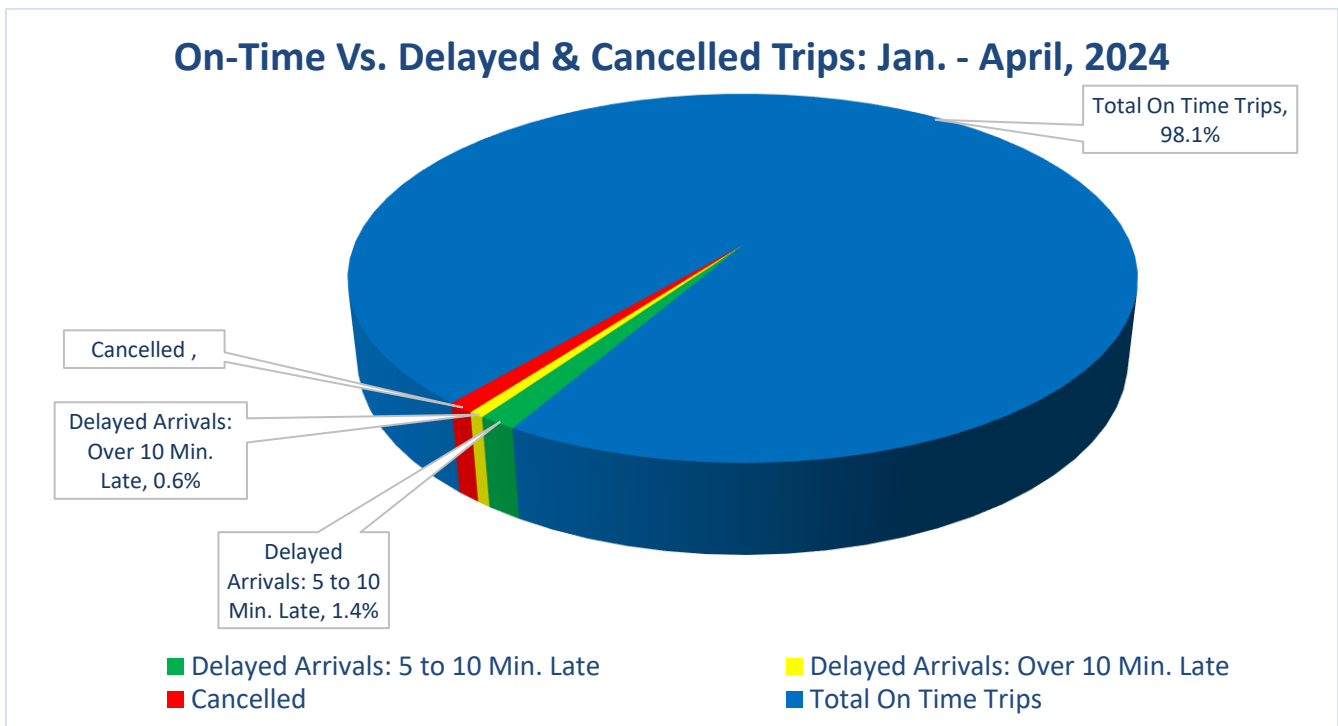
for staff as well as minimizing the potential for human error in the production of this report. The graphs and charts in Appendix B are visually different, but pull directly from the ridership database and communicate much of the same information as previous months.

After an unseasonably rainy March that saw depressed ridership 6% under our budget projection, SF Bay Ferry saw a return to the pattern of consistent ridership recovery that we have observed for the majority of this fiscal year to date. April ridership came in over 217,000 boardings systemwide (1.5% over the budget projection) with growth in both weekend trips and weekday commute trips. Ridership recovery for the month of April was 78% compared to April 2019.

Appendix A. Operations Data Summary

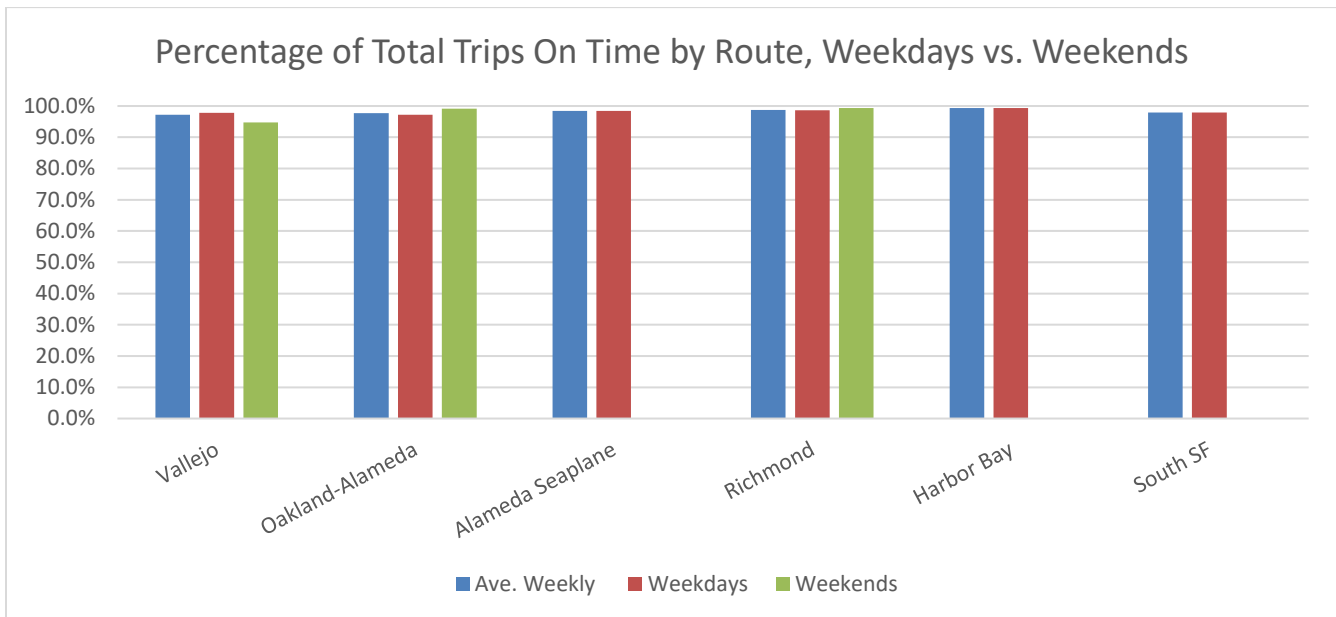
Percentage of Trips On-Time: Year-to-Date (January-April 2024)

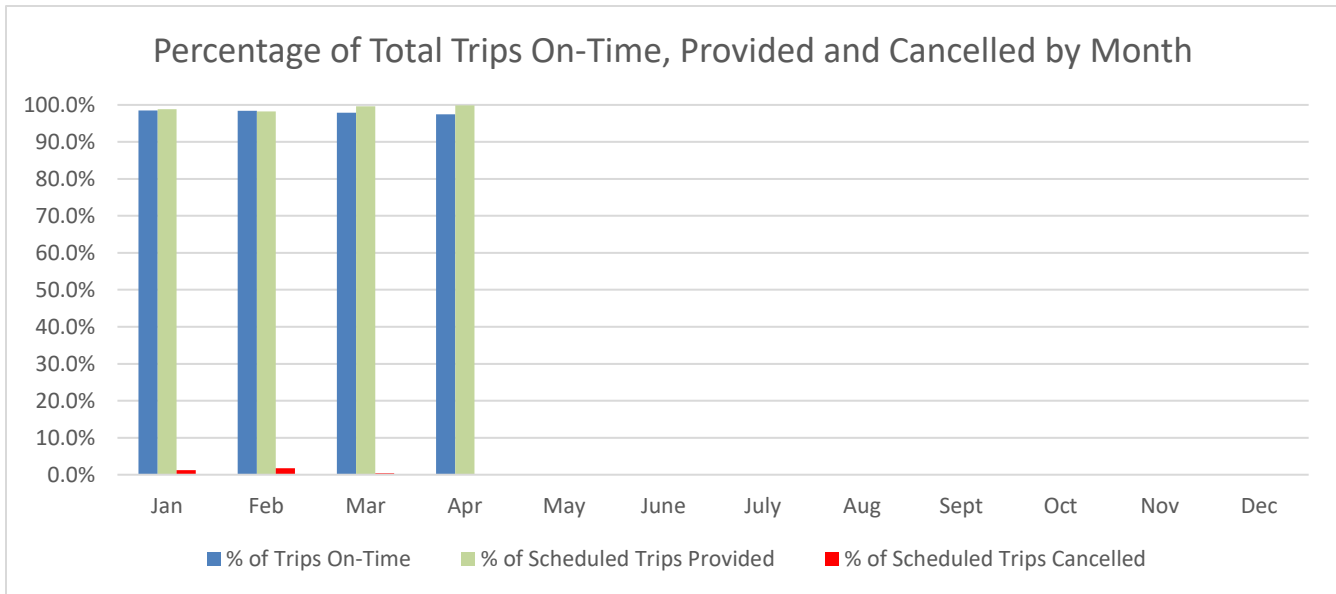
Route	Ave. Weekly	Weekdays	Weekends
Vallejo	97.2%	97.8%	94.8%
Oakland-Alameda	97.7%	97.2%	99.1%
Alameda Seaplane	98.4%	98.4%	Not Provided
Richmond	98.8%	98.7%	99.4%
Harbor Bay	99.3%	99.3%	Not Provided
South SF	98.0%	98.0%	Not Provided
Total System	98.1%	98.1%	98.2%



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	97.5%	99.9%	0.1%
May			
June			
July			
August			
September			
October			
November			
December			
Annual Average	98.1%	99.2%	0.8%





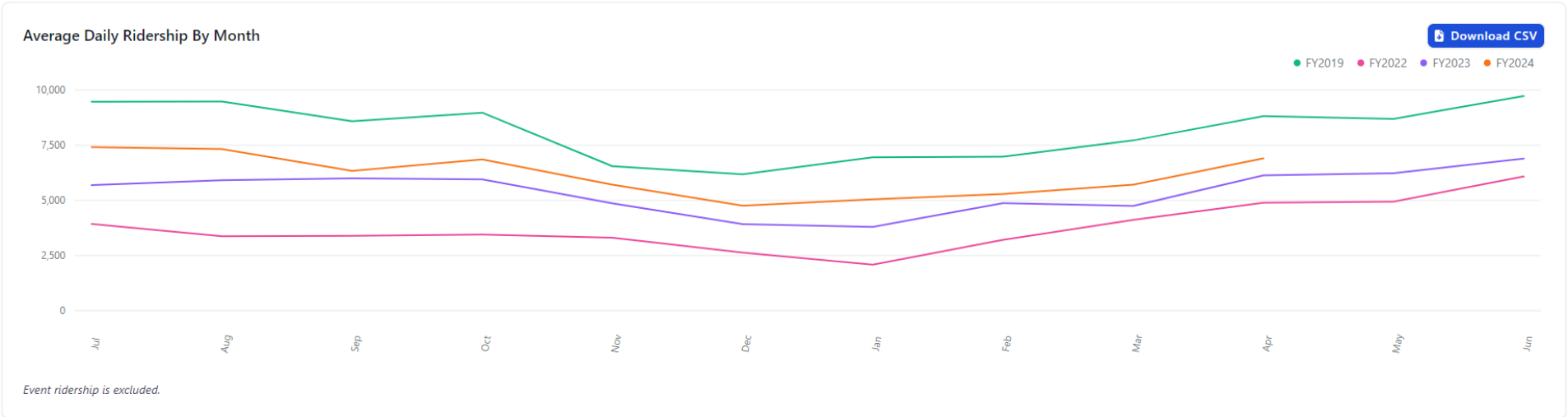
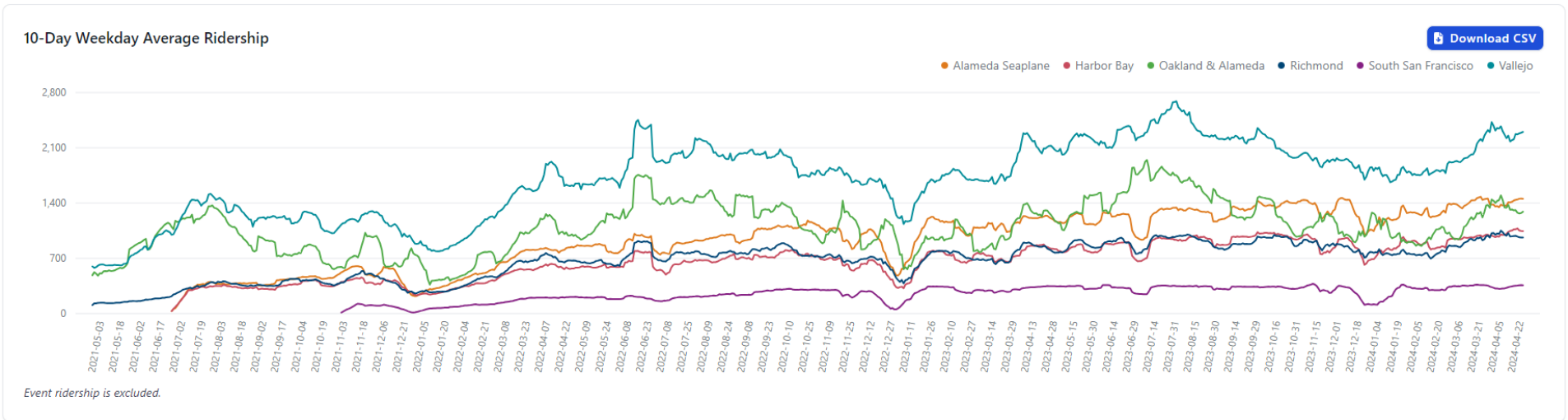
WETA On-Time Performance & Reliability Compared to Other Ferry Operators, Ave. Annual 2023*

	% 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%
NYC Ferry (Jan.-July only)	83.3%	97.4%
Staten Island Ferry	94.2%	99.5%
Average of Comps**	94.4%	98.6%
WETA	96.8%	99.4%
BART (Jan-Sept. only)	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.

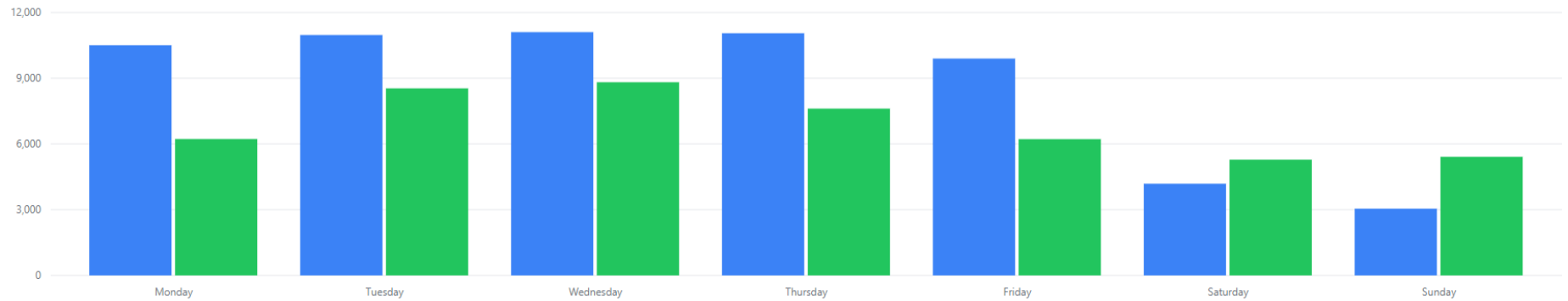
Appendix B. Ridership Recovery Data Summary



Average Ridership by Day of Week Systemwide

[Download CSV](#)

● April 2019 ● April 2024

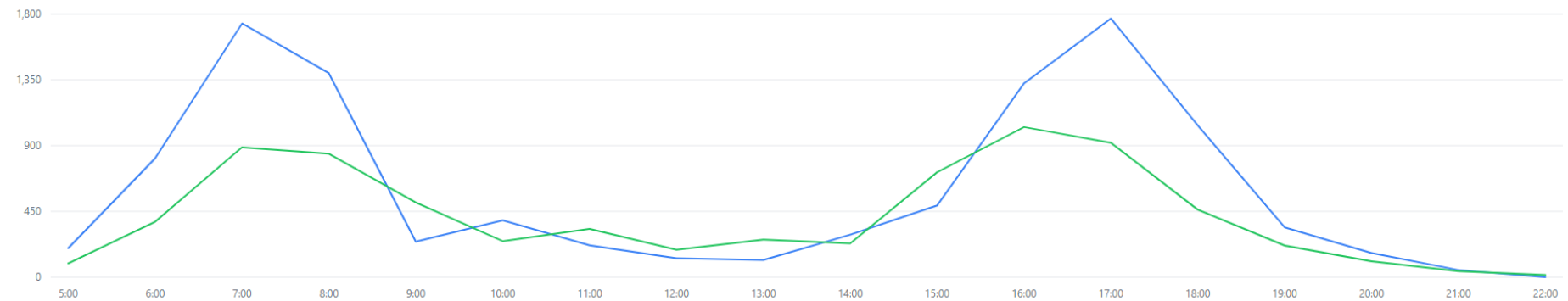


Event ridership is excluded. Holidays with no service are excluded.

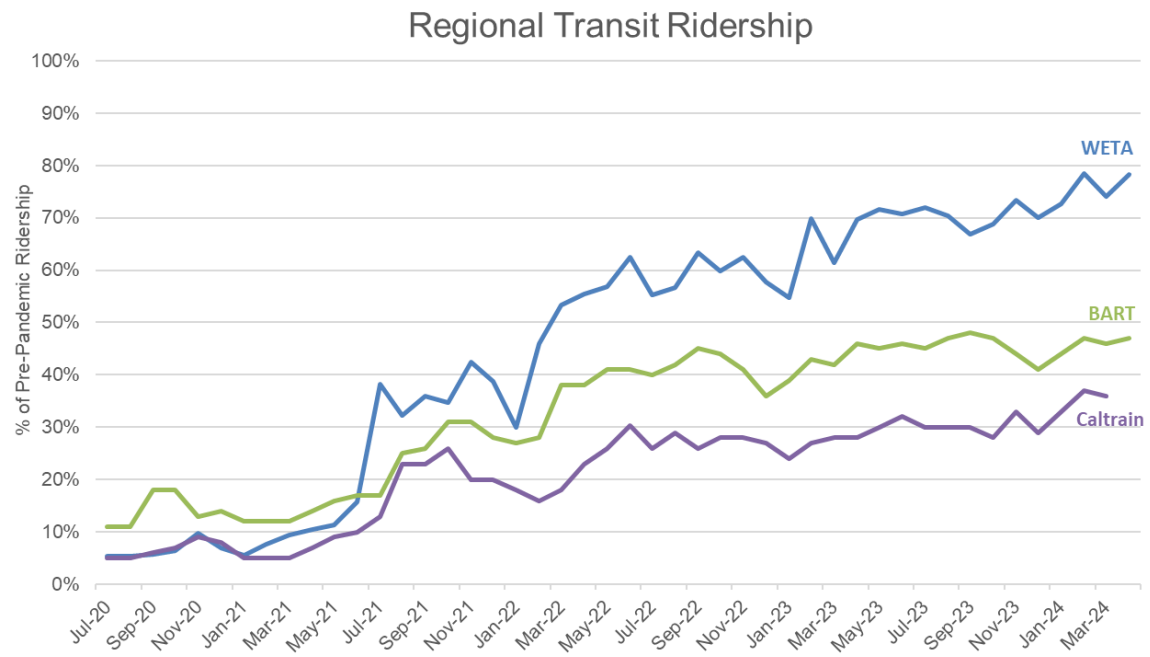
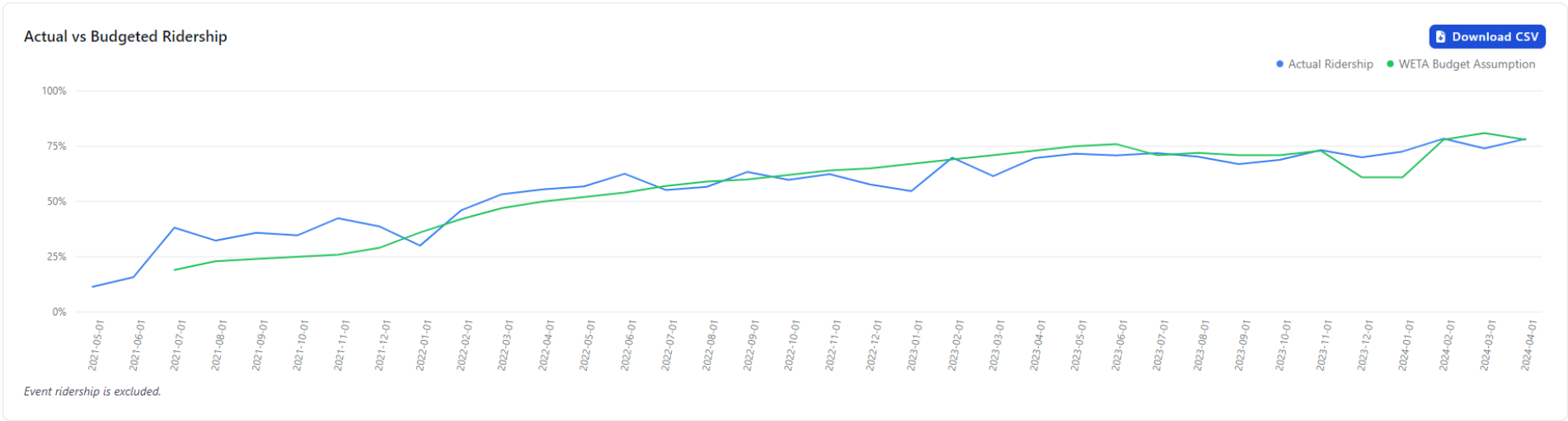
Average Weekday Hourly Ridership

[Download CSV](#)

● April 2019 ● April 2024



Event ridership is excluded. Scheduled trip segment start time is used.



Operational Statistics	Oakland & Alameda	Richmond	Harbor Bay	South San Francisco	Alameda Seaplane	Vallejo	San Francisco Pier 41 Short Hop	Ballpark (Oakland & Alameda)	Ballpark (Vallejo)	Ballpark Short Hop	Chase Center	Systemwide
Total Ridership April 2024	52,950	26,396	22,671	7,476	31,242	65,705	721	3,599	1,799	2,416	1,331	216,306
Total Ridership March 2024	44,084	22,521	19,894	7,321	28,735	53,801	824	448	174	0	2,261	180,063
Percent Change	20.10%	17.20%	14%	2.10%	8.70%	22.10%	-12.50%	703.30%	933.90%		-41.10%	20.10%
Total Ridership April 2024	52,950	26,396	22,671	7,476	31,242	65,705	721	3,599	1,799	2,416	1,331	216,306
Total Ridership April 2023	52,653	22,054	16,982	6,750	24,632	59,847	1,144	3,387	1,654	1,275	1,933	192,311
Percent Change	0.60%	19.70%	33.50%	10.80%	26.80%	9.80%	-37%	6.30%	8.80%	89.50%	-31.10%	12.50%
Total Ridership FY2024 to date	492,495	228,849	195,495	67,034	291,777	583,405	13,513	17,764	10,794	7,706	16,081	1,924,981
Total Ridership FY2023 through April 2023	455,986	188,149	145,865	56,201	217,039	511,043	3,025	3,817	8,161	1,275	16,607	1,607,168
Percent Change	8%	21.60%	34%	19.30%	34.40%	14.20%	346.70%	365.40%	32.30%	504.40%	-3.20%	19.80%
Average Weekday Ridership April 2024	1,367	1,002	1,031	340	1,420	2,312		378	119		437	7,650
Weekdays Operated in April 2024	22	22	22	22	22	22	0	7	7	0	1	22
Average Weekend Ridership April 2024	2,859	543				1,856	90	478	485	604	447	6,002
Weekend Days Operated in April 2024	8	8	0	0	0	8	8	2	2	4	2	8
Ridership Per Hour April 2024	97	63	103	50	131	78	72	343	155	604	380	66
Revenue Hours April 2024	545.50	419.80	220.00	150.30	237.70	846.30	10.00	10.50	11.60	4.00	3.50	3,280.00
Revenue Miles April 2024	7,698	7,592	4,541	2,612	3,422	22,891	144	115	330	38	22	49,405

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

[April 11, 2024]

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

1. CALL TO ORDER

Chair James Wunderman called the meeting to order at 1:00 p.m.

2. ROLL CALL

Chair Wunderman, Vice Chair Monique Moyer, Director Jessica Alba, Director Jeffrey DelBono, and Director Pippin Dew were in attendance.

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 said that the Port of San Francisco was always a great host for meetings but suggested holding Board meetings at other locations that WETA serves to enable local stakeholders the opportunity to participate and weigh in on WETA activities.

Chair Wunderman reported that he recently spent two days in Vancouver, Canada and was amazed by the city's determination to develop the waterfront resulting in a vibrant economy with vacancy rates for downtown office space at under ten percent. He said that Vancouver turned almost all future development over to the Squamish people and other First Nations there. He added that water transit was a major part of the mix.

4. REPORTS OF DIRECTORS

Vice Chair Moyer concurred that Vancouver had a perfect master plan and said the city receives a lot of federal money in advance which they then repay.

Director Alba said that she recently spent the day that started in Redwood City and ended in Davis using several modes of transit which included a stop in Vallejo to christen the MV *Delphinus*. She remarked that the trip was memorable and hoped for a more seamless experience when moving between transit systems.

Director Dew said that the MV *Delphinus* event was well attended and had received positive feedback from the community about the event. She expressed her concerns about comments she received relating to backup plans for left behinds, boarding process for same-day ticket buyers, and the mobile app issues.

Director Dew stated that she is on the Sub-Regional committee of the Napa Solano California Jobs First Committee and had submitted the Working Waterfront Coalition project for funding consideration. She added that figuring out a way to bring manufacturers and jobs to California and the Bay Area was important and needed.

Before receiving reports from staff, Chair Wunderman adjusted the agenda and moved Item 9 – Draft 2050 Service Vision and Expansion Policy immediately following the Consent Calendar.

5. REPORTS OF STAFF

Executive Director Seamus Murphy began by thanking Government and Regulatory Affairs Manager Lauren Gularte and Public Information and Marketing Manager Thomas Hall for their work in organizing and rescheduling the MV *Delphinus* christening event. He thanked staff for listening to riders by making adjustments to the design of the MV *Delphinus* to improve the customer experience.

Mr. Murphy thanked the Board for raising the concerns about the boarding process and said that WETA would work with Blue & Gold Fleet (Blue & Gold) to maintain the turnaround time and that WETA was aware of the issue with the mobile application. He added that WETA had received similar complaints about the mobile app. Mr. Murphy noted that WETA offered bus transportation before the pandemic and that he would at the costs of providing a bus option for the Board to consider.

Mr. Murphy said that discussions with City of Richmond (Richmond) staff about parking at the Craneway Pavilion have been limited and said that WETA alerted the Richmond staff that parking could negatively affect ridership and possibly reduce the level of service. He said that with limited bike and pedestrian accessibility and transit connections, it was important that parking be available for the service to be successful. He noted that WETA would be monitoring the parking issue in real time to determine its impact on service.

Mr. Murphy indicated that Richmond might be waiting for a decision from the State Lands Commission, which has jurisdiction over the Craneway Pavilion about permitted uses of the building. Vice Chair Moyer suggested reaching out to Orton Development and Eddie Orton directly.

Mr. Murphy said that two grants that would go towards funding Phase 2 of the Rapid Electric Emission-Free (REEF) Ferry Program are pending. He thanked the Port of San Francisco for collaborating with WETA on a \$50 million application from the United States Environmental Protection Agency (EPA) Clean Ports Program to include funding for the Mission Bay Ferry Landing, shoreside electrification at the Downtown San Francisco Ferry Terminal, and the vessel replacement projects. He said that the application would be filed at the end of May.

Mr. Murphy stated that an application was submitted to the Zero-Emission Freight and Marine (ZEFM) Program funded by the Volkswagen (VW) Environmental Mitigation Trust to convert WETA's high-risk class vessels from diesel to electric and for an emergency \$25 million charging barge to support WETA's emergency response obligations. He said that other fuel alternatives might be needed to create electricity for the charging barge.

Mr. Murphy said that he would follow up on opportunities to partner with other ports that may be in need of similar barges with floating batteries in response to Director Alba.

In response to Vice Chair Moyer, Planning and Development Manager Michael Gougherty explained that WETA was adopting two crew sign-up periods to advance regional efforts to ensure better schedule coordination and integration with other Bay Area transit operators.

Mr. Murphy invited Operations Analyst Joe Ramey and Transportation Planner Gabriel Chan to provide the operations and ridership report.

Mr. Chan noted that Saturdays performed better than Mondays though there was more Monday service. He said that ridership recovery since the pandemic for regional transit operators was at or near an all-time high with WETA ridership holding about 79 percent of pre-pandemic levels.

Mr. Murphy highlighted that WETA ridership exceeded 2018 ridership and thanks to the Giants service during the first week of April, exceeded 100 percent of 2019 ridership.

Mr. Ramey stated that performance and service reliability for the first quarter of 2024 outperformed the same period for 2023. He said that cancelled trips were weather and mechanical related and that WETA has been working with dispatch to provide timely updates. Mr. Murphy stated that he had received notifications on the San Francisco Bay Ferry app before staff has been notified by Blue & Gold staff.

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.

6. CONSENT CALENDAR

Director DelBono made a motion to approve the consent calendar:

- 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

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

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

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

7. DRAFT 2050 SERVICE VISION AND EXPANSION POLICY

Mr. Gougherty began by acknowledging the work and contributions from Mr. Chan, Mr. Murphy, Fehr & Peers Principal Nathan Conable and subcommittee members Vice Chair Moyer and Director Alba for their time and guidance. He said the goal of the service vision was to serve as a blueprint for the WETA to execute the vision of the Board and as an advocacy document.

Mr. Gougherty shared his presentation on the service vision overview stating that the goal of the informational item was to incorporate feedback received into the final version that would be brought back next month for consideration and potential adoption.

Mr. Gougherty walked through some highlights of the proposed expansion policy and approach and noted that a full version of the proposed text was attached to the staff report. He said that a few service themes were established – electrify, enhance, expand, and emergency response. He provided the process and criteria for advancing routes into project development.

Mr. Gougherty invited Mr. Chan to provide a summary of feedback received from stakeholder outreach. Mr. Chan stated that outreach with local jurisdictions and business and community advisory groups had occurred over the past six months. He noted that stakeholders voiced their concerns about the funding challenges. He said that the advisory groups were supportive of public transit, committed to the environment, and making certain that transit is accessible to all demographics.

Mr. Gougherty followed up with the next steps to receive comments and noted that the final adoption of the service vision would serve as the key input to developing the rest of the business plan. He projected that it would take approximately nine to ten months to complete the business plan.

Chair Wunderman thanked staff for their work and their report and Vice Chair Moyer and Director Alba for leading the Board effort on the plan.

Chair Wunderman inquired if thought had been considered for access to the San Francisco and Oakland airports. Mr. Murphy said that he had reached out to both airports to discuss the viability and desirability of the services, and neither were interested in expanding service to operate closer to their facilities. He indicated that he thought that there were opportunities to provide access to the airports through some of WETA's nearby terminals and improved first and last mile connections.

PUBLIC COMMENT

Michael S Bernick, representing the City of Martinez, Alameda Chamber & Economic Alliance President and CEO Madlen Saddik, University of California, Berkeley Transportation Demand Management Administrator David Sorrell, San Mateo County Economic Development Association Don Cecil, Potrero Power Station Sara Li, Chamber San Mateo County Greg Greenway spoke in support of the draft service vision and expressed appreciation for being part of the stakeholder engagement process.

Chair Wunderman noted Port of Redwood City Executive Director Kristine Zortman, City of Berkeley Parks, Recreation & Waterfront Department Capital Improvement Program Manager Liza McNulty, and Bay Area Council Vice President of Public Policy sent letters of support.

Director DelBono said that he wanted to include greater emphasis on terminal access.

Mr. Gougherty said that staff WETA was partnering with the Contra Costa Transportation Authority on a ferry expansion study identifying constraints at various sites and considering different technologies in response to Director Dew.

Vice Chair Moyer began by complimenting everyone involved for their time spent and engagement in ensuring that the vision is comprehensive and advocating for their own perspectives. She stated that the vision is very transparent and important in managing expectations. She thanked Mr. Gougherty and staff for their work and looked forward to its implementation.

Director Alba expressed her appreciation for the diversity, sincerity, and transparency of the stakeholder engagement process. She added that infrastructure should be included as part of the emergency response theme.

Chair Wunderman stated that this effort was going to affect San Francisco and the Bay Area and eventually globally.

The Directors thanked staff for the report.

8. AUTHORIZE RELEASE OF A REQUEST FOR PROPOSAL FOR DESIGN AND CONSTRUCTION OF THREE NEW 149-PASSENGER BATTERY-ELECTRIC VESSELS

Operations & Maintenance Manager Timothy Hanners presented this item recommending authorizing the release for a request for proposal (RFP) for design and construction of three new 149- passenger battery-electric vessels. He shared his presentation on the project overview.

Mr. Hanners introduced Aurora Marine Design President Shaun Green to present the challenges due to the complexities of service and regulations. Mr. Green walked through the contract design process. He said that WETA was standardizing the fleet, increasing front-end design, integrating design ramps, and standardizing the propulsion power package.

Mr. Hanners presented the next steps and current timeline noting that WETA intended to release the RFP in July. He said that the RFP criteria included qualifications and experience, vessel design, delivery schedule, vessel metrics, and pricing.

Mr. Murphy addressed the complexities and constraints of local maritime industry and workforce development but stated WETA would work to include the Working Waterfront Coalition partnership in its grant applications to create a larger maritime workforce.

Chair Wunderman asked if there was a way to recapture power without placing more stress on the grid.

WETA Attorney Steven Miller of Hanson Bridgett LLP reminded the Board that the item presented was background for the recommended action to release an RFP and that other discussions be reserved for a Board workshop.

Mr. Miller stated that providing the actual RFP to the Board has not been past practice in response to Chair Wunderman. Chair Wunderman expressed his concerns and that this RFP, in his view, was an opportunity to rebirth the maritime industry in the Bay Area as no Bay Area shipyard has ever built a WETA vessel and no American shipyard has ever built an electric ferry. He commented that training may exist but that a workforce won't be generated without the work.

Chair Wunderman suggested importing workforce for a local manufacturer. Mr. Miller reminded the Board that unfair restrictions, including geographic restrictions, are prohibited on a federally-funded procurement. Mr. Miller said that WETA could ask questions that could elicit responses from proposers without violating geographic preference restrictions.

Chair Wunderman said WETA should try harder and be creative and do anything and everything to overcome the hurdles. Director DelBono asked if it was possible for the Board to have more input on the RFP.

Even without the constraints of federal law, Mr. Murphy noted that qualified proposals may not be received from Bay Area facilities. Mr. Miller stated that a Board workshop on the workings of the RFP process would be a more productive way for staff to receive input. Mr. Murphy asked Mr. Hanners to explain the process to receive qualified proposals from industry.

Chair Wunderman stated that the Bay Area was highly concentrated in high technology and needed to think about ways to become more competitive. He suggested that Board policy be to do everything it can to attract and develop the maritime industry. Director Dew suggested creating a local industry workforce development initiative for the Bay Area. She noted the existence of Bay Area assets that were underutilized or underperforming and educational assets.

Director Alba said that regional organizations such as the Bay Area Council put more effort into workforce development. Chair Wunderman commented that the Bay Area Council makes public organizations do things well.

PUBLIC COMMENT

City of Vallejo Commissioner Helen-Marie Gordon spoke in supporting the local economy.

Blue & Gold President Patrick Murphy thanked WETA for including Blue & Gold crews in its working groups.

Mr. Hanners said that café service and bike capacity would be on a smaller scale with a higher ratio but actual details had not been finalized in response to Director Alba.

Mr. Hanners explained the procurement process and advantages of building vessels concurrently.

Vice Chair Moyer asked if funds could be moved around enabling one vessel to be purchased solely with local funds. Mr. Hanners said that it was a complicated question but that funds did exist to fully fund one vessel.

Mr. Miller stated that federal funding could not be used for any vessels even if the project were to be split into multiple contracts, adding that the federal government would require compliance on all parts of the project.

Mr. Murphy said that it may be possible to split up the project in such a way that would not require federal funding thus enabling a preference for local hire but anticipated that no proposals would be received. Vice Chair Moyer thought that the local workforce may be included as apprentices.

Chief Financial Officer Erin McGrath explained the complexities of splitting up the procurement that would include a target delivery date of 2026 and the expiration of unspent funds.

Mr. Hanners said that there was a lot of money and opportunity in repairing and maintaining the vessels.

Mr. Murphy stated that the workshop topic would include agency goals to create a more robust maritime industry in the Bay Area, identify challenges associated with these goals, and settle on some clear strategies to achieve these goals.

Mr. Miller said that the action did not require a resolution due to the administrative nature of the action.

Director Dew expressed her appreciation to staff for their hard work.

Director Dew made a motion to approve this item and include a workshop as previously discussed.

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

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

9. ADOPT RESERVE POLICY

Ms. McGrath presented this item recommending adopting a reserve policy. She shared her presentation on the goals of the policy, the challenges of building reserves, the solutions to increase the use of external reserves, the process to adopt the policy, and the result.

Vice Chair Moyer made a motion to adopt Resolution No. 2024-11 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. PUBLIC COMMENTS FOR NON-AGENDA ITEMS

Commissioner Gordon thanked WETA for hosting the christening of the MV *Delphinus* in Vallejo.

With all business concluded, Chair Wunderman adjourned the meeting at 4:22 p.m.

- Board Secretary

END

MEMORANDUM

TO: Board Members

FROM: Seamus Murphy, Executive Director
Michael Gougherty, Planning & Development Manager

SUBJECT: Approve Temporary License Agreement for Estuary Water Shuttle Pilot Project

Recommendation

Authorize the Executive Director to execute a temporary license agreement with Jack London Square (Oakland) Operator, LLC for the Estuary Water Shuttle Pilot Project.

Background/Discussion

The Estuary Water Shuttle Pilot Project will offer free water shuttle service linking Alameda's northern waterfront to Jack London Square in Oakland. The Project will be a two-year pilot service, with the goal of proving a concept for permanent operation after the pilot has concluded. Funding and support will be provided by multiple partners associated with the project, including the City of Alameda, Alameda Transportation Management Association, Blue Yellow Boat, LLC (BYB) and CIM. Staff services are being provided by WETA on an in-kind basis. The service is anticipated to start in Summer 2024.

In November 2023, the Board approved a project agreement with the City of Alameda establishing roles and responsibilities for planning and implementing the Estuary Water Shuttle Pilot Project. In February 2024, the Board authorized approval of a contract amendment with Blue & Gold Fleet to operate the service. The final action required by the Board to implement the Estuary Water Shuttle Pilot Project is approval of a temporary license agreement with Jack London Square (Oakland) Operator, LLC to secure landing rights for the project in Oakland, at no cost to WETA.

Staff recommends that the Board authorize the Executive Director to execute a temporary license agreement with Jack London Square (Oakland) Operator, LLC to secure landing rights in Oakland for the Estuary Water Shuttle Pilot Project. Staff will provide the Board with an informational update at its June meeting prior to the anticipated launch of service that will include a comprehensive overview of the goals and objectives of the project.

Fiscal Impact

There is no fiscal impact associated with approval of this item. Funding for the Estuary Water Shuttle Project will be provided by other partner agencies or organizations involved with the project.

END

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

RESOLUTION NO. 2024-12

**AUTHORIZE LICENSE AGREEMENT RELATED
TO THE ESTUARY WATER SHUTTLE PILOT PROJECT**

WHEREAS, the WETA Board has previously approved agreements with the City of Alameda and with Blue and Gold Fleet, in order to implement the Estuary Water Shuttle Pilot Project (Project), offering free water shuttle service linking Alameda's northern waterfront to Jack London Square in Oakland; and

WHEREAS, Jack London Square, through its property manager CIM Group, is requiring WETA to sign a standard license agreement, at no cost to WETA, to secure landing rights in Oakland for the Project; and

WHEREAS, WETA and its counsel have reviewed the proposed license agreement and find it in acceptable form; now, therefore, be it

RESOLVED, that the Board of Directors hereby authorizes the Executive Director to enter into a license agreement with Jack London Square (Oakland) Operator, in a form approved by legal counsel, to secure landing rights in Oakland for the Estuary Water Shuttle Pilot Project.

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 May 9, 2024.

YEA:

NAY:

ABSTAIN:

ABSENT:

/s/ Board Secretary

2024-12

END

MEMORANDUM

TO: Board Members

FROM: Seamus Murphy, Executive Director
Thomas Hall, Public Information & Marketing Manager

SUBJECT: Authorize License Agreement Related to Oakland Ferry Fest

Recommendation

Authorize the Executive Director to enter into a License Agreement with Jack London Square (Oakland) Operator, LLC related to the Oakland Ferry Fest event.

Background and Discussion

WETA is planning on hosting the 2024 Ferry Fest at Jack London Square, adjacent to the Oakland Ferry Terminal. CIM Group is the property manager for Jack London Square. CIM Group is requiring WETA to sign a standard license agreement, at no cost to WETA, to allow WETA access to the property where the 2024 Ferry Fest will be held.

Fiscal Impact

There is no fiscal impact based on the agreement itself. Funds to host the Oakland Ferry Fest are included in the adopted FY24 budget.

END

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

RESOLUTION NO. 2024-13

AUTHORIZE LICENSE AGREEMENT RELATED TO 2024 FERRY FEST

WHEREAS, WETA is hosting the 2024 Ferry Fest at Jack London Square, adjacent to the Oakland Ferry Terminal; and

WHEREAS, Jack London Square, through its property manager CIM Group, is requiring WETA to sign a standard license agreement, at no cost to WETA, as a condition of WETA's involvement in the 2024 Ferry Fest; and

WHEREAS, WETA and its counsel have reviewed the proposed license agreement and find it in acceptable form; now, therefore, be it

RESOLVED, that the Board of Directors hereby authorizes the Executive Director to enter into a license agreement with Jack London Square (Oakland) Operator, in a form approved by legal counsel, to provide WETA access to Jack London Square during the 2024 Ferry Fest.

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 May 9, 2024.

YEA:

NAY:

ABSTAIN:

ABSENT:

/s/ Board Secretary

2024-13

END

MEMORANDUM

TO: Board Members

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

SUBJECT: Authorize Purchase of Insurance Policies for Fiscal Year 2024/25

Recommendation

Approve the purchase of the following insurance policies for Fiscal Year (FY) 2023-24 estimated to cost up to \$825,890 in total:

- 1) Marine Commercial Liability including Terminal Operators
- 2) Excess Marine Liabilities
- 3) Property Insurance
- 4) Public Officials Management & Employment Practices Liability
- 5) Crime Insurance
- 6) Special Liability Insurance (SLIP)
- 7) Workers Compensation

Background/Discussion

The SF Bay Ferry's risk management practices rely on a number of policies and practices. Primarily, risk is managed through the insurance coverage purchased directly and the coverage the Authority requires contractors to carry. The most important contract in this regard is the operating and maintenance contract with the Blue and Gold Fleet. In addition to commercial general liability and automobile liability coverage, Blue & Gold Fleet's insurance provides coverage for WETA's vessels (Protection & Indemnity and Hull), Blue & Gold Fleet's crew, and environmental liability, as well as an additional \$49,000,000 of "umbrella liability" coverage for incidents arising out of Blue & Gold Fleet's provision of services to WETA. Such insurance is procured and held separately by Blue & Gold Fleet but paid for by WETA. Current insurance costs incurred by Blue & Gold that are billable to WETA exceed \$1.6 million and are budgeted in the operating budget depending on the category of the expense.

In addition, WETA purchases policies directly to protect the agency from third party claims, loss of property, employment practices or other public agency risks. These policies are renewed annually with approval from the Board based upon estimates provided by WETA's insurance broker, Alliant Insurance Services (Alliant).

This item authorizes the purchase of FY 2024/25 insurance policies consistent with prior year policies and coverage levels. Each type of insurance proposed is described below and policy coverage and pricing are detailed in the FY 2024/25 Insurance Policy Schedule provided as **Attachment A**.

Marine Commercial Liability and Excess Marine Liabilities

These policies protect against third party claims for bodily injury and property damage at covered locations. Because of the size of the coverage, it is held by multiple carriers who share the risk on a percentage basis.

Property Insurance

This coverage provides protection against losses due to damage to property from fires, vandalism, accidents, earthquake, flood, etc. including both personal property and business inventory. This coverage also extends to the waterside assets consisting of the docks, floats, gangways, piers, pilings, and ramps which are insured for replacement costs subject to the property insurance limits.

Public Officials Management & Employment Practices Liability

This policy is designed to address the unique exposures faced by public entities and responds to claims brought against WETA, its employees, and volunteers for any alleged or actual breach of duty, neglect, error, misstatement, or omission in the course of public duties. Included is coverage for employment related matters, such as wrongful termination and harassment.

Crime Insurance

Crime insurance covers money, securities, and other property against a variety of criminal acts including fraud, employee theft, robbery, and forgery.

Special Liability (SLIP)

Special liability is a policy designed to provide auto liability coverage for WETA-owned vehicles.

Workers Compensation

Required coverage for employee injuries in the performance of their work

Actual annualized premiums for WETA's policies for FY 2024/25 were \$761,420 which was less than projected last year. Annual premium rate increases for WETA's FY 2024/25 policies are projected to increase overall 9% with variability depending on the policy. For both liability and property coverage, the driving force behind the state of the market is claims experience. Although WETA has a low claims experience related to its work which helped during the renewal process last year, the market overall has seen the value of claims increase dramatically due to natural disasters, jury awards and other market factors. The result overall is a request to authorize the execution of policies with an estimated total cost of \$825,890, an overall increase of 9%. This is a reduced projection compared to the prior year when the Authority faced renewal of its most expensive policy (property) following significant inflation and expiration of a two-year rate lock. This would be the high end of what could be anticipated for policy renewals which are not yet available.

Fiscal Impact

Projected cost of \$825,890 will be included in the proposed FY 2024/25 Operating Budget to support the purchase of insurance as outlined in this memorandum.

Attachment A: 2024/25 Insurance Policy Coverage and Cost Estimates

END

**San Francisco Bay Area Water Transportation Authority (WETA)
2024-25 Insurance Policy Coverage and Cost Estimates**

Attachment A

Coverage	Locations	Deductible/Retention	FY 2023-24 Limit	FY 2023-24 Premium (annualized)	FY 2024-25 Limit	FY 2024-25 Estimated Premium
Marine Commercial Liability Terminal Operators Liability Wharfingers Liability	Pier 9 Offices, Berth Central Bay O&M Facility North Bay O&M Facility Vallejo Ferry Ticket Office San Francisco Alameda Main Street, Seaplane, Harbor Bay Oakland Clay Street Vallejo Mare Island South San Francisco Richmond Demonstration Routes	\$2,500 each occurrence	\$1,000,000 Each Occurrence \$3,000,000 Aggregate	27,833	\$1,000,000 Each Occurrence \$3,000,000 Aggregate	32,008.0
Excess Marine Liabilities	Pier 9 Offices, Berth Central Bay O&M Facility North Bay O&M Facility Vallejo Ferry Ticket Office San Francisco Alameda Main Street, Seaplane, Harbor Bay Oakland Clay Street Vallejo Mare Island South San Francisco Richmond Demonstration Routes	N/A	\$9,000,000 Excess \$1,000,000 Plus	35,970	\$9,000,000 Excess \$1,000,000 Plus	41,366.0
			\$15,000,000 Excess \$10,000,000	27,710	\$15,000,000 Excess \$10,000,000	31,867.0
Property Insurance	Pier 9 Offices Pier 9 Berthing Facility Central Bay O&M Facility North Bay O&M Facility Vallejo Ferry Ticket Office San Francisco Harbor Bay Alameda Main Street Alameda Seaplane Lagoon Oakland Clay Street Vallejo Mare Island South San Francisco Richmond	\$25,000 to \$250,000	Total Insured Value: \$225,420,096	634,034	Total Insured Value: \$228,294,202	674,223.8
Public Officials Management & Employment Practices Liability	N/A	\$15,000 each public officials management \$25,000 each employment practices violation	\$3,000,000 Aggregate	23,145	\$3,000,000 Aggregate	31,824.4
Crime Insurance	N/A	\$2,500 each occurrence	\$1,000,000 Each Occurrence	1,532	\$1,000,000 Each Occurrence	1,685.2
Special Liability Insurance (SLIP)	N/A	Commercial General Liability \$1,000 Automobile Liability \$1,000	\$1,000,000 Each Occurrence	3,136	\$1,000,000 Each Occurrence	3,606.4
Workers Compensation	N/A	None	Statutory / \$1M EL	8,060	Statutory / \$1M EL	9,309.3
				\$761,420	\$825,890	

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

RESOLUTION NO. 2024-14

AUTHORIZE PURCHASE OF INSURANCE POLICIES FOR FISCAL YEAR 2024/25

WHEREAS, WETA's existing commercial insurance policies begin to expire on July 1, 2024 and WETA seeks to renew the policies through June 30, 2025; and

WHEREAS, these policies are reviewed annually and placed with the assistance of Alliant Insurance Services, WETA's insurance broker; and

WHEREAS, WETA has received preliminary estimates for FY 2024/25 insurance coverage; and

WHEREAS, the estimated cost of insurance coverage for FY 2024/25 is fair and reasonable given the current state of the insurance market reflecting rate increases due at least in part to increased claims experiences (even though not at WETA, natural disasters, jury awards and other market factors have increased claims industry-wide); now, therefore, be it

RESOLVED, that the Board of Directors hereby approves and authorizes the Executive Director to purchase Commercial Insurance with assistance of its broker, Alliant Insurance Services, at an estimated amount of \$825,890 for FY 2024/25.

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 May 9, 2024.

YEA:

NAY:

ABSTAIN:

ABSENT:

/s/ Board Secretary

2024-14

END

MEMORANDUM

TO: Board Members

FROM: Seamus Murphy, Executive Director
Michael Gougherty, Planning & Development Manager
Thomas Hall, Public Information & Marketing Manager

SUBJECT: Approve Redwood City Ballpark Service Pilot Project

Recommendation

Approve the Redwood City Ballpark Service Pilot Project (Project) and authorize the Executive Director to take necessary steps to give effect to the Project, in particular entering into a berthing permit with the Port of Redwood City.

Background

The Redwood City Ballpark Service Pilot Project (Project) is part of the San Francisco Bay Ferry Pilot Program. The Program will be established as part of the 2050 Service Vision with policy direction provided by the Pilot Service Committee comprised of Directors DelBono and Dew. The committee has reviewed and endorsed the inclusion of the Project as one of three pilot services that staff will work to implement in FY 2024/25.

The Project provides an opportunity to build community support and enthusiasm for efforts to develop a permanent Redwood City Ferry Terminal and ferry service. The new terminal would be situated within the Port of Redwood City (Port) complex and strategically positioned to attract riders from the employment-rich mid-Peninsula region. In 2022, the Port completed a feasibility study and subsequently developed a business plan for the proposed project. The Port is currently conducting environmental review of the project under CEQA, an effort that is being supported by San Francisco Bay Ferry in the capacity of a Responsible Agency under CEQA. Upon completion of the project environmental review the Port will initiate permitting and preliminary design, pending the availability of funding to do so.

In addition to promoting development efforts for a permanent Redwood City Ferry Terminal and ferry service, the Project is also an opportunity to collect valuable operating data. Information related to travel time, fuel consumption, vessel feasibility, and navigation will potentially help inform future service planning and cost budgeting efforts for a permanent project.

Discussion

Staff worked to identify a service profile for a Redwood City Ballpark Service pilot project that would minimize operational hurdles and maximize benefits for the agency, the Port, and future Redwood City ferry riders, with a target of five events for this San Francisco Giants season, which ends in early October. This led to staff focusing on weekend service using San Francisco Bay Ferry vessels given fleet constraints on weekdays. Operating the pilot service for weekend day games, in particular, will minimize potential dock congestion at Oracle Park.

Working with the Port, the agency identified Sundays as the best option to minimize conflicts with events in Redwood City that could cause access issues or decrease demand. The agency

and Port also mutually agreed to avoid the first three months of the season in order to provide enough time to plan and market the pilot service.

The dates identified for the pilot service are:

- Sunday, July 14 (Twins)
- Sunday, July 28 (Rockies)
- Sunday, August 11 (Tigers)
- Sunday, September 1 (Marlins)
- Sunday, September 15 (Padres)

Staff engaged Blue & Gold Fleet (Blue & Gold) to work with the Port and gather information on operational needs at Redwood City. This will ensure that there is safe access to the passenger float and that the service will be Americans with Disabilities Act (ADA) compliant. This work included a site visit by Blue & Gold and agency staff on April 26 and will include vessel fit-ups and transit time trials in the coming weeks.

The proposed service would be operated similarly to existing direct ballpark service from Vallejo, Oakland, and Alameda, with tickets sold exclusively via the San Francisco Bay Ferry app and website using the Anchor Operating System. Blue & Gold crews are well-trained on using this ticketing system for ballpark service, and agency staff can deploy tickets quickly.

The proposed fare for the service is based on the Board-approved Vallejo ballpark fare, which for FY 2025 is \$18.75 each way for adults and \$14.00 each way for discount-eligible passengers including youth, senior and disabled passengers. Ballpark fares were established as a part of the five-year fare program adopted by the Board in 2023 to meet the Board-adopted Fare Policy of recovering the costs of special event service. The distance and estimated cost of providing service between Redwood City and Oracle Park is similar to ballpark service provided for Vallejo.

Pending Board approval, staff will develop a marketing plan in concert with the Port to ensure visibility and success of the pilot service. The plan will include an element of paid advertising in the Redwood City/Peninsula market, primarily via digital media. It may also include potential corporate sponsorships designed to make tickets available to lower income families and/or non-profits.

Fiscal Impact

The Redwood City Ballpark Pilot Program will cost an estimated \$45,000 to implement. This amount includes crew labor and fuel for five revenue round trips, two vessel fit-ups and transit time trials prior to launch, and external marketing costs. Staff time to develop and implement this pilot program will be provided on an in-kind basis. The fare revenue generated from this pilot program is expected to cover the cost of providing the service. Costs are assumed within the FY 2024/25 budget proposal.

END

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

RESOLUTION NO. 2024-15

APPROVE REDWOOD CITY BALLPARK SERVICE PILOT PROJECT

WHEREAS, WETA's Pilot Service Committee has endorsed the inclusion in the San Francisco Bay Ferry Pilot Program of service from the Port of Redwood City to San Francisco for five Giants games in the summer of 2024 (Project); and

WHEREAS, the Project will not only collect valuable operating data, but it also provides an opportunity to build community support and enthusiasm for ongoing efforts to develop a permanent Redwood City Ferry Terminal and ferry service; and

WHEREAS, to facilitate the Project, the Port of Redwood City is asking WETA to agree to a standard berthing permit to allow SF Bay Ferry vessels to land at the Port's facility; and

WHEREAS, the Executive Director recommends that the Board approve the Project, and that the Board set a fare for the pilot service that will cover the cost of providing the pilot service; proposed fares are \$18.75 each way for adults and \$14.00 each way for discount-eligible passengers, including youth, senior, and disabled passengers, which fare is consistent with WETA's Fare Policy and is the same as the fare for ballpark service from Vallejo, which is a similar distance from the ballpark; now, therefore, be it

RESOLVED, that the Board of Directors hereby approves the Redwood City Ballpark Service Pilot Project and sets the fares for the ballpark service at \$18.75 each way for adults and \$14.00 each way for discount-eligible passengers; and be it further

RESOLVED, that the Board of Directors authorizes the Executive Director to take necessary steps to give effect to the Project, in particular entering into a berthing permit with the Port of Redwood City.

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 May 9, 2024.

YEA:

NAY:

ABSTAIN:

ABSENT:

/s/ Board Secretary

2024-15

END

MEMORANDUM

TO: Board Members

FROM: Seamus Murphy, Executive Director
Lauren Gularte, Government & Regulatory Affairs Manager
Terence Candell, Government & Regulatory Affairs Specialist

SUBJECT: California Senate Bill 1031 Connect Bay Area Act – Support

Recommendation

Take an action to support California Senate Bill (SB) 1031.

Discussion

Authored by Senators Scott Wiener and Aisha Wahab, SB 1031 – Connect Bay Area Act, would provide the Metropolitan Transportation Commission (MTC) with the authority to propose a regional revenue measure as soon as the November 2026 ballot to stabilize and increase transit operations and implement regional transit coordination initiatives, as well as to fund zero emission transit vehicles and related infrastructure; safe streets, including pothole repairs, bicycle and pedestrian access; climate resiliency projects; and capital improvements to support connectivity and mobility in a climate neutral manner.

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),; conditions access to new revenues on adherence to the abovementioned governance structure and operational targets; and requires California State Transportation Agency (CalSTA) to study transit agency consolidation in the Bay Area.

SB 1031 also requires MTC to adopt transit network management policies that will improve fare integration, transfer schedules, wayfinding, and other customer-facing elements to better connect Bay Area transit operations. CalSTA would be required to select a transportation institute to assess the impacts of potential consolidation of the Bay Area’s 27 transit operators while prioritizing the needs of vulnerable populations and improving access, speed, and reliability of public transit. SB 1031 includes a menu of potential revenue mechanisms including a retail sales and use tax, a regional payroll tax, a parcel tax, and a regional vehicle surcharge. If approved by voters, SB 1031 would also authorize MTC to require employers with 50 or more employees to implement a Transportation Demand Management (TDM) program to incentivize the use of transit and generate revenue to support transit operations.

MTC worked with the authors to develop the legislation following outreach to Bay Area transit operators, transit advocates, the business and labor community and other stakeholders. Some transit operators have expressed concern about the impact that this measure may have on their ability to re-authorize local sales tax measures that provide funding to support their operations, the concept of a consolidation study, strengthening MTC’s authority to impose regional coordination strategies and withhold funding if those strategies are not implemented, and how the requirements to implement regional coordination efforts could affect their ability to maintain control over

governance and operations. Amendments to SB 1031 in April included “guardrails” that transit operators proposed to address some of these concerns.

Benefits to SF Bay Ferry:

SF Bay Ferry is in a unique position and is insulated from several of the concerns voiced by other transit operators. SF Bay Ferry is a regional agency providing service to five Bay Area counties with the majority of its operational support coming from regional bridge tolls and not local sales taxes or state funding sources that may be affected by SB 1031. As a result of Regional Measure 3, SF Bay Ferry is not anticipated to approach an operating deficit over the next 10 years. Furthermore, SF Bay Ferry has been a proponent of regional coordination strategies including being the first transit agency to adopt the Seamless Bay Area principles, proactively aligning our fares and fare structure with other transit modes and committing to syncing our service schedule changes with other operators to improve coordination. Regional coordination results in a better integrated system that has the potential to increase the market share of transit riders for all transit modes and is critical to providing our passengers with good first and last mile connections.

The current version of SB 1031 provides clear benefits to SF Bay Ferry. If approved by voters, the measure authorized by the bill would provide minimum operating revenue guarantees for transit agencies based on the number of riders or the number of passenger miles an agency carries per year. Under the current provisions, SF Bay Ferry would receive \$25 million in annual operating funds to maintain and expand service. SF Bay Ferry would also be eligible to receive investment from the measure’s capital program, which is designed to fund infrastructure and fleet expansion including zero-emission vehicles and infrastructure.

Next Steps:

On April 23 and 24, SB 1031 cleared two important hurdles passing out of the Senate Transportation Committee and the Tax & Revenue Committee. Several terms were negotiated during the Senate Transportation Committee meeting including a 30-year limit on the taxes created by this measure, an aspirational goal for this measure to generate \$1.5 billion/year, sales tax increase limited to not more than ½ cent, MTC’s ability to condition State Transit Assistance (STA) funding on compliance with regional coordination strategies, and a commitment to work with stakeholders in the south bay to are concerned with the ability to re-authorize their own sales tax measure. The bill authors are in the process of drafting amendments to incorporate these amendments. SF Bay Ferry staff have conferred with MTC to confirm that the next set of amendments will not change the minimum operating guarantees for transit operators. The bill is expected to be heard by the appropriations committee on May 13.

Staff recommends that the Board take an action to support SB 1031 and to authorize staff to withdraw that support consistent with the Board-approved legislative program should the benefits to SF Bay Ferry be reduced. Staff will report regularly to the Board on the progress and changes to the bill.

Fiscal Impact

There is no fiscal impact associated with supporting this bill.

END

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

RESOLUTION NO. 2024-16

SUPPORT SENATE BILL 1031—THE CONNECT BAY AREA ACT

WHEREAS, Senate Bill (SB)1031 – the Connect Bay Area Act (SB 1031), authored by Senators Scott Wiener and Aisha Wahab, would provide the Metropolitan Transportation Commission (MTC) with the authority to propose a regional revenue measure as soon as the November 2026 ballot to stabilize and increase transit operations and implement regional transit coordination initiatives, as well as to fund zero emission transit vehicles and related infrastructure; safe streets, including pothole repairs, bicycle and pedestrian access; climate resiliency projects; and capital improvements to support connectivity and mobility in a climate neutral manner; and

WHEREAS, if enacted in its current form, SB 1031 would produce many benefits for SF Bay Ferry, including a guaranteed operations funding stream of at least \$25 million annually, as well as eligibility to apply for capital funding for zero-emission vessels and associated infrastructure; now, therefore, be it

RESOLVED, that the Board of Directors supports SB 1031, and authorizes the Executive Director to advocate in support of the bill, with the understanding that the Executive Director is also authorized to withdraw such support and return to the Board for direction should the Bill be amended to reduce any benefit to SF Bay Ferry.

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 May 9, 2024.

YEA:

NAY:

ABSTAIN:

ABSENT:

/s/ Board Secretary

2024-16

END

MEMORANDUM

TO: Board Members

FROM: Seamus Murphy, Executive Director
Michael Gougherty, Planning & Development Manager
Chad Mason, Senior Planner/Project Manager
Gabe Chan, Transportation Planner

SUBJECT: Approve Amendment #1 to Memorandum of Understanding for the Berkeley Marina Ferry Facility Project

Recommendation

Authorize the Executive Director to execute Amendment #1 to the Memorandum of Understanding for the Berkeley Marina Ferry Facility Project, including a Funding Agreement for WETA to spend up to \$3 Million in RM 3 funding to support the project.

Background

In May 2019, the WETA Board approved a Memorandum of Understanding (MOU) with the City of Berkeley to undertake a planning effort and feasibility study (Phase 1) to determine if the strategy of building a dual-use pier could potentially address previous issues with the ferry terminal project, including dredging work, potential impacts of the ferry service on nearby public access and recreational uses, and parking requirements. The study (*Feasibility Study for the Ferry Facility at Berkeley Municipal Pier, GHD, June 2023*) identified a preferred design option for the project and determined that the project was feasible. The key findings of the study were presented to the City of Berkeley in December 2021 and the WETA Board in March 2021.

Discussion

Since completion of the Phase 1 work, the City of Berkeley has secured \$5.8 million in grant funding from the Alameda County Transportation Commission (ACTC) and \$2.2 from the California State Coastal Conservancy (CSCC) to pursue design and environmental review work (Phase 2). This City will be the project lead for Phase 2 and will contract for any professional services required. The work will include technical analysis and preparation of CEQA and NEPA environmental review documents, public outreach, design and engineering specifications, and project permitting. WETA will coordinate with the City to support the work and has agreed to provide up to \$3 million in Regional Measure (RM) 3 funds to cover WETA staff time, potential Phase 2 expenses that are not reimbursable by the ACTC and CSCC grants, and project contingency.

Staff recommends that the Board approve the proposed Amendment #1 to the MOU for the Berkeley Marina Ferry Facility Project, which includes a funding agreement between the City and WETA for use of RM 3 funds. A draft of MOU Amendment #1 is included in **Attachment A**. The Board is separately being asked to authorize WETA to request MTC's allocation of the funds. Work for Phase 2 is anticipated to be completed in FY 2027. Pending successful completion of Phase 2, the City and WETA may elect to undertake Phase 3 construction work

as future funds are identified and secured for the project. The initiation of Phase 3 work would be authorized by the WETA Board through a subsequent amendment of the MOU.

Fiscal Impact

Amendment #1 would commit WETA to spend up to \$3 million of RM 3 funding to support the project. In anticipation of approval, the expense is included in the proposed FY 2024/25 capital budget funded by RM 3.

END

Attachment A – Amendment #1 to Memorandum of Understanding for the Berkeley Marina Ferry Facility Project

**AMENDMENT #1 TO THE PROJECT MEMORANDUM OF UNDERSTANDING
BERKELEY MARINA FERRY FACILITY PROJECT**

April 1, 2024

Term, Parties

1. General	<p>This Amendment #1 amends the Memorandum of Understanding, dated March 12, 2019 (“MOU”, Exhibit A) for the funding, development and operation of the planned ferry service facility at the Berkeley Marina (the “Project”). Unless otherwise set forth in this Amendment #1, all provisions of the MOU remain in effect.</p> <p>Phase 1 is complete. This amendment to the MOU covers Phase 2, including Design, Environmental Clearances, Public Engagement and Permitting.</p>
2. Term	<p>Notwithstanding section 2 of the MOU, the parties agree that the MOU has not expired and will remain in place throughout the phases anticipated in the MOU, unless otherwise terminated by the parties. Either Party may terminate this MOU at any time and for any reason with 30 days’ notice. Phase 2 will be determined to be complete after: (1) City adoption of CEQA findings, (2) City receipt of environmental permits and (3) City preparation of public contract documents.</p>
3. WETA System Expansion Policy	<p>On June 4, 2015 the WETA Board of Directors adopted a System Expansion Policy (MOU Exhibit A) incorporated herein (“System Expansion Policy”) to serve as a framework for evaluating the feasibility of new ferry projects. This Policy is applicable to the proposed Project. WETA is developing a 2050 Service Vision & Business Plan (“Business Plan”) which will also be applicable to the proposed Project.</p>
4. Partnering	<p>Phase 2 funding is provided in by grants awarded to the City of Berkeley from Alameda County Transportation Commission and California State Coastal Commission and by RM3 funds provided by WETA.</p>

Phase 1: Planning Phase (Feasibility Study - COMPLETE)

5. Feasibility Study	<p>As part of the Phase 1 Planning Phase, the City, with assistance from WETA, prepared the Expanded Feasibility Study that included technical analyses and a public process (Feasibility Study). The Feasibility Study developed the conceptual designs for a dual-function facility (ferry and public access) including both waterside and landside improvements. The Feasibility Study provides multiple feasible alternatives for a dual-function facility to serve as a passenger ferry facility for berthing public ferry service vessels and providing public access to San Francisco Bay.</p> <p>WETA has developed a Berkeley Ferry Service Business Plan Version 1.0 (“Berkeley Business Plan”). The Business Plan will be periodically updated by WETA in collaboration with the City and other Project partners.</p>
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Phase 2: Design (Design, Environmental Clearance, Public Engagement, Permitting, and Funding)

<p>6. Planning and Permitting</p>	<p>As part of the Phase 2 Planning and Permitting, City will conduct CEQA compliance environmental reviews and reports (“Environmental Review”) for a new dual-function facility (including landside improvements) for a new terminal and ferry service to the City of Berkeley originating in San Francisco. The Environmental Review will include technical analyses, public outreach and participation, environmental analysis and preparation of appropriate documents under the California Environmental Quality Act (CEQA) and other studies and supporting documents needed to permit construction (i.e. for U.S. Army Corps of Engineers, California Regional Water Quality Control Board, S.F. Bay Conservation and Development Commission, etc.). City will serve as the lead agency, with assistance from WETA, for the Environmental Review.</p> <p>If Federal Funding and a Federal Lead Agency is identified, City and WETA will partner with the Lead Agency to conduct NEPA-compliance environmental reviews and reports as part of this Phase, with specific roles and responsibilities to be determined based on the funding agency.</p>
<p>7. Design</p>	<p>As part of the Phase 2 Design, City will prepare design engineering plans and specifications for a dual-purpose facility (including landside improvements) in the City of Berkeley (“Design Engineering”). The Design Engineering will comply with all applicable state and federal accessibility requirements. The facility will be designed as an essential facility to remain operational after a seismic event, and will have both waterside and landside components as described in the Feasibility Study.</p> <p>City will serve as the Project lead for the Planning, Permitting and Design Phases that will include technical studies and reports, public outreach, waterside and landside design and planning.</p> <p>WETA will coordinate with the City and provide technical resources and assistance to support the Design Phase.</p>
<p>8. Contracting</p>	<p>City will contract for professional services to conduct the Environmental Review and Design Engineering. City will be solely responsible for managing and paying for such contracted professional services.</p>
<p>9. Public Engagement</p>	<p>All interaction with the public as part of Phase 2 will be managed by City with assistance and participation from WETA. This coordination includes public notices, scoping meetings, public engagements and comments, City Council and Commission presentations.</p>
<p>10. Funding</p>	<p>Refer to Phase 2 funding agreement.</p>
<p>11. Feasibility Determination</p>	<p>At the conclusion of Phase 2, the Parties, subject to identification of sufficient funding, may elect to undertake Phase 3, Construction.</p> <p>If the City Council or WETA Board determines, each in its sole and unfettered discretion, not to proceed with the Project, this MOU shall</p>

Berkeley Marina Ferry Service Project Agreement Amendment #1

	automatically terminate and the Parties shall have no further obligations under this MOU.
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WETA and the City of Berkeley have amended the Memorandum of Understanding dated March 12, 2019 as of the last date set forth below.

**San Francisco Bay Area
Water Emergency Transportation
Authority**

By: _____
Seamus Murphy
Executive Director

Date: _____

Reviewed:

By: _____
Steven Miller
Legal Counsel to Authority

City of Berkeley

By: _____
Dee Williams-Ridley
City Manager

Date: _____

Reviewed:

By: _____
Farimah Brown
City Attorney

Attachments:

Exhibit A: Project Memorandum of Understanding, Berkeley Marina Ferry Facility Project, March 12, 2019

Exhibit B: Phase 2 Funding Agreement

April 1, 2024

Page 3 of 3
20680397.1

Berkeley Marina Ferry Service Project Agreement Amendment

EXHIBIT A

Project Memorandum of Understanding, Berkeley Marina Ferry Facility Project, March 12, 2019

April 1, 2024

20680397.1

**PROJECT MEMORANDUM OF UNDERSTANDING
BERKELEY MARINA FERRY FACILITY PROJECT**

March 12, 2019

Term, Parties

1. General	<p>This Memorandum of Understanding ("MOU") establishes the framework for the funding, development and operation of the planned ferry service facility at the Berkeley Marina (the "Project", as further described in paragraph 5 below). The Project is anticipated to be carried out in the following four consecutive phases: (1) Planning; (2) Design; (3) Construction; and (4) Operation.</p> <p>This MOU covers the Planning Phase. City and WETA have secured a portion of the necessary funding needed for the Planning Phase. Although this MOU also provides general assumptions for the Design, Construction, and Operation Phases, the Parties are not obligated to embark on, and have not secured funding for the Design, Construction, or Operation phases. In addition, the Parties anticipate executing either amendments to this MOU, or separate agreements to govern the precise terms of the subsequent phases, each of which shall be subject to the approvals of the City Council and WETA Board.</p>
2. Term	<p>The term ("Term") of this MOU shall commence on <u>July 1st</u>, 2019 ("Effective Date") and shall remain in effect until the first to occur of: (i) December 31st <u>2021</u> or (ii) the date which is one (1) year following completion of the Planning Phase work, or such later date as the Parties may mutually agree.</p>
3. Parties	<p>This MOU is entered into between the San Francisco Bay Area Water Emergency Transportation Authority ("WETA") and the City of Berkeley ("City"). City and WETA may be individually referred to herein as a "Party," and collectively as the "Parties."</p> <p>WETA was established in 2008 as the successor agency to the Water Transit Authority with a mission to consolidate and operate certain existing publicly operated ferry services on the San Francisco Bay, expand new routes, and coordinate ferry services in the event of an emergency.</p> <p>City is a charter city and municipal corporation located in Alameda County. City has jurisdiction over the property in and around the Berkeley Marina where the proposed Project may be located.</p>
4. WETA System Expansion Policy	<p>On June 4, 2015 the WETA Board of Directors adopted a System Expansion Policy attached hereto as <u>Exhibit A</u> and incorporated herein ("System Expansion Policy") to serve as a framework for evaluating the feasibility of new ferry projects. This Policy is applicable to the proposed Project.</p>

ORIGINAL

Berkeley Marina Ferry Service Project Agreement

<p>5. Project Objectives</p>	<p>WETA's 2016 WETA Strategic Plan indicates the desire to construct and operate a Berkeley ferry service. It is the intention of both Parties that, upon completion of the Project, WETA will commence public ferry service between San Francisco and the Berkeley Marina. WETA anticipates that it will initially provide direct public ferry service to and from San Francisco during commute times. As ridership grows, WETA may include direct public ferry service to and from the Berkeley Marina to its other facilities. WETA also anticipates that it may provide direct public ferry service for special events. City desires to reconstruct or replace the Berkeley Municipal Pier, which is currently closed due to structural safety concerns, to restore public access to San Francisco Bay. City and WETA agree to work together in good faith to coordinate their efforts in pursuing these objectives.</p> <p>The proposed Berkeley Marina Ferry Facility Project ("Project") contemplated by this MOU would include a new or restored dual-use pier facility that would both serve as a passenger ferry facility for berthing public ferry service vessels and provide public access to San Francisco Bay. WETA may permit non-WETA vessel operators to call on the Berkeley Marina Ferry Facility provided they do not interfere with regularly scheduled WETA service and they meet WETA's private landing requirements, and agree to pay reasonable docking fees, if applicable, to WETA. The Parties anticipate that the dual-use pier will be located at or near the Berkeley Municipal Pier located at the west terminus of University Avenue along Seawall Drive.</p> <p>The Project would also include landside improvements, such as reconfiguration of the existing parking facility, new parking facilities, roadway improvements, bus/ride share drop areas, pedestrian trail improvements, landscaping, and security measures. The Project may also include construction of a breakwater and the dredging of a navigation channel extending west into the Bay.</p>
<p>6. Partnering</p>	<p>Federal, state, regional or local funding may become available during the term of this MOU. WETA and the City commit to collaborate and coordinate to pursue funding for the Project. Such support may include, but will not be limited to: application support letters, provision of ridership data, operating or capital cost information or other technical information required by funders, as well as WETA Board or City Council resolutions in support of one another's funding applications.</p> <p>City and WETA agree to work collaboratively to advocate for and coordinate with AC Transit and other potential local transit operators to provide frequent, reliable, and convenient bus or shuttle service to the Berkeley Marina Ferry Facility.</p>

Phase 1: Planning Phase (Feasibility Study, Public Engagement, and Funding)

<p>7. Feasibility Study</p>	<p>The City is currently conducting and has completed a draft feasibility and structural condition assessment to explore options for restoring, rehabilitating or reconstructing the Berkeley Municipal Pier in conjunction with ferry service. That work is nearly complete and has been fully funded by City at a cost to City of approximately \$330,744.</p> <p>In partnership with WETA, City will expand this assessment to consider development of a WETA-scale ferry facility alongside a new or restored pier ("Expanded Feasibility Study").</p> <p>City will serve as the project lead, with assistance from WETA, for the Expanded Feasibility Study that will include technical analyses and a public process. The Expanded Feasibility Study will also develop the conceptual designs for a dual-function facility (ferry and public access) including both waterside and landside improvements. The Expanded Feasibility Study will also include conceptual analysis on wave protection. Landside facilities will include, but are not limited to, parking areas, paths-of-travel, restrooms, bus and shuttle stops, and ride and bike share stations. The Parties will mutually agree to a final scope of work prior to initiating work on the Expanded Feasibility Study.</p>
<p>8. Public Engagement</p>	<p>All interaction with the public as part of the planning phase will be managed by City with assistance and participation from WETA. This coordination includes public notices, scoping meetings, public engagements and comments, City Council and Commission presentations.</p>
<p>9. Contracting</p>	<p>City will contract for professional consultant services for the Expanded Feasibility Study.</p>
<p>10. Funding</p>	<p>WETA will reimburse City for a total amount not to exceed \$250,000 of the cost of the Expanded Feasibility Study unless otherwise agreed to by the Parties. The City will contribute for a total amount not to exceed \$110,000 of the cost of the Expanded Feasibility Study. The Parties will execute a funding agreement in the form attached as Exhibit B. City and WETA will each contribute staff resources to support the Planning Phase.</p>
<p>11. Feasibility Determination</p>	<p>It is anticipated that the Planning Phase will conclude with a determination by the City Council of the City of Berkeley and the WETA Board regarding the feasibility of the proposed Project. If the City Council or WETA Board determines, each in its sole and unfettered discretion, not to proceed with the Project, this MOU shall automatically terminate and the Parties shall have no further obligations under this MOU.</p>

Phase 2: Design (Design, Environmental Clearance, Permitting, and Funding)

<p>12. Design Assumptions</p>	<p>If the Parties mutually determine to proceed to the Design Phase, the Parties will prepare an amendment to this MOU to address design, environmental review, permitting, and funding. The MOU amendment shall memorialize the Parties' determination that the proposed Project is feasible, and describe in greater detail the obligations of the Parties in the Design Phase.</p> <p>The Parties anticipate that the City will serve as the lead agency for CEQA review and any associated public outreach or interaction during the Design Phase.</p> <p>The City will also be responsible for project permitting and leading the design process, including contracting for professional design services.</p> <p>WETA will coordinate with the City and provide technical resources and assistance to support the Design Phase.</p> <p>Subject to applicable laws and the Parties' ability to secure adequate funding, WETA will pay all costs associated with Project elements associated with public ferry service, including CEQA (and, if applicable, NEPA) compliance, resource agency permitting, and design costs, City will pay all costs associated with public access aspects of the Project. For aspects of the Project that are required for both types of elements, WETA and City will implement a reasonable cost-sharing method. The City and WETA will each contribute staff resources to support the Design Phase.</p>
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Phase 3: Construction (Bidding, Construction, Construction Administration, and Funding)

<p>13. Construction Assumptions</p>	<p>If, after conclusion of the Phase 2 Design Phase, the Parties determine to proceed to the Phase 3 Construction Phase, the Parties will negotiate and enter into appropriate agreements to address bidding, construction, construction management, funding, and related issues, subject to the concurrent approvals of the City Council and WETA Board</p> <p>The Parties anticipate that City will serve as the Project lead, with assistance from WETA to advertise and bid out the construction of the Project in accordance with applicable provisions of the Public Contract Code and any specific funding requirements. The Parties contemplate that the Project will be constructed as soon as possible after necessary permits and regulatory approvals have been approved and 100% of the construction funding has been secured.</p> <p>The City will contract for professional construction management services for inspection, construction support and management for the Project.</p> <p>Subject to applicable laws and the Parties' ability to secure adequate funding, WETA will pay all costs associated with Project elements associated with public ferry service, including any needed dredging work, and City will pay all costs associated with public access elements of the Project. For aspects of the Project that are required for both types of elements, WETA and City will implement a reasonable cost-sharing</p>
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Berkeley Marina Ferry Service Project Agreement

	method. The City and WETA will each contribute staff resources to support the Construction Phase.
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Phase 4: Operation


<p>14. Operation Assumptions</p>	<p>Prior to the commencement of construction of the Project, the Parties shall negotiate and execute appropriate agreements to address the use, operation, maintenance and repair of the new Berkeley Marina Ferry Facility, subject to concurrent approvals of the City Council and WETA Board. Issues to be considered include responsibilities for capital rehabilitation, funding, landing and property rights, use by third parties, and related issues. It is anticipated that WETA will own all improvements to the waterside of the access control gate built exclusively to support ferry operations, including, but limited to the gangway, float, guide piles and the access control gate itself, and that City will retain ownership of the waterside improvements related to public access, and all other landside improvements and property upland of the access control gate, including all State public trust lands.</p> <p>City acknowledges that WETA's initiation of public ferry service between San Francisco and Berkeley is contingent upon City providing parking facilities within a reasonable distance from the access control gate. This reasonable distance and the number of required spaces will be determined and mutually agreed upon after feasibility and other necessary studies have been conducted. The parking facilities will be owned, maintained, and operated by City or its designated representative. City will evaluate the possible implementation of public/private transit connections and potential parking fees, the proceeds of which, if any, would be committed to support maintenance and operation of the landside facilities, including the parking facilities.</p>
<p>15. Public Ferry Service Assumptions</p>	<p>Vessels: The public ferry service contemplated by this MOU will likely require a dedicated vessel and a shared spare vessel to ensure reliable operations. The estimated cost of a dedicated vessel and shared spare is approximately \$22 million (FY 2018 dollars).</p> <p>Initial Ferry Service: A minimum level of service is desired to operate an effective commuter service, which the Parties will endeavor to provide upon the initiation of the San Francisco/Berkeley ferry service consistent with the WETA System Expansion Policy. It is anticipated that the initial service would include a minimum of three departures during the AM peak (6-9 AM) from Berkeley to San Francisco and 3 departures during the PM peak (4-8 PM) from San Francisco to Berkeley. Midday and weekend service is not initially anticipated but may be added as demand warrants and funding is available.</p> <p>Expansion of Service: The initial ferry service level defined for Berkeley Marina service may be expanded as necessary. All service adjustments, including possible 30-minute or faster headways in the peak hour and initiation of midday or weekend services, are anticipated to be consistent with the WETA System Performance Targets Policy adopted by the WETA</p>

Berkeley Marina Ferry Service Project Agreement

	<p>Board on June 4, 2015 and other WETA service planning policies in effect at the time of adjustment, as applicable.</p> <p>Emergency Response and Recovery: In the event of a natural disaster or disruptive regional event ("Casualty Event"), WETA ferries may be called upon by the California Office of Emergency Services ("Cal OES") to provide service from the Berkeley Ferry Terminal for both emergency response and recovery after the Casualty Event.</p> <p>In the immediate aftermath of an event, Cal OES will determine how to allocate regional transportation resources including WETA ferries. The Berkeley Marina Ferry Facility will be an asset in this emergency network and it will be a state and regional decision as to how this asset will be used.</p> <p>In the weeks and months following an event as the Bay Area recovers, WETA ferry service will play a critical role as a component of the regional transit network that can be quickly operationalized at facilities like Berkeley. Decisions regarding funding and asset deployment during the recovery phase will also likely take place at the state and regional level.</p>
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WETA and the City of Berkeley have entered into this Memorandum of Understanding as of the last date set forth below.

**San Francisco Bay Area
Water Emergency Transportation
Authority**

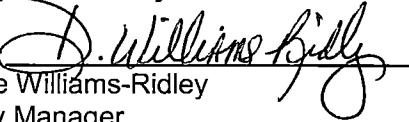
By: 
Nina Rannells
Executive Director

Date: 6/24/19

Reviewed:

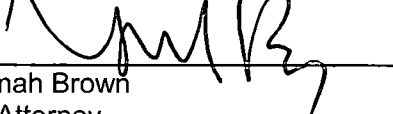
By: 
Madeline Chun
Legal Counsel to Authority

City of Berkeley

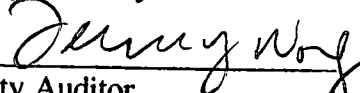
By: 
Dee Williams-Ridley
City Manager

Date: 7/26/19

Reviewed:

By: 
Farimah Brown
City Attorney

Registered by:


City Auditor

Attachments:

Exhibit A: WETA System Expansion Policy

Exhibit B: Funding Agreement

Exhibit C: Amendment to Consulting Services Agreement

March 12, 2019

ATTEST FOR THE CITY OF BERKELEY


DEPUTY CITY CLERK

EXHIBIT A

WETA System Expansion Policy

<https://weta.sanfranciscobayferry.com/strategic-plan>

March 12, 2019

15027302.2

EXHIBIT B

Funding Agreement

March 12, 2019

15027302.2

May 9, 2019

City of Berkeley
Attn: City Manager
2180 Milvia St.
Berkeley, CA 94704

Re: RM2 Funding Agreement - Berkeley Marina Ferry Facility Project

Dear Ms. Dee Williams-Ridley,

This letter agreement memorializes the understandings between the San Francisco Bay Area Water Emergency Transportation Authority (WETA) and the City of Berkeley (CITY), to fund an expanded feasibility study of the Berkeley Marina, utilizing RM2 operating funds available to WETA.

The City of Berkeley's contractor, GHD, pursuant to an Agreement for Consulting Services between City and GHD dated May 8, 2017 ("GHD Agreement"), has already conducted a feasibility and structural condition assessment to explore options for restoring, rehabilitating or reconstructing the Berkeley Municipal Pier in conjunction with the potential for ferry service.

It is agreed that CITY shall amend the GHD Agreement to expand the scope of the GHD feasibility study to assess the potential for a WETA-scale ferry terminal, and to develop conceptual designs for a dual-function facility (public ferry service and waterfront public access) including both waterside and landside improvements.

CITY will serve as the project lead, with assistance from WETA, for the expanded feasibility study, which will include technical analyses and a public engagement process. The expanded feasibility study will include water technical analysis on wave protection. Landside facilities will include, but are not limited to, parking areas, paths-of-travel, restrooms, bus and shuttle stops, and ride and bike share stations. The parties will mutually agree to a final scope of work prior to initiating work on the expanded feasibility study. CITY will engage professional consultant services, approved by WETA, to conduct the expanded study. CITY and WETA will each contribute staff resources to support the expanded feasibility study, and will confer on a regular basis on the progress of the work. CITY will provide drafts of the study for WETA's review prior to finalizing the work.

WETA will reimburse CITY for CITY's actual costs incurred for authorized and satisfactorily completed work and services rendered by CITY's outside professional consultants, including GHD, for the expanded feasibility study, not to exceed Two Hundred and Fifty Thousand (\$250,000.00). Payment will be made within thirty (30) days of receipt of an invoice, approved by WETA (which approval shall not be unreasonably withheld, conditioned or delayed), describing work performed, itemizing all costs for which reimbursement is requested, and

stating the payment requested and the cumulative amount billed to date. CITY shall also attach to each invoice such receipts, proof of payment, and other supporting documentation as may be reasonably required by WETA.

All invoices must be made in writing and delivered or mailed to WETA as follows:

Attention: Accounting Department
San Francisco Bay Area Water Emergency Transportation Authority
Pier 9, Suite 111, The Embarcadero
San Francisco, CA 94111

Performance will begin on or after August 1st, 2019 and be completed by December 31st, 2020, unless this Agreement is terminated by either WETA or CITY as provided below. Invoices must be submitted before March 31st, 2021 to be paid.

Either CITY or WETA may terminate this Agreement, in each party's sole discretion, for any force majeure event, if such events (i) irrecoverably disrupt or render impossible CITY's performance hereunder; or (ii) disrupt WETA's ability to make payments hereunder. CITY will be entitled to payment for costs of work performed by CITY's outside professional consultants, including GHD, prior to the date of such termination, up to the maximum amount payable under this Agreement.

If CITY fails to perform as specified in this Agreement, WETA may terminate this Agreement for cause by advance ten (10)-day written notice and CITY will only be entitled to costs of work performed by CITY's outside professional consultants, including GHD, in accordance with this Agreement, not to exceed the maximum amount payable under the Agreement for such work.

CITY agrees to retain all documents, working papers, records, accounts and other materials relating to its performance under this Agreement for a minimum of four (4) years following the fiscal year of the last expenditure under this Agreement and WETA and its authorized representatives may inspect and audit such records during that period of time.

In performing services under this Agreement, CITY will be acting as an independent contractor and not as an agent or employee of WETA. CITY will have no authority to contract in the name of WETA, and CITY will be responsible for its own acts and those of its agents, contractors and employees.

CITY agrees that the amendment to the GHD Agreement ("GHD Amendment") shall be substantially in the form attached hereto and shall, among other things, (i) obligate GHD to defend, indemnify and hold harmless WETA and its officers, agents, officials, representatives and employees from and against any and all claims, loss, cost, damage, injury (including, without limitation, injury to or death of an employee of GHD or its subconsultants), expense and liability of every kind, nature and description that arise out of, pertain to or relate to the negligence, recklessness, or willful misconduct of GHD and its subconsultants, anyone directly or indirectly employed by the them, or anyone that they control; (ii) name WETA and its directors, officers, representatives, employees, consultants, subcontractors and agents as additional insureds under GHD's commercial general liability, business automobile liability and professional liability insurance policies; and (iii) name WETA as a third party beneficiary of the

GHD's indemnity and insurance obligations under the GHD Agreement, as amended by the GHD Amendment, and provide that such provisions may not be amended without WETA's consent.

Any amendment of the Agreement must be in writing, specifically identified as an amendment to this agreement, and signed by both CITY's City Manager and WETA's Executive Director, or their designated representatives.

Please sign and date both counterparts of this letter in the space provided below, return one counterpart to WETA, and retain the other counterpart for your files.

Sincerely,

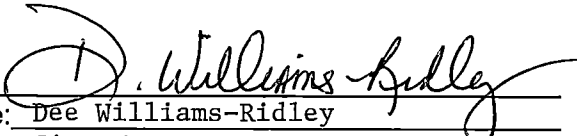


Nina Rannells
Executive Director

* * * * *

Accepted and Agreed this 26th day of July, 2019.

CITY OF BERKELEY

By: 
Name: Dee Williams-Ridley
Title: City Manager

RESOLUTION NO. 68,782-N.S.

A MEMORANDUM OF UNDERSTANDING (MOU) WITH THE WATER EMERGENCY TRANSPORTATION AUTHORITY (WETA) TO ACCEPT UP TO \$250,000 IN WETA FUNDING FOR THE PLANNING PHASE FOR THE VIABILITY OF A NEW WETA FERRY SERVICE AND PUBLIC RECREATION PIER AT THE BERKELEY MARINA

WHEREAS, WETA's overall mission is to plan for and operate passenger-only ferry services on the San Francisco Bay for commuter and disaster response purposes. In February of 2016, the Water Emergency Transportation Authority (WETA) updated their Strategic Plan, which identified a network of sixteen ideal locations for expanded ferry service throughout the Bay Area region, including the Berkeley Marina, to help provide alternative transportation for passengers and emergency response; and

WHEREAS, in July of 2015, the Berkeley Municipal Pier was closed to the public indefinitely due to structural safety issues. On June 21, 2017, the City contracted with GHD, Inc. to perform a structural engineering assessment to identify feasible options and costs for fixing the Pier (Contract No. 10632, Resolution No. 67,856); and

WHEREAS, on June 5, 2018, Bay Area voters approved Regional Measure Three (RM3) toll bridge increase to finance \$4.5 billion in highway and transit projects, and would provide \$60 million each year to operate new bus and ferry services in congested bridge corridors. WETA is expected to receive up to \$300 million for one-time capital construction projects and up to \$35 million per year to operate an expanded regionwide ferry system; and

WHEREAS, WETA staff contacted City staff to initiate a dialogue for a potential partnership to study the feasibility of ferry service at the Berkeley Marina. During initial meetings, WETA and City staff realized that it would be cost-effective to investigate a single pier that would provide two uses – ferry service and public recreation; and

WHEREAS, the Planning Phase for the potential WETA ferry service and public recreation pier would include engineering feasibility studies on the proposed improvements and impacts: the waterside improvements would look at fixing the existing or building a new pier, wave dynamics and breakwaters, and dredging, etc.; and the landside improvements would include renovations to existing parking lots, public access (e.g., paths), and public amenities (e.g., restrooms). The Planning Phase will also include a robust public engagement process that will review the findings of the studies and help the City decide if there is a preferred project alternative that is viable enough to move forward to the Design Phase; and

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

WHEREAS, WETA will cover the costs of the technical feasibility study in an amount up to \$250,000. The City will use \$75,000 from the Measure T1 allocation for the Berkeley Pier Project to cover those costs associated with the non-ferry-related elements of the project.

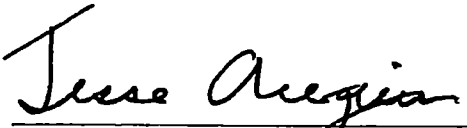
NOW THEREFORE, BE IT RESOLVED by the Council of the City of Berkeley That the Council authorizes the City Manager to execute a Memorandum of Understanding (MOU) (Attachment 1) with the Water Emergency Transportation Authority (WETA) to accept up to \$250,000 in WETA funding for the Planning Phase (technical feasibility study and public engagement process) for the viability of a new WETA ferry service and public recreation pier at the Berkeley Marina. A record signature copy of the MOU and any amendments to be on file in the Office of the City Clerk.

The foregoing Resolution was adopted by the Berkeley City Council on March 12, 2019 by the following vote:

Ayes: Bartlett, Davila, Droste, Hahn, Harrison, Kesarwani, Robinson, Wengraf, and Arreguin.

Noes: None.

Absent: None.



Jesse Arreguin, Mayor

Attest: 

Mark Numainville, City Clerk

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

RESOLUTION NO. 2019-09

APPROVE MEMORANDUM OF UNDERSTANDING WITH CITY OF BERKELEY FOR A FERRY TERMINAL PLANNING AND FEASIBILITY STUDY

WHEREAS, WETA is working in partnership with the City of Berkeley to develop a ferry terminal and ferry service in Berkeley, CA consistent with the 2003 Implementation and Operations Plan adopted by the Water Transit Authority (predecessor to WETA), the 20-year vision of potential expansion projects included in the 2016 WETA Strategic Plan, and the multi-agency Core Capacity Transit Study completed by the Metropolitan Transportation Commission in 2017; and

WHEREAS, WETA undertook initial environmental and design work for a potential terminal and ferry service in Berkeley, but halted this effort in 2013 due to feasibility concerns including, but limited to, dredging, potential mitigation measures, and lack of a clear funding source; and

WHEREAS, WETA and the City of Berkeley have identified several changed conditions since 2013 that could represent new opportunities to create a feasible project to build a ferry terminal and operate ferry service in Berkeley, CA; and

WHEREAS, the City of Berkeley has initiated a \$330,000 study to identify feasible options for fixing or replacing the Municipal Pier located in the Berkeley Marina as a dual-use facility that would restore public access and serve as a new landing location for small-scale ferry operations; and

WHEREAS, WETA and the City of Berkeley desire to invest up to \$360,000 to expand the study to consider the feasibility of constructing a WETA-scale facility located at or near the Municipal Pier; and

WHEREAS, WETA and the City of Berkeley have drafted a Memorandum of Understanding (MOU) setting forth specific roles and responsibilities for each party during the planning phase of the project, including contributions of up to \$250,000 by WETA and \$110,000 by the City to expand the feasibility study; and

WHEREAS, the MOU covers only the planning phase of the project, other project phases, including design, construction, and operation, would not be pursued without future agreement between the parties once the feasibility study is completed; and

WHEREAS, on March 12, 2019, the Berkeley City Council approved a consent item authorizing the City Manager to execute the MOU with WETA; and

WHEREAS, staff recommends that the Board approve moving forward with the project feasibility study consistent with WETA and MTC plans; now, therefore, be it

RESOLVED, that the Board approves the MOU with the City of Berkeley for ferry terminal planning and feasibility study activities and authorizes the Executive Director to execute the MOU and enter into related funding agreements.

CERTIFICATION

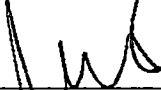
The undersigned, Board Secretary, does hereby certify that the foregoing is a full, true and correct copy of a resolution duly and regularly adopted at a meeting of the San Francisco Bay Area Water Emergency Transportation Authority held on May 9, 2019.

YEA: J Breckenridge, J DelBono, A Intintoli, J Wunderman

NAY: N Josefowitz

ABSTAIN: None

ABSENT: None



/s/ Board Secretary

2019-09

END

EXHIBIT B

Phase 2 Funding Agreement

April 1, 2024

20680397.1

City of Berkeley
Attn: City Manager
2180 Milvia St.
Berkeley, CA 94704

Re: RM3 Funding Agreement - Berkeley Water Transportation Pier-Ferry Project Phase 2

Dear Ms. Dee Williams-Ridley,

This letter agreement ("Agreement") memorializes the understanding between the San Francisco Bay Area Water Emergency Transportation Authority (WETA) and the City of Berkeley (CITY) to fund the environmental review and design engineering (together, "Phase 2") for the Berkeley Water Transportation Pier-Ferry Project (Project).

WETA and the CITY mutually signed a MOU on March 12, 2019 setting forth general understanding of the Berkeley Marina Ferry Facility Project. Associated with that MOU, the parties agreed to a Funding Agreement letter dated May 9, 2019, to fund Phase 1 set forth in the MOU. That Phase 1 work is complete, resulting in the *Ferry Facility at Berkeley Municipal Pier Feasibility Study* (Feasibility Study), GHD, June, 2023.

Phase 2 of the Project includes detailed technical analyses, design, environmental studies, public engagement and permitting for the preferred Project concept presented in the Feasibility Study. The City has been awarded \$8,000,930 of grant funding for Phase 2 work from the Alameda County Transportation Commission (\$5,813,204¹) and the California State Coastal Conservancy (\$2,187,726²). WETA has included \$3,000,000 in its adopted 2023/24 Capital Budget for the Planning/Design phase of the Project.

WETA's financial contribution for Phase 2 is generated from Regional Measure 3 (RM3). WETA's obligation to reimburse project costs is subject to compliance with all applicable rules and regulations of the Metropolitan Transportation Commission (MTC) governing RM3 funds, including *Regional Measure 3 Policies and Procedures* (MTC Resolution No. 4404 Attachment A). WETA will only reimburse eligible RM3 expenses, and invoices for reimbursement from the City must comply with MTC's requirements.

The City will serve as the Phase 2 project lead with assistance from WETA. The scope of Phase 2 work includes environmental studies, reports and permits, technical/engineering studies and reports, and development of detailed bid-ready design documents. WETA staff will be given the opportunity to review draft scope of work documents, and the parties will mutually agree to a final scope of work prior to initiating work. CITY will engage professional consultant services, approved by WETA, to conduct the Phase 2 work.

CITY and WETA will each contribute staff resources to support the Phase 2 work and will confer on a regular basis on the progress of the work. CITY will provide drafts of all studies and design submittals for WETA's review prior to finalizing the work.

¹ [Alameda County Transportation Commission Meeting Minutes 5-25-23; approval of 2024 Comprehensive Investment Plan including Berkeley Pier Ferry Project allocation](#)

² [California Coastal Conservancy Meeting 6-1-23; staff recommendation for Berkeley Pier allocation](#)

CITY is responsible for all aspects of managing the Alameda County Transportation Commission (ACTC) and California State Coastal Conservancy (SCC) grants. WETA will periodically provide CITY with documentation of its staff time/costs, which CITY will submit to ACTC (along with CITY staff time/costs) to serve as grant matching funds. WETA's staff time and costs will be reimbursed by, and included within, WETA's overall \$3M contribution of RM3 funds.

WETA will reimburse CITY for authorized and satisfactorily completed work and services rendered by CITY's outside professional consultants for the Phase 2 work that is not otherwise eligible for reimbursement from the ACTC or SCC grants. The CITY shall make all reasonable efforts to have Phase 2 consultant costs reimbursed by the ACTC or SCC grants prior to requesting reimbursement from WETA. WETA reimbursement shall not exceed Three Million Dollars (\$3,000,000). CITY staff time is not eligible for reimbursement from WETA. The CITY will submit invoices to WETA, at a minimum, on a quarterly basis, and within 30 days following the end of each quarter of the fiscal year.

WETA will endeavor to make payment within ninety days of receipt of an invoice, approved by WETA and MTC (which approval shall not be unreasonably withheld, conditioned or delayed), describing work performed, itemizing all costs for which reimbursement is requested, and stating the payment requested and the cumulative amount billed to date. Upon its review and approval, WETA will promptly submit the CITY's invoices to MTC for reimbursement. CITY shall also attach to each invoice such receipts, proof of payment, and other supporting documentation as may be reasonably required by WETA or MTC. CITY will be responsible for providing any additional materials that are required by MTC to comply with RM3 funding and reimbursement requirements.

All invoices must be made in writing, and delivered or mailed to WETA as follows:

Attention: Accounting Department
San Francisco Bay Area Water Emergency Transportation Authority
Pier 9, Suite 111, The Embarcadero
San Francisco, CA 94111

Performance will begin on or after January 1, 2024 and be completed by December 31st, 2027, unless this Agreement is terminated by either WETA or CITY as provided below. Invoices must be submitted before March 31st, 2028 to be paid.

Either CITY or WETA may terminate this Agreement, in each party's sole discretion, for any reason upon thirty days' written notice to the other party. Upon termination, the parties will promptly meet and confer to discuss the impact of termination on Phase 2 work. WETA will reimburse City only for that portion of work completed (either by CITY or its outside professional consultants) prior to termination, not to exceed the maximum amount payable under the Agreement for such work.

If CITY fails to perform as specified in this Agreement, WETA may terminate this Agreement for cause by advance ten (10)-day written notice and CITY will only be entitled to costs of work performed by CITY's outside professional consultants in accordance with this Agreement, not to exceed the maximum amount payable under the Agreement for such work.

CITY agrees to retain all documents, working papers, records, accounts and other materials relating to its performance under this Agreement for a minimum of four (4) years following the fiscal year of the

last expenditure under this Project and WETA and its authorized representatives may inspect and audit such records during that period of time.

In performing services under this Agreement, CITY will be acting as an independent contractor and not as an agent or employee of WETA. CITY will have no authority to contract in the name of WETA, and CITY will be responsible for its own acts and those of its agents, contractors and employees.

CITY agrees that the professional contracts executed for the work of Phase 2 shall, among other things, (i) obligate [CONTRACTOR] to defend, indemnify and hold harmless WETA and its officers, agents, officials, representatives and employees to the maximum extent allowed by law and to the same extent as the City from and against any and all claims, loss, cost, damage, injury (including, without limitation, injury to or death of an employee of [CONTRACTOR] or its subconsultants), expense and liability of every kind, nature and description that arise out of, pertain to or relate to the negligence, recklessness, or willful misconduct of [CONTRACTOR] and its subconsultants, anyone directly or indirectly employed by the them, or anyone that they control; (ii) name WETA and its directors, officers, representatives, employees, consultants, subcontractors and agents as additional insureds under [CONTRACTOR] 's commercial general liability, business automobile liability and professional liability insurance policies; and (iii) name WETA as a third party beneficiary of the [CONTRACTOR]'s indemnity and insurance obligations, and provide that such provisions may not be amended without WETA's consent.

Any amendment of this Agreement must be in writing, specifically identified as an amendment to this agreement, and signed by both CITY's City Manager and WETA's Executive Director, or their designated representatives.

Please sign and date both counterparts of this letter in the space provided below, return one counterpart to WETA, and retain the other counterpart for your files.

Sincerely,

Seamus Murphy
Executive Director

* * * * *

Accepted and Agreed this _____ day of _____, 2024.

CITY OF BERKELEY

By: _____

Name: Dee Williams-Ridley

Title: City Manager

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

RESOLUTION NO. 2024-17

**APPROVE AMENDMENT #1 TO MEMORANDUM OF UNDERSTANDING
FOR THE BERKELEY MARINA FERRY FACILITY PROJECT**

WHEREAS, at its meeting in May 2019, the WETA Board approved a Memorandum of Understanding (MOU) with the City of Berkeley regarding the development of a new ferry facility at the Berkeley Marina (Project); and

WHEREAS, Phase 1 of the Project is complete, resulting in the *Feasibility Study for the Ferry Facility at Berkeley Municipal Pier*, GHD that was presented to the Board in March 2021, and WETA and the City are planning for Phase 2 of the Project, consisting of design and environmental review work; and

WHEREAS, the City, project lead for Phase 2, has obtained funding that may be sufficient to complete Phase 2 of the Project, but has asked WETA to use RM 3 funds to cover its own staff time, as well as to provide funding for Phase 2 costs that may not be eligible for reimbursement under the City's grants or that may not be anticipated at this time, all in an amount not to exceed \$3 Million; and

WHEREAS, to facilitate the Phase 2 work, the Executive Director recommends that WETA enter into an amendment to the 2019 Memorandum of Understanding, as well as a new Phase 2 funding agreement that authorizes the use of up to \$3 Million of RM 3 funds; now, therefore, be it

RESOLVED, that the Board of Directors hereby authorizes the Executive Director to enter into Amendment #2 to the MOU with the City of Berkeley, including a funding agreement for WETA to spend up to \$3 Million in RM 3 funds, to facilitate Phase 2 of the Berkeley Marina Ferry Facility Project.

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 May 9, 2024.

YEA:

NAY:

ABSTAIN:

ABSENT:

/s/ Board Secretary

2024-17

END

MEMORANDUM

TO: Board Members

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

SUBJECT: Authorize the Filing of an Allocation Request with the Metropolitan Transportation Commission for \$3,000,000 in Regional Measure 3 Capital Funds

Recommendation

Authorize the Executive Director, or his designee, to execute and submit an allocation request that includes related assurances with the Metropolitan Transportation Commission (MTC) for Regional Measure (RM) 3 funds in the amount of \$3,000,000 to support the Berkeley Marina Ferry Facility project.

Background

In 2018, voters passed RM 3, raising the toll for all vehicles on the seven State-owned toll bridges in the San Francisco Bay Area by a total of \$3.00, phased in through one-dollar increments. This toll increase is to fund various transportation projects within the region that have been determined to reduce congestion or to make improvements to travel in the toll bridge corridors. RM 3 identified specific capital and operating projects and programs eligible to receive RM 3 funding including the Ferry Enhancement Program, totaling \$300 million. WETA is the designated recipient of funds under this program. The Berkeley Marina Ferry Facility project (Project) is eligible under the Ferry Enhancement Program of the RM 3 Expenditure Plan.

Discussion

The RM 3 program for the Project includes \$3,000,000 to perform the design and environmental review work (Phase 2) to construct a dual-use pier and terminal at the Berkeley Marina. Work under Phase 2 includes technical analysis and preparation of CEQA and NEPA environmental review documents, public outreach, design and engineering specifications, and project permitting. The City of Berkeley is the project lead and has secured \$5.8 million in grant funding from the Alameda County Transportation Commission (ACTC) and \$2.2 from the California State Coastal Conservancy (CSCC) to pursue design and environmental review work. The WETA Board is separately considering an amendment to the Memorandum of Understanding between WETA and the City to provide for Phase 2 of the project, including WETA's provision of up to \$3 million in RM 3 funds to cover staff time, potential Phase 2 expenses that are not reimbursable by the ACTC and CSCC grants, and project contingency.

As a part of MTC's RM 3 Policies and Procedures, programming agencies are required to adopt resolutions formally authorizing project allocation requests to MTC and provide various assurances. The full list of certifications and assurances are contained in the Board Resolution associated with this item. These certifications and assurances effectively serve as a part of the contract between WETA and MTC for the requested funds. The RM 3 Initial Project Report for the Berkeley Marina Ferry Facility project is included as **Attachment A** to this report.

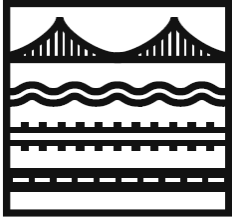
This item allows staff to move forward with submitting allocation paperwork to receive RM 3 funds from MTC in the amount of \$3,000,000 for the Project. This item is in concurrence with the

execution of an Amendment to the Memorandum of Understanding with the City of Berkeley for the Project, as further described in a separate item on today's Board meeting agenda.

Fiscal Impact

The Project is included in the FY 2023/24 Capital Budget at a cost of \$3,000,000 for the preliminary engineering phase of the project, funded with RM 3 funds.

END



Regional Measure 3

Initial Project Report

Project/Subproject Details

Basic Project Information

Project Number	5
Project Title	Ferry Expansion Program
RM3 Funding Amount	\$300,000,000

Subproject Information

Subproject Number	5.3
Subproject Title	Berkeley Marina Ferry Facility Project (PA&ED)
RM3 Funding Amount	\$3,000,000

I. Overall Subproject Information

a. Project Sponsor / Co-sponsor(s) / Implementing Agency

San Francisco Bay Area Ferry Water Emergency Transportation Authority (WETA) and the City of Berkeley

b. Detailed Project Description *(include definition of deliverable segment if different from overall project/subproject)*

This project is a joint development effort to build a dual-use ferry terminal and public access pier at or near the site of the historic Berkeley Municipal Pier. The ferry terminal would provide service primarily between the Berkeley Marina and Downtown San Francisco Ferry Terminal but could also serve Larkspur and special events. The project would also include shoreside improvements to support the operation of the ferry terminal and other public access amenities.

The deliverable segment of this project (as indicated in the project schedule and budget below) is completion of the required CEQA and NEPA environmental review process. Completion of the environmental review process will require advancing conceptual design of the project to support the technical analyses required to adequately evaluate the potential environmental impacts of the project under CEQA and NEPA.



c. Impediments to Project Completion

The effort required to address potential comments on the Draft EIR/EIS could require additional resources above what has been budgeted, which would represent a potential impediment to completion of the environmental review process.

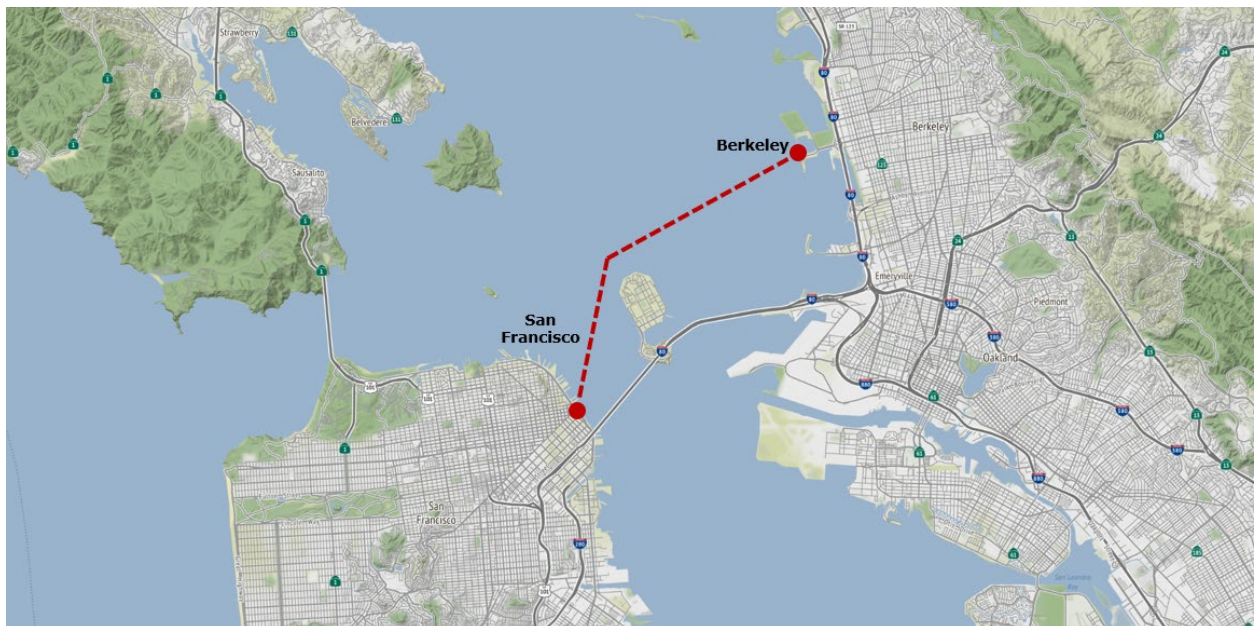
d. Risk Management *(describe risk management process for project budget and schedule, levels of contingency and how they were determined, and risk assessment tools used)*

A project management team composed of WETA staff, City of Berkeley staff, as well as design and environmental review consultants, will meet on a regular and as-needed basis to confirm that work proceeds according to budget and schedule and will remediate potential issues. A project contingency of 10% has been set to draw from to address budget issues that the project management team are unable to remediate.

e. Operability *(describe entities responsible for operating and maintaining project once completed/implemented)*

The completion of the deliverable segment of the project will not require future operation. Should future phases of the larger project to construct a dual use pier/ferry facility be completed, WETA would be responsible for operating and maintaining the ferry terminal component of the project while the City of Berkeley would operate and maintain the public access pier.

f. Project Graphic(s) *(include below or attach)*





II. Project Phase Description and Status

a. Environmental/Planning

Does NEPA apply? Yes No

This project phase will include the advancement of conceptual design to support the environmental review of the proposed project pursuant to CEQA and NEPA. The specific scope of the CEQA/NEPA evaluation will include: project management, public meetings, development of a purpose and need statement and project description, public scoping process, technical studies, Draft EIR/EIS, response to public comments on Draft EIR/EIS, and Final EIR/EIS and Mitigation and Monitoring Program.

This phase is expected to commence in January 2024 and require up to 48 months for completion.

b. Design

Initiation of this project phase is contingent upon the outcome of the environmental review process.

c. Right-of-Way Activities / Acquisition

Initiation of this project phase is contingent upon the outcome of the environmental review process.

d. Construction / Vehicle Acquisition / Operating

Initiation of this project phase is contingent upon the outcome of the environmental review process.

III. Project Schedule

Phase-Milestone	Planned	
	Start Date	Completion Date
Environmental Studies, Preliminary Eng. (ENV / PE / PA&ED)	January 2024	December 2027
Final Design - Plans, Specs. & Estimates (PS&E)	TBD	TBD
Right-of-Way Activities /Acquisition (R/W)	TBD	TBD
Construction (Begin – Open for Use) / Acquisition (CON)	TBD	TBD

IV. Project Budget

Capital

Project Budget	Total Amount - Escalated to Year of Expenditure (YOE)- (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	\$3,000
Design - Plans, Specifications and Estimates (PS&E)	TBD
Right-of-Way Activities /Acquisition (R/W)	TBD



Regional Measure 3 Initial Project Report

Construction / Rolling Stock Acquisition (CON)	TBD
Total Project Budget (in thousands)	\$3,000

Deliverable Segment Budget (if different from Project budget)	Total Amount - Escalated to Year of Expenditure (YOE)- (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	
Design - Plans, Specifications and Estimates (PS&E)	
Right-of-Way Activities /Acquisition (R/W)	
Construction / Rolling Stock Acquisition (CON)	
Total Project Budget (in thousands)	

Operating	Total Amount - Escalated to Year of Expenditure (YOE)- (Thousands)
Annual Operating Budget	TBD

V. Project Funding

Please provide a detailed funding plan in the Excel portion of the IPR. Use this section for additional detail or narrative as needed and to describe plans for any "To Be Determined" funding sources, including phase and year needed.

The City of Berkeley is the project lead and has secured \$5.8 million in grant funding from the Alameda County Transportation Commission (ACTC) and \$2.2 from the California State Coastal Conservancy (CSCC) to pursue design and environmental review work. WETA will coordinate with the City to support the work and has agreed to provide up to \$3 million in RM3 funds to cover WETA staff time, potential Phase 2 expenses that are not reimbursable by the ACTC and CSCC grants, and project contingency.



VI. Contact/Preparation Information

Contact for Project Sponsor

Name: Chad Mason
Title: Capital Planning Manager
Phone: (415) 364-3745
Email: mason@watertransit.org
Mailing Address: Pier 9, Suite 111, The Embarcadero, San Francisco, CA 94111

Person Preparing Initial Project Report (if different from above)

Name: Jennifer Raupach
Title: Grants Manager
Phone: (510) 213-4898
Email: raupach@watertransit.org
Mailing Address: Pier 9, Suite 111, The Embarcadero, San Francisco, CA 94111

**Regional Measure 3
Initial Project Report - Subproject Report
Funding Plan**

Project Title:	5. Ferry Expansion Program
Subproject Title	Berkeley Marina Ferry Facility Project (PA&ED)
Project/Subproject Number:	5.3
Total RM3 Funding:	\$ 3,000,000

(add rows as necessary)

CAPITAL FUNDING

Funding Source	Committed? (Yes/No)	Total Amount (\$ thousands)	Amount Expended (\$ thousands)	Amount Remaining (\$ thousands)
ENV				
RM3	Yes	\$ 3,000	\$ -	\$ 3,000
				\$ -
				\$ -
				\$ -
				\$ -
ENV Subtotal		\$ 3,000	\$ -	\$ 3,000
PSE				
RM3			\$ -	\$ -
				\$ -
				\$ -
				\$ -
				\$ -
PSE Subtotal		\$ -	\$ -	\$ -
ROW				
				\$ -
				\$ -
				\$ -
				\$ -
ROW Subtotal		\$ -	\$ -	\$ -
CON				
RM3				
TBD				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
CON Subtotal		\$ -	\$ -	\$ -
Capital Funding Total		\$ 3,000	\$ -	\$ 3,000

OPERATING FUNDING (Annual)

Funding Source	Phase	Committed? (Yes/No)	Total Amount (\$ thousands)
	Operating		
Operating Funding Total			\$ -

Regional Measure 3

Initial Project Report - Subproject Report

Funding Plan - Deliverable Segment - Fully funded phase or segment of total project

Project Title:	5. Ferry Expansion Program
Subproject Title:	Berkeley Marina Ferry Facility Project (PA&ED)
Project/Subproject Number:	5.3
Total RM3 Funding:	\$ 3,000,000

(add rows as necessary)

RM3 Deliverable Segment Funding Plan - Funding by planned year of allocation

Funding Source	Prior	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	Future committed	Total Amount (\$ thousands)	Amount Expended (\$ thousands)	Amount Remaining (\$ thousands)
ENV														
RM-3							\$ 3,000,000					\$ 3,000,000		\$ 3,000,000
												\$ -		\$ -
												\$ -		\$ -
												\$ -		\$ -
												\$ -		\$ -
ENV Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,000,000	\$ -	\$ -	\$ -	\$ -	\$ 3,000,000	\$ -	\$ 3,000,000
PSE														
RM-3												\$ -		\$ -
												\$ -		\$ -
												\$ -		\$ -
												\$ -		\$ -
												\$ -		\$ -
PSE Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ROW														
RM-3												\$ -		\$ -
												\$ -		\$ -
												\$ -		\$ -
												\$ -		\$ -
												\$ -		\$ -
ROW Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CON														
RM-3												\$ -		\$ -
TBD												\$ -		\$ -
												\$ -		\$ -
												\$ -		\$ -
												\$ -		\$ -
												\$ -		\$ -
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												\$ -		\$ -
												\$ -		\$ -
CON Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM-3 Funding Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,000,000	\$ -	\$ -	\$ -	\$ -	\$ 3,000,000	\$ -	\$ 3,000,000
Capital Funding Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,000,000	\$ -	\$ -	\$ -	\$ -	\$ 3,000,000	\$ -	\$ 3,000,000

**Regional Measure 3
Initial Project Report - Subproject Report
Cash Flow Plan**

Project Title:	5. Ferry Expansion Program
Subproject Title:	Berkeley Marina Ferry Facility Project (PA&ED)
Project/Subproject Number:	5.3
Total RM3 Funding:	\$ 3,000,000

(please include all planned funding, add rows as necessary)

RM3 Cash Flow Plan for Deliverable Segment - Funding by planned year of expenditure

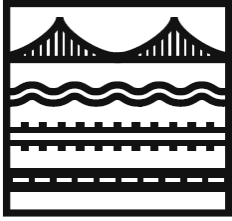
Funding Source	Prior	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	Future committed	Total Amount (\$ thousands)
ENV												
RM 3							\$ 300,000	\$ 1,000,000	\$ 1,000,000	\$ 700,000		\$ 3,000,000
												\$ -
												\$ -
												\$ -
												\$ -
ENV Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300,000	\$ 1,000,000	\$ 1,000,000	\$ 700,000	\$ -	\$ 3,000,000
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												\$ -
PSE Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ROW												
RM 3												\$ -
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ROW Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
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												\$ -
CON Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM 3 Funding Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300,000	\$ 1,000,000	\$ 1,000,000	\$ 700,000	\$ -	\$ 3,000,000
Capital Funding Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300,000	\$ 1,000,000	\$ 1,000,000	\$ 700,000	\$ -	\$ 3,000,000

**Regional Measure 3
Initial Project Report - Subproject Report
Estimated Budget Plan**

Project Title:	5. Ferry Expansion Program
Subproject Title	Berkeley Marina Ferry Facility Project (PA&ED)
Project/Subproject Number:	5.3
Total RM3 Funding:	\$ 3,000,000

1. Direct Labor of Implementing Agency (specify by name and job function)			
	Estimated Hours	Rate/Hour	Total Estimated cost
Project Manager			\$ -
Transportation Planner			\$ -
Manager of Planning & Development			\$ -
			\$ -
			\$ -
			\$ -
Direct Labor Subtotal			\$ 600,000
2. Overhead and direct benefits (specify)			
	Rate	x Base	
		\$ -	
		0	
		0	
		0	
		0	
Overhead and Benefit Subtotal			\$ -
3. Direct Capital Costs (include engineer's estimate on construction, right-of-way, or vehicle acquisition)			
	Unit (if applicable)	Cost per unit	Total Estimated cost
			\$ -
			\$ -
			\$ -
			\$ -
			\$ -
Direct Capital Costs Subtotal			\$ -
4. Consultants (Identify purpose and/or consultant)			Total Estimated cost
Concept Design & Environmental Review			\$ 2,400,000
Constultants Subtotal			\$ 2,400,000
5. Other direct costs			Total Estimated cost
Other Direct Costs Subtotal			\$ -
Total Estimated Costs			\$ 3,000,000

Comments:



Regional Measure 3 Allocation Request

RM3 Project Information

Project Number	5
Project Title	Ferry Expansion Program
Project Funding Amount	\$300,000,000

Subproject Information (if different from overall RM3 project)

Subproject Number	5.3
Subproject Title	Berkeley Marina Ferry Facility (PA&ED)
Subproject Funding Amount	\$3,000,000

RM3 Allocation History (Add lines as necessary)

	MTC Approval Date	Amount	Phase
#1:			
#2			
#3			

Total: \$0.00

Current Allocation Request:

Request submittal date	Amount	Phase
5/10/2024	\$3,000,000	PA/ED

I. RM3 Allocation Request Information

- a. Describe the current status of the project, including any progress since the last allocation request or IPR update, if applicable.

This is the first RM3 allocation request, which will support Phase 2 of the Berkeley Marina Ferry Facility Project. Phase 1 resulted in the “Feasibility Study for the Ferry Facility at Berkeley Municipal Pier,” (June 2023), determining the project was feasible. Phase 2 will pursue design and environmental review work for the project.

- b. Describe the scope of the allocation request. Provide background and other details as necessary. The scope must be consistent with the RM3 statute. If the scope differs from the most recent IPR for this project, please describe the reason for any changes here; a revised IPR may be necessary.**

The work will include technical analysis and preparation of CEQA and NEPA environmental review documents, public outreach, design and engineering specifications, and project permitting.

- c. Deliverable segment budget – please fill out attached Excel file. If the budget differs from the most recent IPR for this project, please describe the reason for any changes here; a revised IPR may be necessary.**

This request is for \$3,000,000 in RM3 funds.

- d. Schedule – what is the expected completion date of the phase for this allocation? Describe any significant milestones.**

Milestone completion date of December 2027.

- e. If the project received an RM3 Letter of No Prejudice, how much has been spent against the approved RM3 LONP amount? (Note: the scope and RM3 amount for this allocation request should match the approved LONP)**

N/A

f. Request Details

Amount being requested	\$3,000,000
Project phase being requested	PA/ED
Are there other fund sources involved in this phase?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Date of anticipated Implementing Agency Board approval of RM3 Allocation Request resolution for the allocation being requested	5/9/24

Month/year being requested for MTC commission approval of allocation	July 2024
--	-----------

Note: Allocation requests are recommended to be submitted to MTC staff for review sixty (60) days prior to action by the Implementing Agency Board

g. List any other planned bridge toll allocation requests in the next 12 months.

N/A

Regional Measure 3

Allocation Request

Funding Plan - Deliverable Segment - Fully funded phase or segment of total project

Project Title:	5. Ferry Expansion Program
Subproject Title	Berkeley Marina Ferry Facility Project (PA&ED)
Project/Subproject Number:	5.3
Total RM3 Funding:	\$ 3,000,000

(add rows as necessary)

RM3 Deliverable Segment Funding Plan - Funding by planned year of allocation

Funding Source	Phase	Prior	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	Future committed	Total Amount (\$ thousands)	Amount Expended (\$ thousands)	Amount Remaining (\$ thousands)
RM3	ENV						\$ 3,000,000						\$ 3,000,000		\$ 3,000,000
	ENV												\$ -		\$ -
													\$ -		\$ -
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													\$ -		\$ -
													\$ -		\$ -
ENV Subtotal		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,000,000	\$ -	\$ 3,000,000
RM 3	PSE												\$ -		\$ -
	PSE												\$ -		\$ -
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PSE Subtotal		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM 3	ROW												\$ -		\$ -
	ROW												\$ -		\$ -
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ROW Subtotal		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM 3	CON												\$ -		\$ -
	CON												\$ -		\$ -
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CON Subtotal		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM 3 Funding Subtotal		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,000,000	\$ -	\$ 3,000,000
Capital Funding Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,000,000	\$ -	\$ 3,000,000

**Regional Measure 3
Allocation Request
Cash Flow Plan**

Project Title:	\$ Ferry Expansion Program
Subproject Title:	Berkeley Marina Ferry Facility Project (PA&ED)
Project/Subproject Number:	5.3
Total RMA Funding:	\$ 3,000,000

*(Please include all planned funding, add rows as necessary)
Please update the columns below based on your allocation month. The first six months of cash flow are monthly, followed by quarterly, then annually as long as you can reasonably estimate projected expenditures*

RM3 Cash Flow Plan for Deliverable Segment - Funding by requested expenditure period		2024 Q1												2024 Q2	2024 Q3	2024 Q4	2025 Q1	2025 Q2	2025 Q3	2025 Q4	2026 Q1	2026 Q2	2026 Q3	2026 Q4	Future committed	Total Amount	Amount Expended	Amount Remaining		
Funding Source(s)		Phase	Prior	Sep-23	Oct-23	Nov-23	Dec-23	(Jan - March 2024)	(April - June 2024)	(July - Sept 2024)	(Oct - Dec 2024)	(Jan - March 2025)	(April - June 2025)	(July - Sept 2025)	(Oct - Dec 2025)	(Jan - March 2026)	(April - June 2026)	(July - Sept 2026)	(Oct - Dec 2026)	(if applicable)	(\$ millions)	(\$ millions)	(\$ millions)							
RM 3	ENV											\$ 300,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 1,200,000	\$ 3,000,000	\$ -	\$ 3,000,000	
Other																														
ENV Subtotal			\$ -								\$ -	\$ -	\$ 300,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 1,200,000	\$ 3,000,000	\$ -	\$ 3,000,000	
RM 3	PSE																													
PSE Subtotal			\$ -								\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM 3	ROW																													
ROW Subtotal			\$ -								\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM 3	CON																													
CON Subtotal			\$ -								\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM 3 Funding Subtotal			\$ -								\$ -	\$ -	\$ 300,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 1,200,000	\$ 3,000,000	\$ -	\$ 3,000,000	
Capital Funding Total			\$ -								\$ -	\$ -	\$ 300,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 1,200,000	\$ 3,000,000	\$ -	\$ 3,000,000	

Notes: RM3 funds should be drawn down approximately proportionately with other funding sources in the same phase. The allocation expiration date will be the end of the final fiscal year in which RM3 funds are planned to be expended for the requested phase.

**Regional Measure 3
Allocation Request
Estimated Budget Plan**

Project Title:	5. Ferry Expansion Program
Subproject Title	Berkeley Marina Ferry Facility Project (PA&ED)
Project/Subproject Number:	5.3
Total RM3 Funding:	\$ 3,000,000

1. Direct Labor of Implementing Agency (specify by name and job function)			
	Estimated Hours	Rate/Hour	Total Estimated cost
Project Manager			\$ -
Transportation Planner			\$ -
Manager of Planning & Development			\$ -
			\$ -
			\$ -
			\$ -
Direct Labor Subtotal			\$ 600,000
2. Overhead and direct benefits (specify)			
	Rate	x Base	
Overhead		\$ -	
		\$ -	
		\$ -	
		\$ -	
		\$ -	
		\$ -	
Overhead and Benefit Subtotal			\$ -
3. Direct Capital Costs (include engineer's estimate on construction, right-of-way, or vehicle acquisition)			
	Unit (if applicable)	Cost per unit	Total Estimated cost
			\$ -
			\$ -
			\$ -
Direct Capital Costs Subtotal			\$ -
4. Consultants (Identify purpose and/or consultant)			
			Total Estimated cost
Concept Design & Environmental Review			\$ 2,400,000
Consultants Subtotal			\$ 2,400,000
5. Other direct costs			
			Total Estimated cost
Other Direct Costs Subtotal			\$ -
Total Estimated Costs			\$ 3,000,000

Comments:

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

RESOLUTION NO. 2024-18

**RM3 IMPLEMENTING AGENCY RESOLUTION OF PROJECT COMPLIANCE –
ALLOCATION REQUEST FOR**

PROJECT TITLE: PROJECT 5.3 – BERKELEY MARINA FERRY FACILITY PROJECT

WHEREAS, SB 595 (Chapter 650, Statutes 2017), commonly referred as Regional Measure 3, identified projects eligible to receive funding under the Regional Measure 3 (RM3) Expenditure Plan; and

WHEREAS, the Metropolitan Transportation Commission (MTC) is responsible for funding projects eligible for Regional Measure 3 funds, pursuant to Streets and Highways Code Section 30914.7(a) and (c); and

WHEREAS, MTC has established a process whereby eligible transportation project sponsors may submit allocation requests for Regional Measure 3 funding; and

WHEREAS, allocation requests to MTC must be submitted consistent with procedures and conditions as outlined in Regional Measure 3 Policies and Procedures (MTC Resolution No. 4404); and

WHEREAS, the San Francisco Bay Area Water Emergency Transportation Authority (WETA) is an eligible sponsor of transportation project(s) in the Regional Measure 3 Expenditure Plan; and

WHEREAS, the Berkeley Marina Ferry Facility Project is eligible for consideration in the Regional Measure 3 Expenditure Plan, as identified in California Streets and Highways Code Section 30914.7(a); and

WHEREAS, the Regional Measure 3 allocation request in the Initial Project Report included as an attachment to the staff report that accompanies this resolution and incorporated herein as though set forth at length, lists the project, purpose, schedule, budget, expenditure and cash flow plan for which WETA is requesting that MTC allocate Regional Measure 3 funds; now, therefore, be it

RESOLVED, that WETA, and its agents shall comply with the provisions of the Metropolitan Transportation Commission's Regional Measure 3 Policies and Procedures; and be it further

RESOLVED, that WETA certifies that the project is consistent with the Regional Transportation Plan (RTP); and be it further

RESOLVED, that the year of funding for any design, right-of-way and/or construction phases has taken into consideration the time necessary to obtain environmental clearance and permitting approval for the project; and be it further

RESOLVED, that the Regional Measure 3 phase or segment is fully funded, and results in an operable and useable segment; and be it further

RESOLVED, that WETA approves the allocation request and updated Initial Project Report, attached to the staff report that accompanies this resolution; and be it further

RESOLVED, that WETA approves the cash flow plan in the Initial Project Report attached to the staff report that accompanies this resolution; and be it further

RESOLVED, that WETA has reviewed the project needs and has adequate staffing resources to deliver and complete the project within the schedule set forth in the allocation request and updated Initial Project Report, attached to the staff report that accompanies this resolution; and, be it further

RESOLVED, that WETA is an eligible sponsor of projects in the Regional Measure 3 Expenditure Plan, in accordance with California Streets and Highways Code 30914.7(a); and be it further

RESOLVED, that WETA is authorized to submit an allocation application for Regional Measure 3 funds for the Berkeley Marina Ferry Facility Project in accordance with California Streets and Highways Code 30914.7(a); and be it further

RESOLVED, that WETA certifies that the projects and purposes for which RM3 funds are being requested is in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.) and if relevant the National Environmental Policy Act (NEPA), 42 USC Section 4-1 et seq. and the applicable regulations thereunder; and be it further

RESOLVED, that there is no legal impediment to WETA making allocation requests for Regional Measure 3 funds; and be it further

RESOLVED, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of WETA to deliver such project; and be it further

RESOLVED, that WETA agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution 3866; and be it further

RESOLVED, that WETA indemnifies and holds harmless MTC, BATA, and their Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of WETA, its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under this allocation of RM3 funds. WETA agrees at its own cost, expense, and risk, to defend any and all claims, actions, suits, or other legal proceedings brought or instituted against MTC, BATA, and their Commissioners, officers, agents, and employees, or any of them, arising out of such act or omission, and to pay and satisfy any resulting judgments. In addition to any other remedy authorized by law, so much of the funding due under this allocation of RM3 funds as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages, and be it further

RESOLVED, that WETA shall, if any revenues or profits from any non-governmental use of property (or project) that those revenues or profits shall be used exclusively for the public

transportation services for which the project was initially approved, either for capital improvements or maintenance and operational costs, otherwise the Metropolitan Transportation Commission is entitled to a proportionate share equal to MTC's percentage participation in the projects(s); and be it further

RESOLVED, that assets purchased with RM3 funds including facilities and equipment shall be used for the public transportation uses intended, and should said facilities and equipment cease to be operated or maintained for their intended public transportation purposes for its useful life, that MTC shall be entitled to a present day value refund or credit (at MTC's option) based on MTC's share of the Fair Market Value of the said facilities and equipment at the time the public transportation uses ceased, which shall be paid back to MTC in the same proportion that Regional Measure 3 funds were originally used; and be it further

RESOLVED, that WETA shall post on both ends of the construction site(s) at least two signs visible to the public stating that the Berkeley Marina Ferry Facility project is funded with Regional Measure 3 Toll Revenues; and be it further

RESOLVED, that WETA authorizes its Executive Director or his designee to execute and submit an allocation request for the design phase with MTC for Regional Measure 3 funds in the amount of \$3,000,000 for the Berkeley Marina Ferry Facility project, purposes and amounts included in the project application in the Initial Project Report attached to the staff report that accompanies this resolution; and be it further

RESOLVED, that the Executive Director or his designee is hereby delegated the authority to make non-substantive changes or minor amendments to the allocation request or Initial Project Report as he deems appropriate; and be it further

RESOLVED, that a copy of this resolution shall be transmitted to MTC in conjunction with the filing of the WETA application referenced herein.

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 May 9, 2024.

YEA:

NAY:

ABSTAIN:

ABSENT:

/s/ Board Secretary

2024-18

END

MEMORANDUM

TO: Board Members

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

SUBJECT: Adopt 2050 Service Vision and Expansion Policy

Recommendation

Adopt final 2050 Service Vision and Expansion Policy.

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. The WETA Board received a presentation on a draft Policy at its last meeting in April, 2024. Following that meeting, staff incorporated comments from Directors into the final 2050 Service Vision and Expansion Policy—including more detailed information about emergency response and first/last mile connections.

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 final 2050 Service Vision and Expansion Policy recommended for adoption that is included as **Attachment A** to this report.

The 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 this item, 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 and Expansion Policy.

Fiscal Impact

There is no fiscal impact associated with this item.

END

Attachment A – Final 2050 Service Vision and Expansion Policy

ATTACHMENT A

2050 SERVICE VISION AND EXPANSION POLICY

Adopted by WETA Board – Resolution 2024-XX

May 9, 2024

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:
 - WETA will enhance existing route frequency to continue growing markets for all-day service.
 - 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.
 - 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:
 - Local service consisting of short distance trips connecting dense urban hubs.
 - Regional service consisting of medium and long-distance trips connecting activity centers.
 - 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:
 - WETA will procure electric vessels to operate all routes that are feasible.
 - WETA will convert the power source on existing vessels to electric where applicable.
 - 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: Requirements

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.

Expansion Policy: Commitments

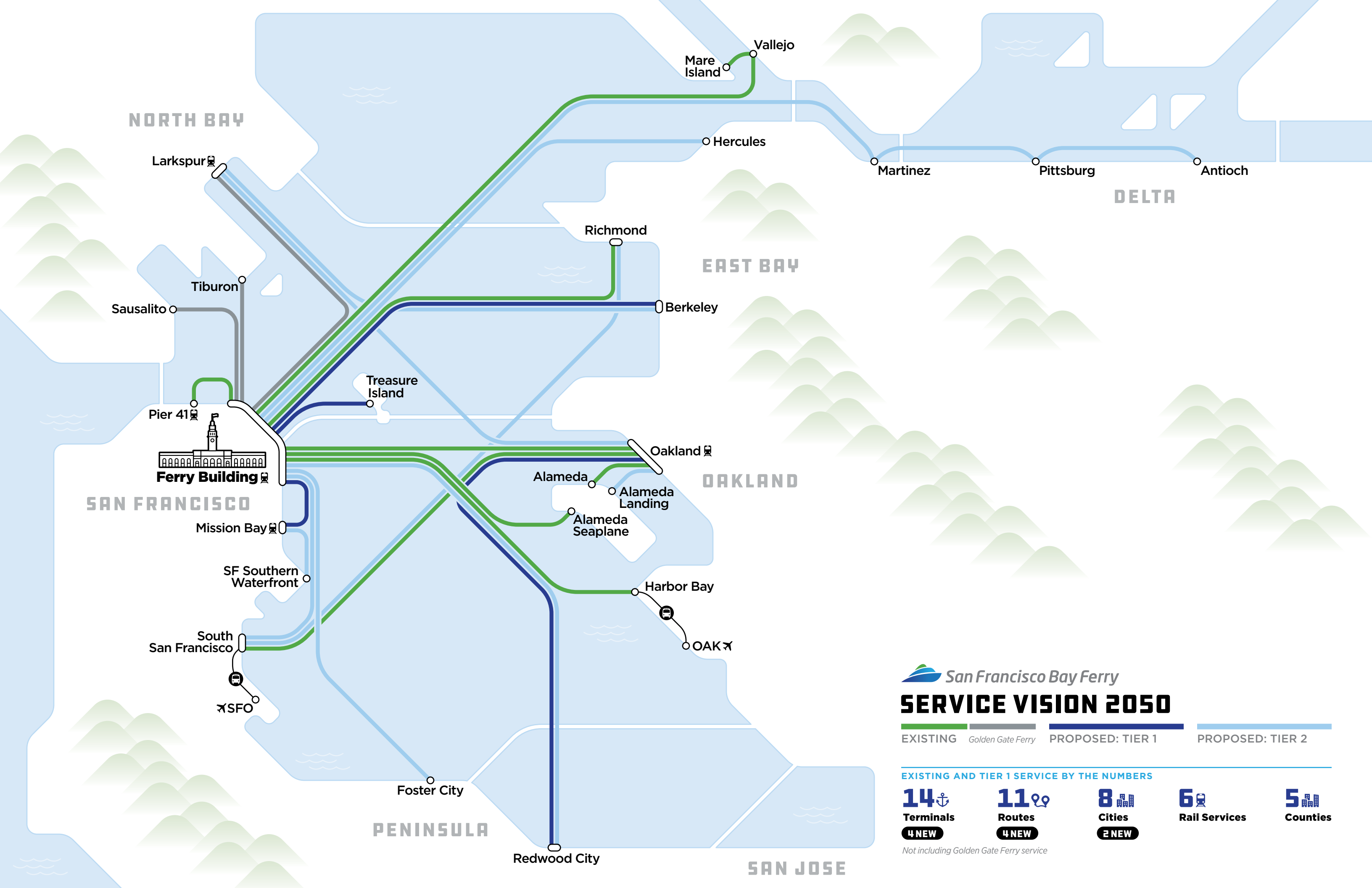
For system expansion and enhancement projects that meet each of the above requirements and criteria, the following commitments, and responsibilities apply:

1. **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.
2. **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.
3. **Terminal Construction** – WETA will 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.
4. **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.
5. **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.
6. **Terminal Access** – Local jurisdictions will be responsible for access improvements in the vicinity of terminals and to the landside area of terminal facilities. Infrastructure and programs supporting terminal access will be consistent with WETA’s Access Policy, to ensure that terminals are accessible to persons with disabilities.
7. **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.
8. **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. These include deploying WETA’s fleet

resources to evacuate dangerous areas, to move first responders, and to deliver needed supplies. WETA will coordinate with other regional maritime partners to add to this fleet response, and terminal facilities must have sufficient capacity and facilities to accommodate these partner vessels. 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

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

RESOLUTION NO. 2024-19

ADOPT 2050 SERVICE VISION AND EXPANSION POLICY

WHEREAS, at its meeting on April 24, 2024, WETA's Board of Directors were presented with a draft 2050 Service Vision and Expansion Policy; and

WHEREAS, the 2050 Service Vision and Expansion Policy is the result of a multi-year effort involving multiple stakeholders in order to guide WETA in its future expansion efforts, and to 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; and

WHEREAS, at its meeting on May 9, 2024, the WTA Board of Directors were presented with a proposed Final 2050 Service Vision and Expansion Policy; now, therefore, be it

RESOLVED, that the Board of Directors hereby adopts the 2050 Service Vision and Expansion Policy in the form included as Attachment A to the staff report presented to the Board of Directors on this date.

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 May 9, 2024.

YEA:

NAY:

ABSTAIN:

ABSENT:

/s/ Board Secretary

2024-19

END

MEMORANDUM

TO: Board Members

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

SUBJECT: Adjust Fiscal Year 2023/24 Capital Budget for Vessel Construction

Recommendation

Approve FY 2023/24 budget adjustment to reduce the overall FY 2023/24 capital budget authority by \$3,847,481 as follows:

1. Increase New Commuter Class High-Speed Vessels FY 2023/24 budget by \$1,086,651 and adjust the total Project Budget by adding \$305,100
2. Increase Solano/Bay Breeze Replacement FY 2023/24 budget by \$6,212,557 with no change to the total project budget
3. Decrease Intintoli Replacement FY 2023/24 budget by \$7,046,689 with no change to the total project budget
4. Decrease Mare Island Replacement FY 2023/24 budget by \$4,100,000 with no change to the project budget

Background

The Board approved the FY 2023/24 budget on June 5, 2023. Often during the fiscal year, certain capital projects are delivered at a different pace than originally anticipated. This does not usually affect the overall project budget but may affect the authorization provided for the fiscal year for a particular project. In preparation for the approval of the Fiscal Year 2024/25 budget, all capital projects have been reviewed and some expenditure authority adjustments are necessary prior to the close of the fiscal year for certain projects.

Discussion

In the first half of the current fiscal year, staff has been working closely with the shipyard, Mavrik Marine, to make up for schedule slippage that occurred following pandemic-related delays. As a result, the New Commuter Class High-Speed Vessel project (Dorado and Delphinus), and the Solano/Bay Breeze Replacement project (as-yet un-named vessels) all have made unexpected progress and have the need for a higher expense authorization than was anticipated in the current fiscal year. Those projects are on pace to require authorization of an additional \$7.3 million from their existing project budgets. This is not an increase to the overall project budgets but represents a cashflow shift from future FY 2024/25 amounts to the current fiscal year.

Additionally, the closeout of the New Commuter Class High-Speed Vessels project (Dorado and Delphinus) will require an overall project budget increase of \$305,100 due to an unanticipated change in the Vallejo Use Tax rate that applied to the Delphinus vessel as well as some additional project management costs that were unanticipated in the current fiscal year. This additional funding is available through savings in other projects and will be funded from RM 1.

Staff also recommends adjusting the current fiscal year budget to reflect a cashflow reduction in both the Intintoli and Mare Island replacement budgets. The procurements associated with these new large electric vessels are now ready to proceed. but delays in the engineering effort necessary to integrate the vessels with the separate float-charging systems have led to lower than expected expenditures in the current Fiscal Year. Staff recommends a combined reduction of \$11.1 million in the current fiscal year for these two projects. The expense will be shifted to the next fiscal year and is reflected in the proposed FY 2024/25 capital budget.

Thus, the Executive Director and Chief Financial Officer request that the Board approve the attached resolution which would reduce the total capital budget authorization for FY 2023/24 by \$3,847,481 as follows:

1. New Commuter Class Vessels: Increase from \$2,557,000 to \$3,643,651.
2. Replacement Vessel MV Intintoli: Decrease from \$7,370,000 to \$323,311
3. Replacement Vessel MV Mare Island: Decrease from \$4,120,000 to \$20,000
4. Replacement Vessels Solano/Bay Breeze: Increase from \$7,359,400 to \$13,571,957.

In addition, the resolution would increase the total Authorization for the New Commuter Class Vessels project from \$30,115,000 to \$30,420,100.

Fiscal Impact

Provides reduced overall expenditures in FY 2023/24 of \$3,847,481 and increases the New Commuter Class High Speed Vessel project by 1% to a total of \$30,420,100. Funding is available for these changes and is reflected in the monthly report and the proposed FY 2024/25 budget.

END

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

RESOLUTION NO. 2024-20

ADOPTION OF AMENDMENT TO THE FISCAL YEAR 2023-2024 CAPITAL BUDGET

WHEREAS, the WETA Board of Directors approves annual Operating and Capital Budgets; and

WHEREAS, the Board adopted the Fiscal Year 2023-2024 (FY 2024) Capital Budget in the amount of \$75,074,912 on June 5, 2023, later amended to \$77,979,778 at its meeting in February; and

WHEREAS, the FY 2024 Capital Budget includes \$2,557,000 for the New Commuter Class Vessels Project, \$7,370,000 for the MV Intintoli Vessel Replacement Project, and \$4,120,000 for the MV Mare Island Vessel Replacement Project; and

WHEREAS, actual expenditures during the current fiscal year on these vessel projects have occurred at a different pace than anticipated in the FY 2024 Capital Budget, without impacting the overall project budgets, requiring adjustments to the current FY 2024 Capital Budget; and

WHEREAS, in addition to the need to adjust the FY 2024 Capital Budget, an unanticipated increase in the Vallejo Use Tax rate, as well as some unanticipated project management costs require a one percent increase to the overall project budget for the New Commuter Class Vessels Project; and

WHEREAS, the Executive Director and Chief Financial Officer recommend that the Board amend the FY 2024 Capital Budget to reduce the total capital budget authorization for FY 2024 by \$3,847,481 as follows:

- Increase the New Commuter Class Vessels budget from \$2,557,000 to \$3,643,651.
- Increase the Replacement Vessels Solano/Bay Breeze Replacement budget from \$7,359,400 to \$13,571,957
- Decrease the Replacement Vessel MV Intintoli budget from \$7,370,000 to \$323,311
- Decrease the Replacement Vessel MV Mare Island budget from \$4,120,000 to \$20,000; and

WHEREAS, the Executive Director and Chief Financial Officer recommend that the Board increase the total project budget for the New Commuter Class Vessels project by \$305,100 -- from \$30,115,000 to \$30,420,100; now, therefore, be it

RESOLVED, that the Board of Directors hereby adopts an amendment to the FY 2024 Capital Budget to reduce the total capital budget authorization for Fiscal Year 2023/24 by \$3,847,481 as follows:

- Increase the New Commuter Class Vessels budget from \$2,557,000 to \$3,643,651.
- Increase the Replacement Vessels Solano/Bay Breeze Replacement budget from \$7,359,400 to \$13,571,957
- Decrease the Replacement Vessel MV Intintoli budget from \$7,370,000 to \$323,311
- Decrease the Replacement Vessel MV Mare Island budget from \$4,120,000 to \$20,000; and be it further

RESOLVED, that the Board of Directors hereby increases the total project budget for the New Commuter Class Vessels project by \$305,100 -- from \$30,115,000 to \$30,420,100.

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 May 9, 2024.

YEA:

NAY:

ABSTAIN:

ABSENT:

/s/ Board Secretary

2024-20

END

MEMORANDUM

TO: Board Members

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

SUBJECT: Review Proposed Fiscal Year 2024/25 Budget and Salary Schedule

Recommendation

This is an informational item.

Background

Section 66540.41 of the Government Code and Section 106.1 of the San Francisco Bay Area Water Emergency Transportation Authority's (SF Bay Ferry) administrative code requires preparation and implementation of an annual budget. This item contains the draft proposed FY 2024/25 SF Bay Ferry budget, which is divided into the Operating, Administration and Capital Budgets. There is no proposed action this month. This item provides an opportunity for the Board to review and comment on the budget prior to proposed adoption in June. In June, the budget will be accompanied by the required resolutions and other actions that are necessary for annual adoption.

Budget Summary

The FY 2024/25 Budget proposes \$158 million in spending authority for Ferry Operations, Administration, Planning, and Capital Projects. Capital spending is more than 50% of the requested authority in the coming year, with multiple vessel and electrification projects driving the requested amount. Overall revenue and expense in the operating budget are based on an assumption that ridership will grow 12% over FY 2023/24 budgeted levels, with the ridership projected to be 80% of 2019 pre-pandemic levels. The proposed budget requests approval of expenses that are projected to grow 9% over the prior year budget. The budget is balanced with revenue from a number of sources including fare revenue. This is the first proposed budget since the start of the pandemic in which SF Bay Ferry service does not rely on Federal COVID relief funds. Regional Measure 3 funds are utilized throughout the budget for both operating support in the absence of federal funds and for capital program efforts related to the agency's Rapid Electric Emission-free Ferry Program (REEF).

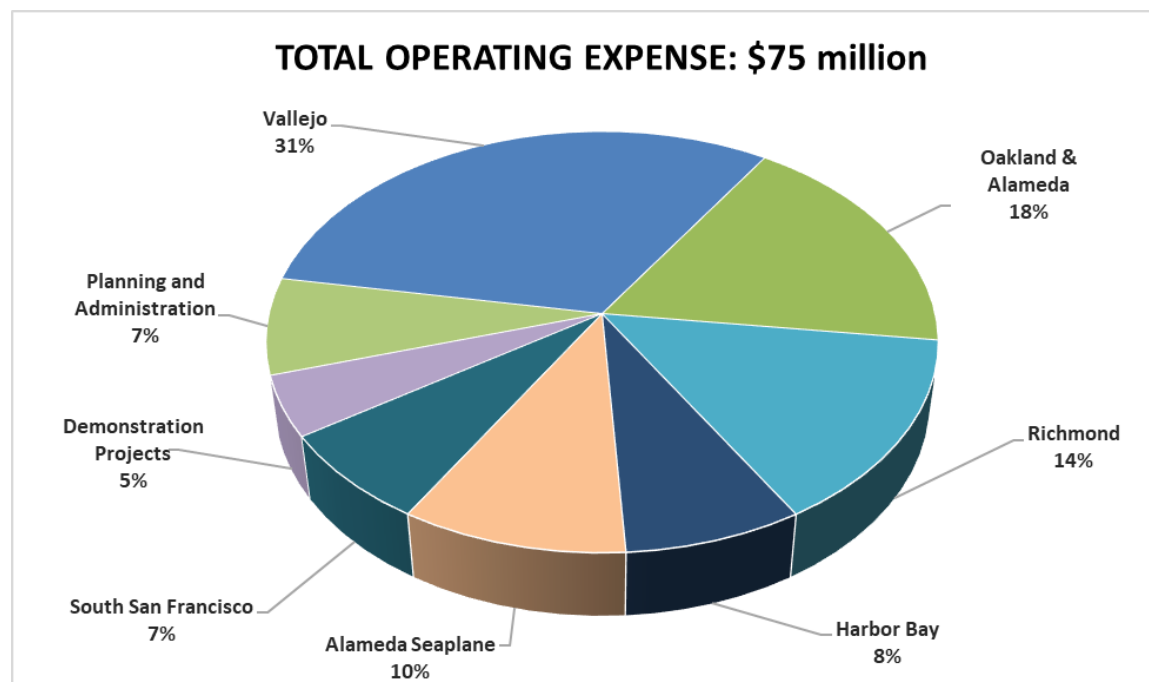
Revenue and Expense is summarized in **Table 1** (below). Detailed discussion of the budget components is included in the following pages.

FY 2024/25 Proposed Budget (in millions)					
Expense			Revenue		
			Bridge Tolls		\$ 65.9
Operating Budget Expenditures	\$ 74.7		Federal Funds		43.7
- Ferry Service (Ongoing)	65.7		State Funds		34.9
- Demonstration Services	3.5		Local Funds		5.0
- Planning and Administration	5.5		Other Funds		2.5
Capital Budget Expenditures	82.9		Passenger Fares		14.1
			Transfer of Fares to Reserves		(8.4)
Total Budget Expense	\$ 157.6		Total Budget Revenue		\$ 157.6

OPERATING BUDGET

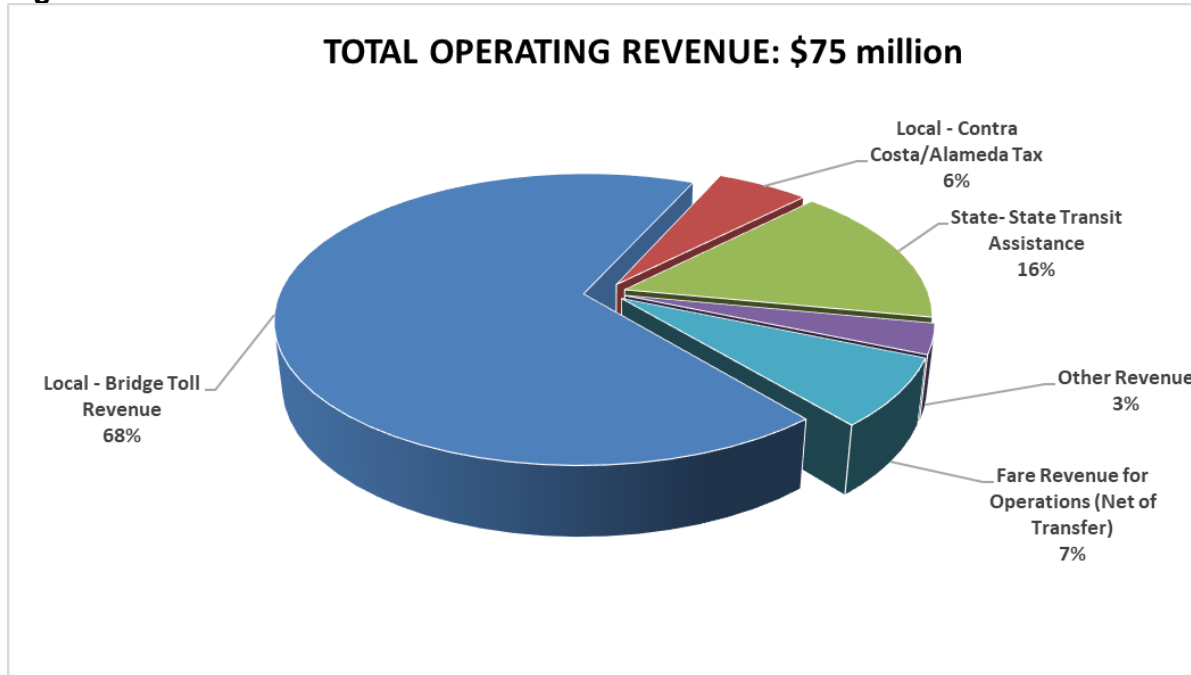
The FY 2024/25 operating budget is made up of two primary components: a \$69.2 million Ferry Service Operating Budget and a \$5.5 million Planning and Administration budget. Together those two components result in a total Operating Budget of \$74.7 million. Detailed budget charts showing SF Bay Ferry’s Planning and Administration functions and the Operating Budget for ferry service by route are presented in **Attachment A**. The budget tables in Attachment A group service operating costs by functional categories, a practice that began in the FY 2021/22 budget. **Figure 1** (below) is a summary of the components of total authorized operating expense for Fiscal Year 2024/25, including all ferry routes, planning, and administrative expense.

Figure 1:



The Fiscal Year 2024/25 Operating Budget is funded with Regional Measure (RM) 2 and 3 bridge toll revenue, State Transit Assistance (STA) funds, fare revenue, contributions from partners on demonstration projects, and Alameda and Contra Costa sales tax funds. These important sources of revenue together total \$74.7 million. The categories and percentage use of each category is shown in **Figure 2** and a summary of each source is provided below.

Figure 2:



REVENUE SUMMARY:

Bridge Toll Funding

The agency's FY 2024/25 budget will rely heavily on RM 3 funding to support ferry operations. SF Bay Ferry began using RM3 in the current fiscal year once the agency's remaining federal COVID-relief funding was spent down. Prior to the pandemic, ferry service relied on RM 2 revenues for basic operating support. However, due to continued lower levels of bridge traffic and toll revenue, the RM 2 subsidy has been reduced since the start of the pandemic and staff anticipates that the agency will receive no more than 90% of its pre-pandemic allocation.

The availability of RM 3 funding allows SF Bay Ferry to maintain Pandemic Recovery Program fares and service, avoiding the immediate fiscal cliff that other Bay Area fare-dependent transit agencies are facing.

SF Bay Ferry will continue to utilize some of its reserved RM 1 funding to finalize the 2050 Service Vision and Business Plan. In total, the operating budget utilizes \$50.7 million in bridge toll revenue, with \$32 million of that total allotted for ferry operations and \$2.5 million for planning and administration. This amount may be adjusted as bridge traffic and corresponding toll revenues change by the end of the year.

Fares

Ridership projections for FY 2024/25 assume 2,565,674 boardings, which is 12% higher than projections in the FY 2023/24 budget. Ridership recovery is anticipated to be 80% of 2019 levels, up from 71% projected in FY 2023/24. Since the launch of the Pandemic Recovery Program, ridership has increased each and every month compared to the previous year. SF Bay Ferry is anticipated to continue outperforming other regional transit operators in terms of ridership recovery; however, regional transit ridership demand will remain vulnerable to external factors such as return to work policies and Bay Area economic trends. The FY25 proposed fare program maintains the current fare structure with only a minor inflationary increase of 3% as outlined in the adopted FY 2024-2028 Fare Program. Based on ridership projections and the proposed fare structure, farebox revenues are budgeted to be \$14 million in FY 2023/24, compared to \$12.7 million in FY24. **Table 2 shows** the projected ridership and subsequent fare revenue in the FY 2024/25 budget by route. Because fares vary by route, percentage differences in revenue do not correspond directly to ridership percentages.

Table 2:

Route	Fare Revenue		Projected Ridership	
	Total	% of Total	Total	% of Total
Alameda/Oakland Ferry Service	\$ 3,231,470	23%	744,045	29%
Alameda Harbor Bay Ferry Service	\$ 1,107,843	8%	256,567	10%
Alameda Seaplane Lagoon Ferry Service	\$ 1,549,173	11%	359,194	14%
Vallejo Ferry Service	\$ 6,232,208	44%	795,359	31%
South San Francisco Ferry Service	\$ 698,795	5%	102,627	4%
Richmond Ferry Service	\$ 1,245,745	9%	307,881	12%
Total	\$ 14,065,234		2,565,673	

At its April meeting, the Board approved a reserve policy that will transfer a portion of those fare revenues in an Operating and Capital reserve account until it provides two months of operating expense and up to \$6 million in capital reserves. As a result, \$8.4 million of the \$14 million in fare revenue will be transferred in the coming year. After these transfers, remaining FY 2024/25 fare revenues are projected to provide 7% of revenue needed for the ferry service operating budget.

State Transit Assistance

The Authority began using State Transit Assistance (STA) funds in FY24 for ferry operations. This important fund source provides approximately \$3 million annually each year from statewide diesel sales tax revenue to support transit services. When those funds are not utilized within the year, they remain in an account at MTC for future use. Currently the SF Bay Ferry’s STA account has a \$12.9 million unallocated balance available for use. As a result of building the Operating/Capital reserve account in the coming year, the budget will utilize \$11.7 million of that STA balance to support operations this coming year.

Local Funding

Local funding of \$4.3 million includes \$3.8 million from the Contra Costa Measure J sales tax funding allocated to support the Richmond Ferry service. This funding is provided as part of an agreement in 2015 to support ferry service for the first 10 years of operation. Another \$500,000 is included to support the Harbor Bay service from City of Alameda property assessment funds.

Other Revenue: Pilot Projects

The Board recently appointed a subcommittee to guide the agency's implementation of current and future pilot projects to demonstrate emerging technologies and potential new services. The budget includes two pilot projects: the Hydrogen Ferry Demonstration Project and a proposed Oakland Estuary shuttle project.

Based on current progress, the Hydrogen Ferry Demonstration Project is assumed to start in the new fiscal year and continue for six months thereafter. The cost of operating the demonstration service for six months in FY 2024/25 will be \$2.1 million. Due to the delays associated with the vessel being certified by the United States Coast Guard for operation, an additional \$475,000 was spent prior to FY 2024/25, bringing the total cost of the project to \$2.6 million. The Board previously authorized WETA to spend \$500K on this project. Partner donations, including donations from Chevron, Golden Gate Bridge and Highway Transportation District, and others, provided \$1.69 million in direct funding for the service. In addition, donations from United Airlines of \$100,000 in airline and marketing credits have been applied to the agency's travel and marketing budgets to further offset the cost of the demonstration. Because of the delays and unanticipated costs over the last year to prepare the vessel for service, the total cost to WETA will be \$928,724 which is shown in the FY 2024/25 budget. This amount will be funded by WETA RM 3 allocations.

The Oakland Alameda Water Shuttle Pilot is funded through a grant from the Alameda County Transportation Commission and contributions from a partnership of businesses, non-profit organizations, and local governments on both sides of the Oakland Estuary. Funding of \$1.3 million is provided to fully fund anticipated operations.

EXPENSE SUMMARY:

FERRY SERVICE

The \$69.2 million budget for Ferry Services (which excludes Planning and Administration) provides for the San Francisco Bay Ferry routes serving Alameda Seaplane, Chase Center at Pier 48.5, Downtown San Francisco, Harbor Bay, Main Street Alameda, Oakland, Oracle Park, Pier 41, Richmond, South San Francisco and Vallejo. It also includes three Demonstration projects, the Sea Change Hydrogen Ferry, the Oakland Alameda shuttle, and limited special event service to Redwood City. Detailed budget information on SF Bay Ferry's routes, including operating miles and hours for regular service routes, is shown in **Attachment A**.

There are no proposed significant changes to the regular ferry routes in the budget. The FY 2024/25 budget assumes approximately 35,120 operating hours for SF Bay Ferry vessels travelling over 579,000 operating miles. Three demonstration services, on top of regular service, are proposed to test out new technologies or routes. Under the Hydrogen Ferry Project, approved by the Board in May 2022, SF Bay Ferry will operate the *Sea Change*, the world's first commercial hydrogen fuel cell passenger ferry, along the San Francisco waterfront for a 6-month pilot period. The service provides a unique opportunity for SF Bay Ferry crews to gain real-world experience operating, fueling, and maintaining a vessel with cutting edge, hydrogen propulsion technology.

The Oakland Alameda Water Shuttle project is the second limited service project intended to be a two-year pilot service providing direct passenger ferry service between Jack London Square in

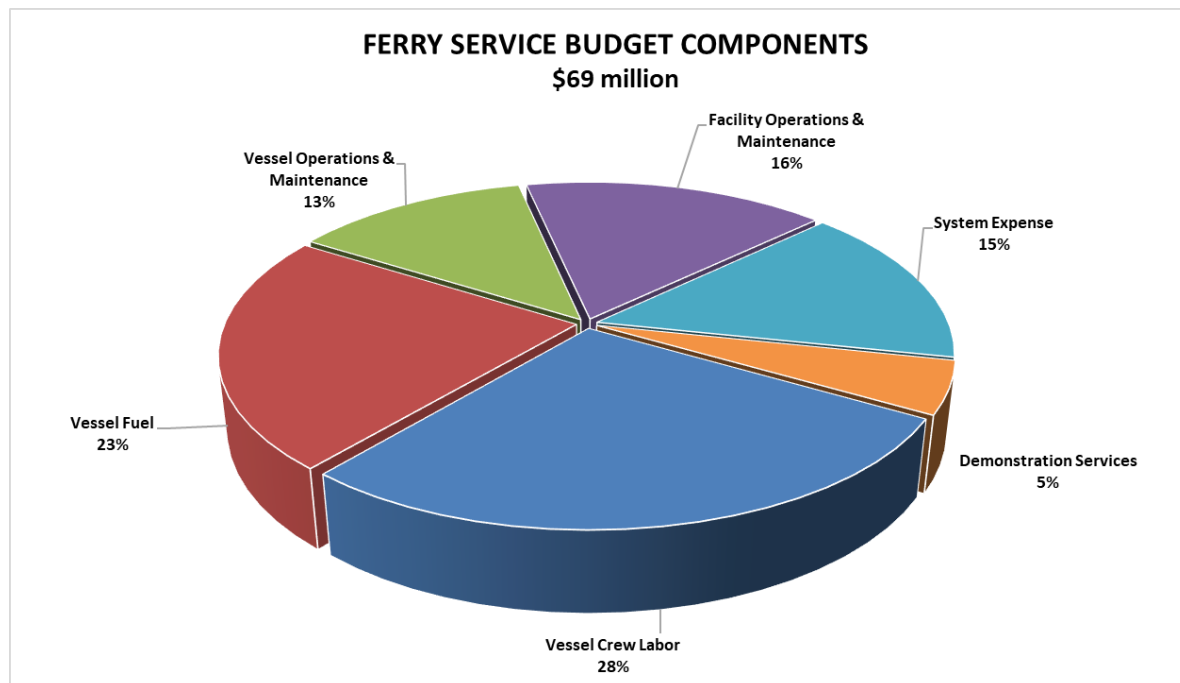
Oakland and emerging job and population centers in Alameda, with the goal of proving a concept for permanent operation after the pilot has concluded. SF Bay Ferry's role in the project is to serve as the designated operator, allowing the service to utilize the agency's existing authority to operate public ferry service in San Francisco Bay. SF Bay Ferry staff will serve as technical experts, advising the City of Alameda in matters ranging from scheduling, budgeting, vessel maintenance, and daily operations. The service is expected to begin in the summer of 2024 and last up to 24 months.

Finally, the Redwood City Ballpark pilot program is a low-cost demonstration of service between Redwood City and select Giants games at Oracle ballpark. SF Bay Ferry will provide roundtrip service to five Sunday games utilizing the Board-approved Vallejo ballpark fare as revenue to support the route. The service cost is anticipated to be less than \$50,000 to implement and will be fully covered by the fares collected.

Excluding the \$3.5 million expense on SF Bay Ferry's new Pilot Programs, Ferry Service operation expense is proposed to be \$65.7 million. This authorization is \$5.1 million (or 9%) higher than the ferry operating budget for FY 2023/24. Like other transit operators, inflationary increases in labor, supplies and other costs are affecting all aspects of the operating budget. Fuel expense increased 40% from FY 2022/23 to FY 2023/24, and is projected to remain at this higher level in FY 2024/25. Cost increases are addressed in the discussion of each category below.

Figure 3 (below) shows major cost components of the Ferry Service Operating budget. Discussion of each category is provided below.

Figure 3:



Vessel Crew Labor & Fuel

Crew labor combined with fuel make up 53% of the anticipated expenses for the proposed operating budget. These costs are directly tied to the levels of SF Bay Ferry service for

passengers. The budget proposes that maintaining crew labor at current levels will cost \$19.3 million. These costs reflect collective bargaining agreements that the contract operator Blue & Gold Fleet reached with its represented employees. Those agreements resulted in a \$1 million increase (6%) for the pay and benefit cost of crews. The expense for diesel fuel in FY25 is projected to be \$15.7 million, roughly the same cost as the prior year due to the assumption that fuel costs will average \$4.20-per-gallon again over the course of the fiscal year. The SF Bay Ferry system now uses R99 diesel fuel, a sustainable and low-carbon alternative to petroleum-based diesel fuel. R99 is derived from repurposed animal fats, used cooking oils, and inedible plant oils thereby recycling carbon that is already in the biosphere, versus fossil-sourced carbon that is removed from the earth. Currently the price for this fuel is at or below the cost of regular diesel.

Vessel Maintenance & Repair

With the delivery of the newest vessel Delphinus in 2024, there are currently 17 vessels in service, an increase of one over the prior year. Maintenance and repair expenses are budgeted to ensure that the fleet is maintained in a safe and reliable operating condition. Proactive maintenance ensures that passengers can rely on the schedule to travel to and from their destinations without disruptions. Typical items in this expense category include parts, contracted repair services, vessel insurance, cleaning, and other maintenance-related supplies and equipment. The FY 2024/25 budget of \$8.8 million was informed by a comprehensive assessment designed to improve service reliability by individually reviewing maintenance and repair needs for each vessel. As a result of this effort, these costs are anticipated to increase by \$2.7 million (44%) over the prior year. Approximately \$1 million of this increase is due to a correction that had contracted vessel maintenance reflected in the facility maintenance category. In addition to maintaining more vessels with inflationary increases in insurance and other costs, the budget also reflects \$1 million for investments in Pyxis class gear modifications and Selective Catalytic Reduction work, which will reduce tailpipe emissions of the diesel ferries.

Facilities

Facility expenses of \$11.3 million capture the ongoing activities required to operate and maintain 10 SF Bay Ferry passenger terminals and two maintenance facilities. Typical terminal expenses include items such as utilities, basic maintenance of waterside and landside assets, property insurance, information technology support, and security. Costs can vary considerably by terminal depending on the level of amenities provided and whether maintenance responsibilities are shared with a local agency such as a City or Port District. At SF Bay Ferry's two maintenance facilities, engineering labor, which accounts for over half of each facility's total expense, will be maintained at the same level as before the pandemic, with 22 engineers provided by Blue & Gold Fleet to exclusively maintain agency assets. This year the budget includes the full cost of six fuelers, which were added in the prior year budget. Facility operations and maintenance increased 2%, a minimal overall increase due to the reclassification of \$1 million in expenses to the vessel category as mentioned above.

System Expenses

System expenses of \$10.6 million include costs that are not associated with a specific facility but are generally required to support overall ferry service operation. These costs are split fairly evenly between SF Bay Ferry staff costs, contracted operator staff and profit, outreach and communication, ticketing systems, and general system engineering expenses. Engineering expenses also include consultants related to emergency preparedness and the upcoming procurement process for the contracted operator. More detail on these costs is provided in the work plan section below. Expense related to SF Bay Ferry staff who are directly charging to

operations, less costs that will be charged to capital projects, is \$2.8 million. A complete staff cost breakdown can be found in the Planning and Administration section.

The proposed \$10.6 million system expense is a slight (1%) decrease over the prior year due to a restructuring to remove an annual transfer of approximately \$1 million in administrative cost overhead to the operating budget. This transfer made costs related to planning and administration difficult to project during the year and is not necessary for reflecting the cost of operating the system, which includes both the operating and administration budgets. Further detail of this change is provided in the Planning and Administration chart. This budget also continues increased costs for the completion of work related to the SF Bay Ferry website and an increase in advertising and marketing to continue to bring riders back to the system following the pandemic. Finally, the cost of participating in the Clipper system will continue to be higher due to the need to run parallel systems between the existing system and Clipper 2 prior to its planned launch by the beginning of 2025.

PLANNING AND ADMINISTRATION

Salaries and Benefits

The cost of salaries and benefits for the personnel reflected in **Attachment C** (Salary Schedule) is included in the appropriate department budget that reflects their work. This attachment reflects the staff expansion and reorganization approved by the Board in March. The only two revisions from that action are first, the inclusion of a 2.4% cost of living increase for staff tied to the February Bay Area cost of living index, and second, an increase in funding for the intern program to allow for the hiring of two interns in the coming year, one to work with planning staff and one to work with government affairs staff.

As mentioned above, staff salaries working directly on operating issues are incorporated into the ferry service budget. Staff salaries are also included in the Planning and Administration budget as appropriate. Finally, staff salaries associated with capital projects are included in the capital project budgets in **Attachment B**. Summary **Table 3**, below, reflects all FY 2024/25 staff salaries and benefits and the budgets in which they are included.

Table 3:

Summary of Staff Expense	Salaries	Benefits	TOTAL
Planning and Administration	1,794,768	1,196,512	2,991,281
Operations	1,689,783	1,126,522	2,816,305
Capital Projects	1,301,062	867,375	2,168,437
TOTAL	\$ 4,785,613	\$ 3,190,409	\$ 7,976,023

In prior years, these expenses were totaled in the Administration budget and then a transfer to the other budgets reduced those amounts. This year those transfers are eliminated to provide more clarity.

The proposed budget for Planning and Administration for Fiscal Year 2024/25 is projected to be \$5.5 million, which is 7% of total operating expense. Categories of expense within this department are shown in **Table 4** and discussed further below.

Table 4:

Planning and Administration	Proposed Budget	
	Total	% of Total
Salaries, Wages & Fringe Benefits	\$ 2,991,281	54%
Professional / Contract Services	1,983,648	36%
Info. Tech., Office Needs	99,000	2%
Utilities, Comm, Insurance	53,691	1%
Dues, Memberships, Miscellaneous	148,268	3%
Leases, Rentals and Fees	269,816	5%
Total	\$ 5,545,703	

As mentioned in the operating service summary, in prior years a transfer of Overhead Expenses to the Operations budget reduced the Administration budget by \$1.1 million in past years. This transfer is eliminated in FY 2024/25 thus resulting in a one-time escalation in costs compared to the prior year of 63%. Without this transfer, the increase would have been 9%, primarily driven by new staff approved by the Board as part of the APTA-led reorganization effort. Other increases are tied to increased DBE work, additional work related to the Green Marine Certification and the Sustainability program, improvements to the ridership database and other upgrades to information technology that are required to support staff work in the coming years. Details of the budgetary categories and shifts are detailed in the Planning and Administration budget (**Attachment A**).

WORK PLAN

In addition to providing revenue and expense for continued operations, planning, and administration of the SF Bay Ferry system, the following Work Plan outlines some important activities to be funded in the budget.

- Pilot Project Program** – SF Bay Ferry has set aside at least \$2 million annually to study and implement pilot ferry services throughout the region. During stakeholder engagement for the Business Plan effort in the previous year, key partners identified the ability to establish ferry service on a pilot or temporary basis as a priority. These pilot services would test market demand, vessel technology, alternative operating models, and contribute to the potential establishment of a permanent service. In FY 2025, staff plans to implement pilot projects for the Sea Change hydrogen vessel, Redwood City Ballpark service, and Oakland Alameda Water Shuttle service. Staff and partners may identify additional opportunities for pilot services during the year working in close coordination with the Pilot Service Board Committee.
- Emergency Response Program** –The agency will hire its first dedicated Emergency Response Analyst in Summer 2024. This staff person will update and advance the agency’s emergency response planning and training assets of recent years. This work will include a staff exercise in Fall 2024 related to activation of multiple emergency operations centers (EOCs). The agency will strengthen its multi-agency capacity and planning in anticipation of a future Bay Ferry VII regional exercise. In FY2024/25, staff will also bring forward for Board consideration a procurement for consultant assistance on emergency response planning.
- Public Information and Communications** – In FY2024/25, SF Bay Ferry will deliver its redesigned website with enhanced information on its emergency response mission, long-term

planning, capital projects, and the Rapid Electric Emission-Free (REEF) Ferry Program. The agency will also continue progress on its work to develop informational tools to assist advocacy and grantmaking work, as well as continue proactive media outreach and crisis communications planning.

- **Passenger Experience** – In FY2024/25 the agency will continue work with the contract operator to improve its concessions program and bike stowage capabilities on the ferry. The agency will also pursue improvements to its onboard screen program and complete its terminal wayfinding and signage framework to guide shoreside information investments.
- **Marketing** – The agency plans to conduct a campaign focused on low-propensity ridership with special attention on Black and Latino audiences in the East Bay. San Francisco Bay Ferry will also continue its broad marketing efforts with emphasis on spurring additional recreational ridership and building commute ridership on the Oakland and South San Francisco routes.
- **SF Bay Ferry 2050 Service Vision and Business Plan** – The Business Plan is a far-reaching effort to define a service vision that will guide development and operational policy over the next 30 years. The effort emphasizes outreach and engagement with a broad range of stakeholders and interest groups to help define a future vision for the agency. For the coming fiscal year, staff anticipates finalizing the business plan and presenting the completed document to the public and the Board.
- **Operating Contract** -- In Fiscal Year 2024/25, SF Bay Ferry will bring on a consultant to assist in the solicitation of proposals for a new operating contract. The current contract for operations expires in 2026. Procurement and negotiation will likely take at least a year and must be completed well in advance of the expiration of the current contract.
- **Terminal Access Plans** -- During stakeholder engagement activities for the 2050 Business Plan, participants identified inadequate first/last mile connections as a barrier to accessing the ferry. In FY 2024/25, staff will initiate a series of plans for origin terminals through an updated Access Policy developed by staff and presented to the Board for consideration. These planning documents will assess local access and first/last mile needs around terminals; identify and prioritize potential projects, programs, and initiatives to improve access conditions at terminals; as well as estimate the capital funding needs to implement the improvements. These plans will be developed in partnership with local jurisdictions at origin terminals.
- **Sustainability Plan** – Aligned with the environmental stewardship focus area of the Business Plan, staff will develop a Sustainability Plan and corresponding Sustainability Policy developed by staff and presented to the Board for consideration. The plan will serve as a strategic roadmap to identify key environmental performance indicators similar to those used by regional transit agencies, to establish baselines and targets, and to define short-term and long-term goals for achieving those targets.
- **Five Year Regional Measure 3 Operating Plan and Performance Measures** - In FY 2023/24 SF Bay Ferry approved an operating plan for five years of Regional Measure 3 spending. In FY 2024/25, staff will update this plan to project anticipated operating expenses and provide performance measures for RM 3 operating funds to MTC.
- **Regional Transit Coordination and Integration** – Staff will continue to engage with MTC and various Bay Area transit operators to advance a broad variety of regional coordination and

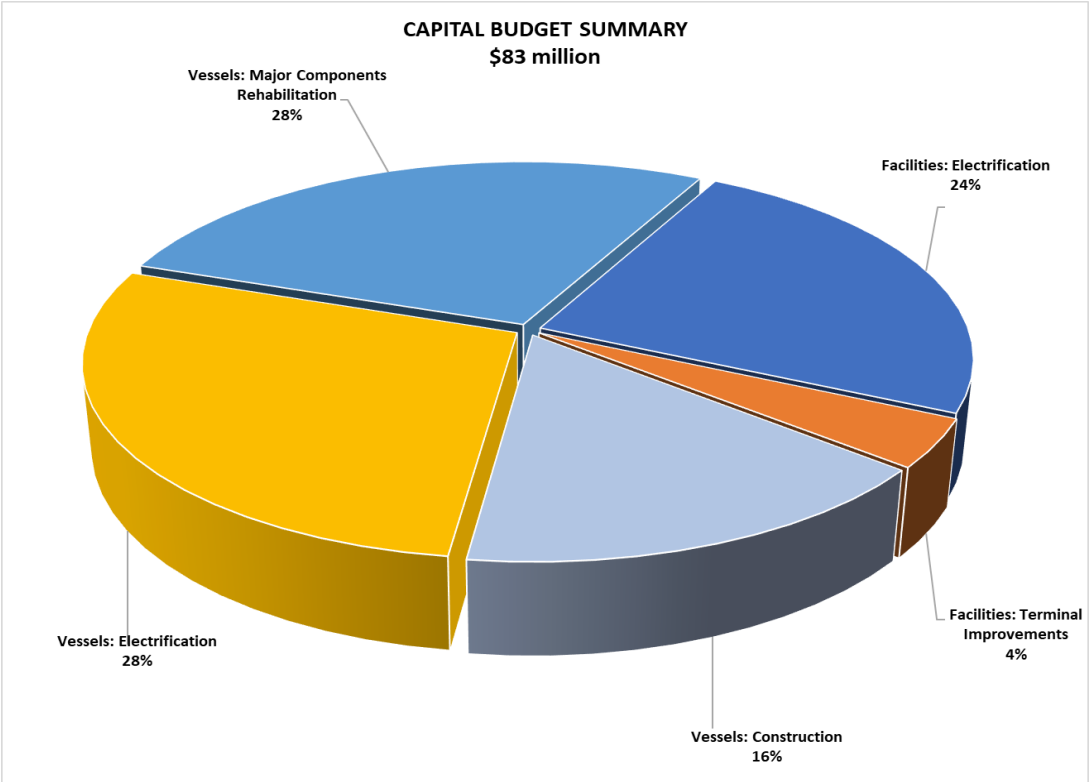
integration efforts, including legislative initiatives, performance measures, schedule coordination, signage and wayfinding, fare policies such as the Bay Pass expansion and zero-cost transfers, service operating plans, and ridership recovery. Staff will continue to attend and contribute expertise to the working groups and technical advisory groups that convene periodically throughout the year. In addition, the largest transit coordination project, the implementation of Clipper 2.0, will continue to be at the forefront of staff engagement in the new fiscal year when the customer-facing elements are anticipated to finally “go live” with the new regional fare payment system.

- **Regional Maritime Industry Expansion** – SF Bay Ferry will be assessing strategies for expanding the availability of a maritime-focused industry in the Bay Area to support operation of SF Bay Ferry services and delivery of the agency’s maintenance and capital expansion programs. Staff will coordinate opportunities to evaluate the barriers and challenges associated with the Bay Area maritime industry expansion and will pursue strategies to address those challenges. The agency is already aware of the need to create a pipeline of ship maintenance and repair workers to address a serious shortage of regional workers capable of operating, maintaining, and expanding ferry service in the Bay Area. To help address this, SF Bay Ferry joined the Working Waterfront Coalition (WWC). WWC is a workforce development effort with key partnerships from organized labor, workforce development leaders, and community groups, with the goal to recruit and train a new generation of workers through innovative outreach to people of color, re-entry populations and immigrant communities ages 18-24. In FY2024/25, SF Bay Ferry will be working with the WWC to host apprentice training sessions at our Alameda and Vallejo Maintenance facilities, working to increase support for this effort, and ensuring the WWC curriculum includes training to operate and maintain the zero-emission technology being implemented by SF Bay Ferry.
 - **Disadvantaged Business Enterprise Outreach** – Continued focus on SF Bay Ferry’s Disadvantaged Business Enterprise (DBE) program will include implementation of recommendations from the DBE Program Review conducted in FY 2023/24, expanded outreach opportunities to increase availability of DBEs. This work will include participation in the regional Business Outreach Committee’s annual series of events, direct outreach to marine specific firms as well as hosting another maritime focused multi-organization workshop to increase DBE and SBE participation in the marine industry.
 - **Federal, State, Regional and Local Legislative efforts** – Consistent with the 2023/24 Legislative Program, staff will work to focus federal, state, regional and local advocacy on targeted priorities, including: Continuing to chair the Public Ferry Coalition with operators from around the country to build support for increased federal funding; advocate for state funding to complete the Mission Bay terminal project; increase funding opportunities for a transition to zero emission technology; monitor opportunities to streamline project delivery; explore new strategies for enhancing local and regional support for ferry expansion opportunities; participate in the planning efforts for a regional transportation funding measure to ensure that SF Bay Ferry programs and services are included.
 - **Organizational Development** – By the start of FY 2024/25 staff will be in progress hiring new positions approved following an APTA peer-review process that led to reorganization of the agency’s staffing structure and capacity. Next steps include resumption of a Classification and Compensation Study of the staff as part of the new structure and physical improvements included in the budget to house new staff at SF Bay Ferry offices both in San Francisco and Mare Island.
-

CAPITAL PROJECTS

The Fiscal Year 2024/25 Capital Budget provides \$83 million to continue progress on current projects and to commence work on new projects. The projects fall into five categories, as shown in **Figure 4**, and are further detailed in **Attachment B** where budget information is provided for the projects necessary to maintain existing services and facilities and to further develop the electrification and expansion projects. These projects total \$275 million over the life of each project. A number of projects from the FY24 budget are still underway as discussed in further detail below.

FIGURE 4:



Funding for the capital budget is anticipated as shown in **Table 4** below and relies heavily on federal and state funds.

Table 4:

Capital Revenues	Proposed Budget	
	Total	% of Total
Federal Funds	\$ 43,673,656	53%
State Funds	\$ 23,243,882	28%
Bridge Tolls	\$ 15,228,211	18%
Local Dedicated/Other	\$ 722,138	0.9%
Total Revenues	\$ 82,867,887	

The capital budget reflects the growing size and urgency of the electrification program for which there are significant expenses planned. **Attachment B** shows projects in various categories and indicates whether they are ongoing from prior years (\$216 million program) or new projects added this year (\$58.6 million program).

Highlights of the proposed capital program include:

SF Bay Ferry Rapid Electric Emission-Free Ferry (REEF) Program:

This ambitious capital program will permit, design and construct electric charging infrastructure and vessels to deliver zero-emission capabilities at all existing and planned San Francisco, Contra Costa and Alameda County ferry terminals, the Central Bay Operations and Maintenance Facility, and up to 10 vessels by 2033. Work on this program began in FY 2023/24. The FY 2024/25 budget includes:

- **Zero Emissions Vessels** – In FY2024/25, staff will continue to design and ultimately award a contract for the replacement vessels for MVs Intintoli and Mare Island with large 400 passenger all-electric vessels. Expected commencement of construction of the first vessel will be in the new Fiscal Year. Staff will also award three new small 149 passenger vessels. Staff expect to commence construction on the first and second small vessels in FY25 with the third commencing in FY26.
- **Central Bay Operations and Maintenance Facility Expansion** – The Central Bay Operations and Maintenance Facility has become the focal point of the system’s non-Vallejo network. The facility was designed for storage and maintenance of up to 12 vessels with supporting fuel and oil delivery systems required for diesel propulsion. With the pending delivery of battery electric vessels and the need for charging infrastructure and additional berthing capacity, staff will continue discussions with the City of Alameda to secure additional property adjacent to the Central Bay Facility to allow for electrification efforts. A successful application to the TIRCP program has provided initial funding from the to allow for upgraded electrical connections to the facility.
- **Treasure Island Electrification** - The Treasure Island Ferry service is required by the State to transition to zero emission vessels by 2026. Electric ferry service between Downtown San Francisco, and Mission Bay is in Phase 1 of the REEF Program. SF Bay Ferry will continue coordinating with the San Francisco County Transportation Authority (SFCTA) and Treasure Island Development Authority (TIDA) , San Francisco Public Utility Commission (SFPUC) and the project developer to plan and implement the electrification of the ferry terminal in 2026. Staff will also coordinate with SFCTA to develop a business plan for the proposed service. State TIRCP funds have been secured for charging equipment which will be installed topside on the existing Treasure Island float.
- **Richmond Ferry Terminal Electrification** - In FY 2024, SF Bay Ferry successfully competed for an MTC grant of \$3.75 million in federal pass-through funds jointly with the City of Richmond for electric vehicle charging infrastructure and related utility infrastructure upgrades at the Richmond ferry terminal. In FY2024/25, staff will begin preliminary design work to align the work and schedules of waterside electrification improvements at Richmond with landside improvements made possible through this grant.

- **Downtown San Francisco Terminal Electrification (Waterside)** - Following a successful application to the FTA for installation of batteries at two of the three floats in Downtown San Francisco, staff has planned for complete upgrades to the waterside assets at this site. Initial stages, funded by State TIRCP funds, will complete construction of a new Universal Charging Float (UCF), complete with batteries, power converters, transformers, switchgear and port and starboard charging stations. This Float will be constructed and delivered in FY 2024/25 at Gate G. The current float at Gate G, which is being replaced by the new UCF, will be repurposed to commence the FTA-grant-funded float retrofit project to convert existing floats into similar Universal Charging Floats. These same FTA funds will be utilized to electrify floats at Alameda Seaplane Terminal in FY 2025/26, followed by SF Gate F in FY 2026/27, and then SF Gate E in FY 2027/28.
- **Downtown San Francisco Terminal Electrification (Landside)** - In FY 2025 staff will continue to coordinate with the SFPUC and the Port of San Francisco (Port) to upgrade electrical infrastructure to the Downtown San Francisco Ferry Terminal, including electrical grid extension and the installation of large shoreside electrical infrastructure components. SF Bay Ferry has received funding for electrification from TIRCP and is working with the Port of San Francisco to pursue additional funds.
- **Harbor Bay Terminal Modernization** - The Harbor Bay Terminal Modernization and Electrification Project will expand the capability and operability of the terminal to accommodate future electric ferry service, enhance seismic and climate change resiliency, and improve passenger experience. The project will connect new electrical infrastructure to the existing electrical grid and reconfigure the project to support SF Bay Ferrys' UCF design and improve passenger ingress and egress. Staff will initiate conceptual design, environmental review and permitting in FY 2024/25 to advance development of this project. SF Bay Ferry successfully competed for initial funding for float construction from the California Energy Commission and staff will be pursuing additional grant funds to fully fund other aspects of project.
- **Vessel Purchase and Replacement**– The FY 2024/25 Capital Program includes a number of new and ongoing vessel replacement projects necessary to maintain WETA's fleet of existing vessels in a "state of good repair" and to support the ability to deliver uninterrupted safe, reliable, and efficient ferry transportation services. The main vessel replace project is the completion of construction of new commuter-class Dorado vessels. Delivery of the third vessel, anticipated in the Winter of 2025, will replace the MV Bay Breeze, and the fourth vessel, expected in Fall 2025, will replace the MV Solano.
- **Mission Bay Ferry Landing** – SF Bay Ferry and Port of San Francisco staff will continue efforts to deliver the Mission Bay Ferry Landing, including a potential phased approach for early implementation of the passenger float. This phased approach would locate the new float at Pier 48.5 or at the permanent location depending on funding and the timing for delivery of the permanent facility. The float would be constructed as a UCF to facilitate terminal electrification and operation of zero emission ferry service. SF Bay Ferry and Port staff are actively pursuing grant opportunities to close the funding gap.
- **Vessel Rehabilitation Work** – The proposed FY 2024/25 Capital Program contains a number of rehabilitation projects including:

- Diesel fuel injector replacements for MV Intintoli, Mare Island, Argo, Carina;
 - Mid-life main engine overhauls for MV Lyra, Peralta, Pisces, Taurus, Scorpio;
 - Complete main engine overhaul for MV Bay Breeze, and
 - Waterjet work for MV Dorado, Intintoli, and Lyra.
- **Vessel Quarter and Mid Life Refurbishment Work** – The proposed FY 2024/25 Capital Program contains mid-life refurbishments for the Gemini and Pisces. This work is necessary to overhaul and replace major vessel systems and sub systems to maintain a state of good repair. Work will include coatings, propellers, hull inspections and metal renewal as needed, house and supporting structure inspection and renewal, seating, carpet and other interior furnishing renewals, and primary navigations system upgrades. In addition to extensive inspections to mitigate and arrest any deterioration conditions which aluminum vessels are subject to.
 - **MV Pyxis Class Waterjet Control System Upgrade** – An ongoing project approved in FY 2022/23, this will upgrade the waterjet control system installed on MV Pyxis, Vela, and Lyra. The project will enhance both the operability and maintainability of the waterjet controls systems on these three vessels and replace 20-year-old technology and software with up-to-date software systems and state-of-the-art components. The project has been delayed due to longer than anticipated negotiations with the manufacturer (Hamilton Jet) regarding the scope of work, lead time for components, cost inflation pressures, and supply chain issues attributable to the pandemic. Agreements to perform the work were approved by the Board in late 2023, and the contract was executed in December 2023. The work to convert all three vessels should be complete by March 2025.
 - **Pier 9 Float Rehabilitation** - This project will support the 10-year rehabilitation of the steel passenger float at the Pier 9 Ferry Terminal. The scope of work may include renewing non-skid coating, gangways, hydraulics, IT equipment and electrical components among other necessary inspections and remedial work. The work will ensure that this vital piece of transportation infrastructure remains in the best possible condition to support the ongoing work to provide public waterborne transportation. If not completed, the harsh marine environment will degrade the structures and systems that make up the ferry terminal. movement and accommodation.
 - **Waterjet and Engine Capital Spares** – As the number of assets in the fleet for series 810 waterjets and other critical equipment is increasing, additional parts and spares critical to maintaining fleet readiness becomes a high priority. Procuring these items in advance reduces the out-of-service time on vessels from months to days. These spares will be purchased using RM1 funds. Purchase of spare waterjets began on March 2024 with procurement of a spare 810 Series waterjet to support both MV Pyxis Class and Dorado Class vessels. A second complete waterjet is proposed in the FY2024/25 budget in order to maintain a complete spare shipset.
 - **Redwood City Ferry Terminal Project** - The Redwood City Ferry Terminal will be situated within the Port of Redwood City complex, strategically positioned to attract riders from the employment-rich mid-Peninsula region. In FY2022, a project team comprising staff from the City, Port, and SF Bay Ferry conducted a feasibility study and subsequently developed a business plan. As the Lead Agency, the Port of Redwood City progressed to the next phase of preparing CEQA/NEPA-compliant environmental reviews in FY2024, primarily funded by the San Mateo County Transportation Authority. In FY 2024/25 staff will provide support

environmental review of the project as a Responsible Agency. The Port expects to finalize the environmental impact report by 2025, marking the project's transition to the preliminary engineering phase.

- **Berkeley Ferry Terminal Project** - The Berkeley Water Transportation Pier Ferry Project would include a new or restored dual-use pier facility that would both serve as a passenger ferry facility for berthing public ferry service vessels and provide public access to San Francisco Bay. As part of the initial planning phase, the City of Berkeley prepared an Expanded Feasibility Study that developed a preferred design alternative for the project. As part of the next phase, the City will undertake conceptual design and environmental review for the project. SF Bay Ferry staff will provide staff time and resources to support environmental review of the project as a Responsible Agency. The City expects to finalize the environmental review phase by 2027.
- **Temporary Float Design and Construction** – This project will design a rapid deployment float that can be temporarily installed in locations where WETA-compatible facilities may not exist. The float and accompanying piles and gangway structures can be stored at a WETA facility when not in operation. The concept would allow for rapid deployment of the temporary floats for emergency purposes or for pilot or demonstration services. The project would engage a marine engineer to design the floats and prepare bid documents for eventual fabrication and construction.
- **Vallejo Dredging and Terminal Reconfiguration**– The project entails reconfiguration of the existing ferry terminal, including replacement of gangway, bridge/ fixed pier and passenger float. An initial study concluded that a reconfiguration of the terminal is feasible and will provide the benefit of reducing or eliminating dredging needs into the future. In FY 2025, staff will be working complete environmental review and permitting processes for the project in preparation for engineering and construction in FY 2026. The project will be funded through a combination of federal, regional, and local funds. Regular permitting and dredging support work is required in FY25 in advance of regular dredging work in FY 2025/26.

Fiscal Impact

There is no fiscal impact from the informational presentation.

DETAILED BUDGET INFORMATION:

Attachment A –Fiscal Year 2024/25 Operating Budget

Attachment B –Fiscal Year 2024/25 Capital Budget

Attachment C –Fiscal Year 2024/25 Salary Schedule and Organization Chart

END

Attachment A

San Francisco Bay Area Water Emergency Transportation Authority

FY 2024/25 Operating Budget

SUMMARY OPERATING	FY2024/25 Proposed Budget
Revenues	
Fare Revenue	\$ 14,065,234
Local - Bridge Toll Revenue	50,606,164
Local - Contra Costa/Alameda	4,307,450
State- State Transit Assistance	11,664,129
Other Revenue	2,545,000
Transfer to Operating and Capital Reserves	(8,439,141)
Total Revenues	\$ 74,748,836
Expenses	
Planning and Administration	
Salaries, Wages & Fringe Benefits	\$2,991,281
Professional / Contract Services	1,983,648
IT, Utilities, Memberships, Supplies	300,958
Leases, Rentals and Fees	269,816
Operations	
Vessel Crew	19,291,343
Vessel Fuel	15,687,000
Vessel Operations & Maintenance	8,805,864
Facility Operations & Maintenance	11,296,160
System Expense	10,649,045
Demonstration Projects	3,473,724
Total Expenses	\$ 74,748,838

**San Francisco Bay Area
Water Emergency Transportation Authority
FY 2024/25 Ferry Service Operating Budget - Proposed**

FY 2024/25 Operating Budget - Regular Service Routes							
	Oakland & Alameda	Harbor Bay	Alameda Seaplane	Vallejo	South San Francisco	Richmond	Subtotal Service Routes
Revenues							
Fare Revenue	\$ 3,231,470	\$ 1,107,843	\$ 1,549,173	\$ 6,232,208	\$ 698,795	\$ 1,245,745	\$ 14,065,234
Bridge Toll Revenue	9,267,901	3,786,755	5,284,499	16,118,853	4,498,466	5,175,265	44,131,738
- Regional Measure 2	2,877,531	1,292,171	1,876,131	5,650,389	1,459,532	0	13,155,755
- Regional Measure 3	6,390,370	2,494,584	3,408,368	10,468,464	3,038,934	5,175,265	30,975,983
Local - Contra Costa Measure J	0	0	0	0	0	3,807,450	3,807,450
State Transit Assistance	2,786,640	963,880	1,283,304	4,837,665	518,594	1,274,046	11,664,129
Local - Alameda Property Tax and Asses	0	500,000	0	0	0	0	500,000
Transfers to Reserve	(1,938,882)	(664,706)	(929,504)	(3,739,325)	(419,277)	(747,447)	(8,439,141)
Total Revenues	\$ 13,347,128	\$ 5,693,772	\$ 7,187,472	\$ 23,449,402	\$ 5,296,577	\$ 10,755,060	\$ 65,729,410
Expenses							
Vessel Crew Labor	\$ 4,408,474	\$ 1,688,425	\$ 2,251,233	\$ 5,851,832	\$ 1,706,808	\$ 3,384,571	\$ 19,291,343
Vessel Fuel	2,823,660	1,254,960	1,725,570	6,745,410	941,220	2,196,180	15,687,000
Vessel Operations & Maintenance	1,646,620	1,023,362	980,217	2,506,542	1,129,078	1,520,044	8,805,864
Facility Operations & Maintenance	1,926,387	760,837	952,132	5,194,472	719,434	1,742,897	11,296,160
System Expense	2,541,987	966,188	1,278,319	3,151,145	800,037	1,911,368	10,649,045
Total Expenses	\$ 13,347,128	\$ 5,693,772	\$ 7,187,472	\$ 23,449,402	\$ 5,296,577	\$ 10,755,060	\$ 65,729,411
Operating Statistics:							
Ridership	744,045	256,567	359,194	795,359	102,627	307,881	2,565,673
Vessel Operating Miles	95,529	56,337	42,165	246,746	37,325	101,040	579,142
Vessel Operating Hours	8,309	3,332	4,328	10,188	2,537	6,424	35,118
Performance Measures:							
Farebox Recovery %	24%	19%	22%	27%	13%	12%	21%
Cost per Operating Miles	\$ 140	\$ 101	\$ 170	\$ 95	\$ 142	\$ 106	\$ 113
Cost per Operating Hour	\$ 1,606	\$ 1,709	\$ 1,661	\$ 2,302	\$ 2,088	\$ 1,674	\$ 1,872

FY 2024/25 Operating Budget - Demonstration Projects			
	Hydrogen Sea Change	Oakland Alameda Shuttle	Subtotal Demonstration
Revenues			
Fare Revenue	\$ -	\$ -	\$ -
Other Revenue (Donation/Grant)	1,215,000	1,330,000	2,545,000
RM3 Demonstration Funding	928,724	-	928,724
Total Revenues	\$ 2,143,724	\$ 1,330,000	\$ 3,473,724
Total Expenses	\$ 2,143,724	1,330,000	\$ 3,473,724
TOTAL OPERATIONS BUDGET			\$ 69,203,135

**San Francisco Bay Area Water Emergency
Transportation Authority
FY 2024/25 Ferry Service Operating Budget - Proposed
Oakland & Alameda**

	FY 2022/23 Actual	FY 2023/24 Approved Budget	FY 2023/24 Projected Actual	FY 2024/25 Budget Proposed
Revenues				
Fare Revenue*	\$ 2,867,164	\$ 3,360,783	\$ 3,360,783	\$ 3,231,470
Bridge Toll Revenue	2,793,719	4,766,846	2,944,777	9,267,901
- Regional Measure 2	2,793,719	3,560,567	2,793,719	2,877,531
- Regional Measure 3	-	1,206,280	151,058	6,390,370
State Transit Assistance	-	687,342	687,342	2,786,640
Federal - COVID-19 Relief Funds	6,424,205	4,290,639	5,371,417	-
Other Revenue	44,786	-	15,800	-
Transfers To Reserves	-	-	-	(1,938,882)
Total Revenues	\$ 12,129,875	\$ 13,105,611	\$ 12,380,120	\$ 13,347,128
Expenses				
Vessel Crew Labor	4,136,091	\$4,381,204	\$4,305,761	\$4,408,474
Vessel Fuel	2,939,068	\$2,952,600	\$2,910,507	\$2,823,660
Vessel Operations & Maintenance	1,101,444	\$1,169,544	\$1,164,916	\$1,646,620
Facility Operations & Maintenance	1,762,394	\$2,056,349	\$1,979,657	\$1,926,387
- Terminals	105,765	240,584	235,772	245,812
- Operations & Maintenance Facilities	1,656,863	1,815,765	1,743,885	1,680,575
System Expense	2,190,878	2,545,914	2,019,278	2,541,987
- WETA Staff and Overhead**	832,713	873,182	687,414	666,338
- Contractor (BGF) Staff Expenses	157,611	196,328	179,403	208,277
- Contractor (BGF) Profits	435,463	395,961	395,961	414,744
- Administration and Engineering	199,004	335,124	181,677	482,805
- Advertising & Marketing	279,754	469,193	308,949	431,049
- Insurance & Fees	74,945	89,246	86,198	96,283
- Ticketing	211,154	186,879	179,677	242,492
Total Expenses	\$ 12,129,875	\$ 13,105,611	\$ 12,380,120	\$ 13,347,128
Operating Statistics:				
Ridership	548,344	702,689	702,689	744,045
Vessel Operating Miles	93,441	96,640	96,640	95,529
Vessel Operating Hours	6,551	8,352	8,353	8,309
Performance Measures:				
Farebox Recovery %	19%	26%	27%	24%
Cost per Operating Miles	\$ 130	\$ 136	\$ 128	\$ 140
Cost per Operating Hour	\$ 1,852	\$ 1,569	\$ 1,482	\$ 1,606

*Fare revenue in FY25 is reduced due to correction in revenue allocation

**WETA salaries and benefits reduced in FY25 due to elimination of Overhead Transfers

**San Francisco Bay Area Water Emergency
Transportation Authority
FY 2024/25 Ferry Service Operating Budget - Proposed
Alameda Harbor Bay**

	FY2022/23 Actual	FY2023/24 Budget	FY2023/24 Projected Actual	FY2024/25 Proposed
Revenues				
Fare Revenue	\$ 756,573	\$ 858,074	\$ 858,074	\$ 1,107,843
Bridge Toll Revenue	1,254,535	2,583,793	1,805,342	3,786,755
- Regional Measure 2	1,254,535	1,507,819	1,254,535	1,292,171
- Regional Measure 3	-	1,075,974	550,807	2,494,584
State Transit Assistance	-	291,074	291,074	963,880
Local - Alameda Property Tax and Assessments	-	-	-	500,000
Federal - COVID-19 Relief Funds	2,440,575	1,816,988	2,306,473	-
Other Revenue	10,171	-	-	-
Transfers To Reserves		-	-	(664,706)
Total Revenues	\$ 4,461,855	\$ 5,549,929	\$ 5,260,962	\$ 5,693,772
Expenses				
Vessel Crew Labor	\$ 1,546,531	\$1,825,501	\$1,794,067	\$1,688,425
Vessel Fuel	1,019,962	1,087,800	1,072,292	1,254,960
Vessel Operations & Maintenance	515,134	830,241	826,454	1,023,362
Facility Operations & Maintenance	636,861	798,286	768,705	760,837
- Terminals	39,984	106,726	104,591	112,618
- Operations & Maintenance Facilities	596,925	691,560	664,114	648,219
System Expense	743,366	1,008,100	799,444	966,188
- WETA Staff and Overhead*	308,815	347,793	273,800	267,267
- Contractor (BGF) Staff Expenses	61,086	78,198	71,457	78,104
- Contractor (BGF) Profits	168,776	157,713	157,713	155,529
- Administration and Engineering	76,834	133,482	72,363	182,430
- Advertising & Marketing	60,546	186,882	123,056	161,643
- Insurance & Fees	29,442	29,597	29,488	30,280
- Ticketing	37,819	74,435	71,566	90,934
Total Expenses	\$ 4,461,855	\$ 5,549,929	\$ 5,260,962	\$ 5,693,772
Operating Statistics:				
Ridership	165,326	200,768	200,768	256,567
Vessel Operating Miles	57,835	56,337	56,337	56,337
Vessel Operating Hours	2,840	3,332	3,332	3,332
Performance Measures:				
Farebox Recovery %	22%	15%	16%	19%
Cost per Operating Miles	\$ 77	\$ 99	\$ 93	\$ 101
Cost per Operating Hour	\$ 1,571	\$ 1,666	\$ 1,579	\$ 1,709

*WETA salaries and benefits reduced in FY25 due to elimination of Overhead Transfers

**San Francisco Bay Area Water Emergency
Transportation Authority
FY 2024/25 Ferry Service Operating Budget - Proposed
Alameda Seaplane Lagoon**

	FY 2022/23 Actual	FY 2023/24 Approved Budget	FY 2023/24 Projected Actual	FY 2024/25 Budget Proposed
Revenues				
Fare Revenue	\$ 1,093,518	\$ 1,225,360	\$ 1,225,360	\$ 1,549,173
Bridge Toll Revenue	1,411,625	2,932,509	1,824,228	5,284,499
- Regional Measure 2	1,411,625	1,821,487	1,411,625	1,876,131
- Regional Measure 3	-	1,111,023	412,603	3,408,368
State Transit Assistance	-	351,625	351,625	1,283,304
Federal - COVID-19 Relief Funds	2,886,460	2,194,971	2,923,841	-
Other Revenue	12,791	-	-	-
Transfers To Reserves	-	-	-	(929,504)
Total Revenues	\$ 5,404,393	\$ 6,704,465	\$ 6,325,054	\$ 7,187,472
Expenses				
Vessel Crew Labor	\$ 1,978,454	\$ 2,190,602	\$ 2,152,881	\$ 2,251,233
Vessel Fuel	1,368,851	1,398,600	1,378,661	1,725,570
Vessel Operations & Maintenance	573,895	745,262	741,695	980,217
Facility Operations & Maintenance	555,677	1,018,718	980,222	952,132
- Terminals	56,455	98,288	96,322	110,442
- Operations & Maintenance Facilities	499,223	920,430	883,900	841,691
System Expense	927,516	1,351,283	1,071,595	1,278,319
- WETA Staff and Overhead*	65,678	466,191	367,009	347,250
- Contractor (BGF) Staff Expenses	379,869	104,819	95,783	104,139
- Contractor (BGF) Profits	59,299	211,403	211,403	207,372
- Administration and Engineering	163,836	178,922	96,997	242,415
- Advertising & Marketing	160,486	250,501	164,947	215,524
- Insurance & Fees	52,339	39,673	39,526	40,373
- Ticketing	46,008	99,775	95,929	121,246
Total Expenses	\$ 5,404,393	\$ 6,704,465	\$ 6,325,054	\$ 7,187,472
Operating Statistics:				
Ridership	244,711	298,166	298,166	359,194
Vessel Operating Miles	42,868	43,669	43,669	42,165
Vessel Operating Hours	2,850	4,450	4,450	4,328
Performance Measures:				
Farebox Recovery %	22%	18%	19%	22%
Cost per Operating Miles	\$ 126	\$ 154	\$ 145	\$ 170
Cost per Operating Hour	\$ 1,896	\$ 1,507	\$ 1,421	\$ 1,660

*WETA salaries and benefits reduced in FY25 due to elimination of Overhead Transfers

**San Francisco Bay Area Water Emergency
Transportation Authority
FY 2024/25 Ferry Service Operating Budget - Proposed
South San Francisco**

	FY2022/23 Actual	FY2023/24 Budget	FY2023/24 Projected Actual	FY2024/25 Proposed
Revenues				
Fare Revenue*	\$ 260,273	\$ 285,836	\$ 285,836	\$ 698,795
Bridge Toll Revenue	1,417,021	2,797,123	1,931,225	4,498,466
- <i>Regional Measure 2</i>	1,417,021	1,350,589	1,417,021	1,459,532
- <i>Regional Measure 3</i>	-	1,446,535	514,204	3,038,934
State Transit Assistance	-	260,721	260,721	518,594
Federal - COVID-19 Relief Funds	2,043,742	1,627,518	2,250,159	-
Other Revenue	6,115	-	-	-
Transfers To Reserves	-	-	-	(419,277)
Total Revenues	\$ 3,727,151	\$ 4,971,200	\$ 4,727,942	\$ 5,296,577
Expenses				
Vessel Crew Labor	\$ 1,390,785	\$ 1,642,951	\$ 1,614,660	\$ 1,706,808
Vessel Fuel	837,034	777,000	765,923	941,220
Vessel Operations & Maintenance	439,701	929,482	924,095	1,129,078
Facility Operations & Maintenance	634,462	761,156	735,121	719,434
- <i>Terminals</i>	164,333	211,975	207,736	217,691
- <i>Operations & Maintenance Facilities</i>	470,130	549,181	527,386	501,744
System Expense	425,168	860,610	688,142	800,037
- <i>WETA Staff and Overhead**</i>	122,184	277,494	218,458	203,337
- <i>Contractor (BGF) Staff Expenses</i>	47,603	62,392	57,014	60,748
- <i>Contractor (BGF) Profits</i>	131,522	125,835	125,835	120,967
- <i>Administration and Engineering</i>	59,807	106,501	57,736	141,465
- <i>Advertising & Marketing</i>	14,758	149,108	98,183	125,723
- <i>Insurance & Fees</i>	22,976	79,890	73,816	77,071
- <i>Ticketing</i>	26,319	59,390	57,101	70,727
Total Expenses	\$3,727,151	\$4,971,200	\$4,727,942	\$5,296,577
Operating Statistics:				
Ridership	63,603	76,520	76,520	102,627
Vessel Operating Miles	37,011	39,640	39,640	37,325
Vessel Operating Hours	2,168	2,665	2,665	2,537
Performance Measures:				
Farebox Recovery %	24%	6%	6%	13%
Cost per Operating Miles	\$ 101	\$ 125	\$ 119	\$ 142
Cost per Operating Hour	\$ 1,719	\$ 1,865	\$ 1,774	\$ 2,088

*Fare revenue in FY25 is increased due to correction in revenue allocation

**WETA salaries and benefits reduced in FY25 due to elimination of Overhead Transfers

**San Francisco Bay Area Water Emergency
Transportation Authority
FY 2024/25 Ferry Service Operating Budget - Proposed
Richmond**

	FY2022/23 Actual	FY2023/24 Budget	FY2023/24 Projected Actual	FY2024/25 Proposed
Revenues				
Fare Revenue	\$ 908,578	\$ 1,040,378	\$ 1,040,378	\$ 1,245,745
Bridge Toll Revenue	-	1,534,152	1,293,699	5,175,265
- <i>Regional Measure 2</i>	-	-	-	-
- <i>Regional Measure 3</i>	-	1,534,152	1,293,699	5,175,265
Local - Contra Costa Measure J	3,709,053	3,761,720	3,761,720	3,807,450
State Transit Assistance	-	535,847	535,847	1,274,046
Federal - COVID-19 Relief Funds	3,474,881	3,344,956	3,038,536	-
Other Revenue	16,626	-	-	-
Transfers To Reserves	0	-	0	(747,447)
Total Revenues	\$ 8,109,138	\$ 10,217,053	\$ 9,670,181	\$ 10,755,059
Expenses				
Vessel Crew Labor	\$ 3,121,836	\$ 3,285,903	\$ 3,229,321	\$ 3,384,571
Vessel Fuel	2,038,239	2,175,600	2,144,584	2,196,180
Vessel Operations & Maintenance	662,026	\$1,136,367	\$1,130,971	\$1,520,044
Facility Operations & Maintenance	1,279,967	1,720,952	1,659,968	1,742,897
- <i>Terminals</i>	242,022	368,405	361,037	481,317
- <i>Operations & Maintenance Facilities</i>	1,037,945	1,352,547	1,298,932	1,261,580
System Expense	1,007,070	1,898,232	1,505,336	1,911,368
- <i>WETA Staff and Overhead*</i>	252,019	654,887	515,560	515,102
- <i>Contractor (BGF) Staff Expenses</i>	106,345	147,246	134,553	156,208
- <i>Contractor (BGF) Profits</i>	293,820	296,971	296,971	311,058
- <i>Administration and Engineering</i>	133,932	251,343	136,258	363,285
- <i>Advertising & Marketing</i>	88,957	351,895	231,712	323,287
- <i>Insurance & Fees</i>	51,327	55,731	55,525	60,560
- <i>Ticketing</i>	80,670	140,160	134,758	181,869
Total Expenses	\$ 8,109,138	\$ 10,217,053	\$ 9,670,180	\$ 10,755,060
Operating Statistics:				
Ridership	211,922	265,045	265,045	307,881
Vessel Operating Miles	95,044	101,040	101,040	101,040
Vessel Operating Hours	2,840	6,280	6,280	6,424
Performance Measures:				
Farebox Recovery %	23%	10%	11%	12%
Cost per Operating Miles	\$ 85	\$ 101	\$ 96	\$ 106
Cost per Operating Hour	\$ 2,855	\$ 1,627	\$ 1,540	\$ 1,674

*WETA salaries and benefits reduced in FY25 due to elimination of Overhead Transfers

**San Francisco Bay Area Water Emergency
Transportation Authority
FY 2024/25 Ferry Service Operating Budget - Proposed
Vallejo**

	FY2022/23 Actual	FY2023/24 Budget	FY2023/24 Projected Actual	FY2024/25 Proposed
Revenues				
Fare Revenue	\$ 5,022,875	\$ 5,945,062	\$ 5,945,062	\$ 6,232,208
Bridge Toll Revenue	5,485,815	7,199,832	5,818,635	16,118,853
- Regional Measure 2	5,485,815	5,758,539	5,485,815	5,650,389
- Regional Measure 3	-	1,441,293	332,820	10,468,464
State Transit Assistance	-	1,111,645	1,111,645	4,837,665
Federal - COVID-19 Relief Funds	8,417,357	6,939,292	7,306,957	-
Other Revenue	35,027	-	-	-
Transfers To Reserves	-	-	0	(3,739,325)
Total Revenues	\$ 18,926,047	\$ 21,195,831	\$ 20,182,298	\$ 23,449,402
Expenses				
Vessel Crew Labor	\$ 4,621,024	\$ 4,928,854	\$ 4,843,981	\$ 5,851,832
Vessel Fuel	6,697,510	7,148,400	7,046,490	6,745,410
Vessel Operations & Maintenance	1,570,656	1,290,015	1,288,847	2,506,542
Facility Operations & Maintenance	3,669,022	4,687,016	4,509,601	5,194,472
- Terminals	187,285	217,455	213,106	221,389
- Operations & Maintenance Facilities	3,481,737	4,469,561	4,296,495	4,973,083
System Expense	2,402,860	3,141,546	2,493,379	3,151,145
- WETA Staff and Overhead*	893,696	1,080,378	850,529	817,010
- Contractor (BGF) Staff Expenses	176,986	242,914	221,974	260,347
- Contractor (BGF) Profits	488,994	489,918	489,918	518,430
- Administration and Engineering	221,843	414,645	224,787	602,100
- Advertising & Marketing	260,988	580,527	382,259	538,811
- Insurance & Fees	66,168	101,940	101,601	111,333
- Ticketing	294,186	231,224	222,312	303,115
Total Expenses	\$ 18,961,072	\$ 21,195,831	\$ 20,182,298	\$ 23,449,402
Operating Statistics:				
Ridership	587,250	738,024	738,024	795,359
Vessel Operating Miles	251,432	245,316	245,317	246,746
Vessel Operating Hours	9,204	10,339	10,338	10,188
Performance Measures:				
Farebox Recovery %	12%	28%	29%	27%
Cost per Operating Miles	\$ 75	\$ 86	\$ 82	\$ 95
Cost per Operating Hour	\$ 2,060	\$ 2,050	\$ 1,952	\$ 2,302

*WETA salaries and benefits reduced in FY25 due to elimination of Overhead Transfers

**San Francisco Bay Area Water Emergency
Transportation Authority
FY 2024/25 Operating Budget - Proposed
Planning & Administration**

	FY2022/23	FY2023/24	FY2023/24	FY2024/25
	Actual	Approved Budget	Projected Actual	Proposed Budget
Revenues				
Bridge Toll Revenue	\$ 2,631,526	\$ 3,945,194	\$ 3,198,034	\$ 5,545,702
- Regional Measure 1 - 5%	-	360,000	200,000	250,000
- Regional Measure 2	2,631,526	2,700,000	2,631,526	2,710,472
- Regional Measure 3	-	885,194	366,508	2,585,231
Other Revenue	20,000	-	-	-
Total Revenues	2,651,526	\$3,945,194	3,198,034	5,545,703
Expenses				
Salaries, Wages & Fringe Benefits	\$ 1,975,017	\$ 2,437,349	\$ 2,287,067	\$ 2,991,281
Professional / Contract Services	1,351,232	2,046,600	1,361,151	1,983,648
- Management Services	686,833	815,000	706,492	799,208
- Professional & Technical Svcs	638,377	1,154,900	600,887	1,044,900
- Other Services	26,021	76,700	53,771	139,540
Information Tech., Office Upgrade, Supplies	65,959	148,800	44,894	99,000
Utilities/Communications	36,766	31,700	20,773	25,632
Insurance	23,718	25,508	25,508	28,059
Dues, Memberships, Travel	70,436	123,440	106,376	148,268
Leases, Rentals and Fees	247,013	267,040	260,460	269,816
Subtotal Expenses	3,770,141	\$5,080,437	4,106,228	5,545,703
Overhead Expense Transfers*	\$ (1,118,615)	\$ (1,135,242)	\$ (908,194)	\$ -
Total Expenses	\$ 2,651,526	\$ 3,945,194	\$ 3,198,034	\$ 5,545,703

* Transfers of Overhead Eliminated in FY25

Attachment B

San Francisco Bay Area Water Emergency Transportation Authority Fiscal Year 2024/25 Capital Budget

	Total Project	Prior & FY23/24 Actuals (Estimated)	FY 24/25 Budget (Proposed)	Future Years
CAPITAL REVENUES				
Federal Funds	\$ 134,732,256	\$ 18,866,892	\$ 43,673,656	\$ 72,191,708
State Funds	75,581,896	27,148,508	23,243,882	25,189,506
Bridge Toll Revenues	59,125,752	8,996,658	15,228,211	34,900,883
Local Dedicated Funds	5,250,000	445,999	722,138	4,081,862
Total Capital Revenues	\$ 274,689,904	\$ 55,458,058	\$ 82,867,887	\$ 136,363,959
CAPITAL EXPENDITURES				
CURRENT PROJECTS	\$ 216,101,127	\$ 55,458,058	\$ 63,667,920	\$ 96,975,150
Facilities: Electrification/New Construction				
Zero-Emission Float Electrification Project	15,256,486	785,719	13,244,103	1,226,664
Landside Electrical Initiative	8,245,000	100,000	890,000	7,255,000
Mission Bay Ferry Landing Project	700,000	150,000	125,000	425,000
Berkeley Pier/Ferry Project	3,000,000	25,000	200,000	2,775,000
Multiuse Emergency Float	200,000	-	200,000	-
Facilities: Terminal Improvements				
Vallejo Terminal Reconfiguration	16,696,000	502,176	600,000	15,593,824
Central Bay Terminal Electrification	6,946,000	937	75,000	6,870,063
Passenger Floats Rehabilitation - Pier 9	1,362,000	-	1,362,000	-
Vessels: Construction				
New High-Speed Vessels	30,420,100	30,093,628	326,472	-
Vessel Replacements (2)	37,902,400	21,799,480	13,026,397	3,076,524
Vessels: Electrification				
New All-Electric Vessels (3)	31,296,441	382,784	9,559,212	21,354,445
Vessel Replacement - MV Intintoli	26,446,700	700,833	11,469,302	14,276,565
Vessel Replacement - MV Mare Island	26,500,000	20,000	2,357,935	24,122,065
Vessels: Major Components Rehabilitation (Engines/Gears/ Waterjets)				
Vessel Mid-Life Reurbishment - MV Gemini	4,488,000	275,000	4,213,000	-
Vessel Waterjet Upgrade - Pyxis Class Vessels	700,000	339,472	360,528	-
Vessel Mid-Life Refurbishment & Engine Overhaul - MV Pisces	4,679,000	9,000	4,670,000	-
Water Jet Equipment	940,000	200,925	739,075	-
Engine Overhauls	323,000	73,104	249,896	-
New for FY 2024/25	58,588,777	\$ -	\$ 19,199,968	\$ 39,388,809
Facilities: Electrification/New Construction				
New Universal Charging Float - Harbor Bay	12,106,693	-	2,549,134	9,557,559
Universal Charging Float Conversions (Gate E/F/Seaplane/Main St.)	20,000,000	-	2,561,250	17,438,750
Treasure Island Ferry Terminal Electrification	4,600,000	-	50,000	4,550,000
Richmond Ferry Terminal Electrification	4,687,500	-	200,000	4,487,500
Facilities: Terminal Improvements				
Vallejo Ferry Terminal Dredging	3,520,000	-	165,000	3,355,000
Ferry Parking Lot Preservation & Maintenance - South San Francisco	190,584	-	190,584	-
NOBMF Fuel Farm Upgrades	420,000	-	420,000	-
Mare Island-Pier 9 Office Reconfiguration	550,000	-	550,000	-
Vessels: Major Components Rehabilitation (Engines/Gears/ Waterjets)				
Engine Overhauls	9,102,000	-	9,102,000	-
Component Improvements/Dry Dock	3,412,000	-	3,412,000	-
Grand Total Expenses	\$ 274,689,904	\$ 55,458,058	\$ 82,867,887	\$ 136,363,959

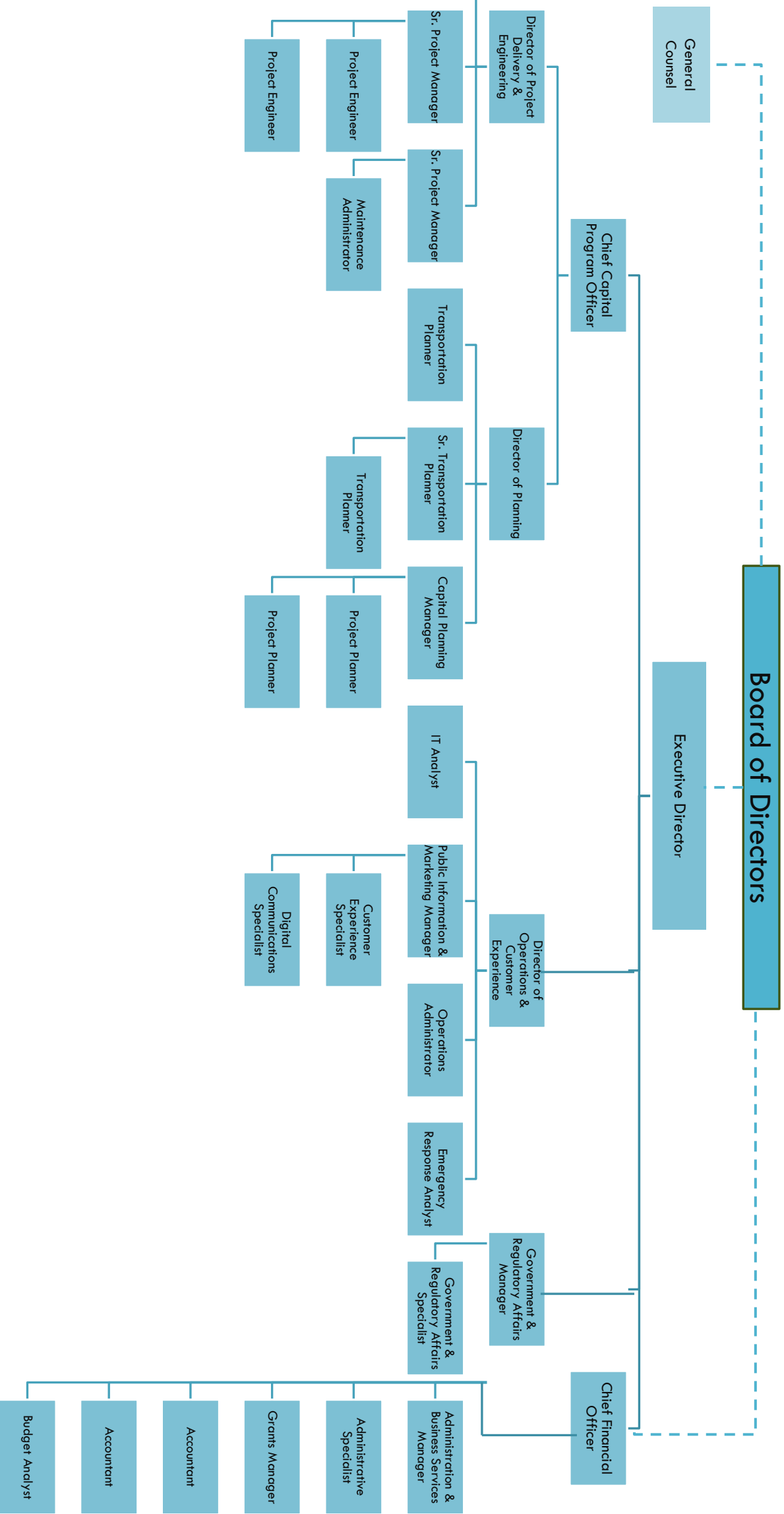
Attachment C

FY 2024/25 Salary Schedule (effective date 7/01/2024)

Position	Authorized FTE	Salary Range: Annually	
		Low	High
Accountant	2	\$ 104,586	\$ 149,425
Administration & Business Services Manager	1	\$ 104,586	\$ 149,425
Administrative Specialist	1	\$ 84,050	\$ 120,070
Budget Analyst	1	\$ 84,050	\$ 120,070
Capital Planning Manager	1	\$ 160,941	\$ 229,907
Chief Capital Program Officer	1	\$ 185,268	\$ 264,937
Chief Financial Officer	1	\$ 185,268	\$ 264,937
Customer Experience/Communication Specialists	2	\$ 84,050	\$ 120,070
Director of Operations & Customer Experience	1	\$ 169,501	\$ 242,129
Director of Planning	1	\$ 169,501	\$ 242,129
Director of Project Delivery & Engineering	1	\$ 169,501	\$ 242,129
Emergency Response Analyst	1	\$ 104,962	\$ 149,955
Government & Regulatory Affairs Manager	1	\$ 128,807	\$ 184,008
Government & Regulatory Affairs Specialist	1	\$ 84,050	\$ 120,070
Grants Manager	1	\$ 128,807	\$ 184,008
Information Technology Analyst	1	\$ 104,962	\$ 149,955
Maintenance Administrator	1	\$ 104,962	\$ 149,955
Operations Administrator	1	\$ 104,962	\$ 149,955
Project Development and Controls	1	\$ 104,962	\$ 149,955
Project Engineer	2	\$ 104,962	\$ 149,955
Project Planner	1	\$ 103,279	\$ 147,541
Project Planner	1	\$ 103,279	\$ 147,541
Public Information & Marketing Manager	1	\$ 139,404	\$ 199,162
Senior Transportation Planner	1	\$ 134,117	\$ 191,591
Senior Project Manager	2	\$ 128,807	\$ 184,008
Transportation Intern Program (non-exempt, part-time)*	1	\$ 42,861	\$ 68,157
Transportation Planner	2	\$ 103,279	\$ 147,541

*Funding for two interns

Fiscal Year 2024/25 Organization Chart



Does not include temporary staff