

Members of the Board

James Wunderman, Chair
Monique Moyer, Vice Chair
Jessica Alba
Jeffrey DelBono
Pippin Dew

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

Thursday, July 11, 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. Regional Transportation Revenue Measure
 - ii. Crew of the Year
 - 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 – June 13, 2024
 - b. Ratify Contract Award to Bay Ship and Yacht Co. for MV *Mare Island* Emergency Dry Dock and Repair Work
 - c. Approve Amendment No. 5 to Agreement #21-019 with CivicMakers, LLC
 - d. Adopt a Resolution Recognizing the 2024 San Francisco Bay Ferry Crew of the Year

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

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| 7. <u>ADOPT MITIGATED NEGATIVE DECLARATION AND MITIGATION MONITORING AND REPORTING PROGRAM FOR THE VALLEJO FERRY TERMINAL RECONFIGURATION PROJECT</u> | Action |
| 8. <u>APPROVE THE VALLEJO FERRY TERMINAL RECONFIGURATION PROJECT</u> | Action |
| 9. <u>NAME DORADO CLASS VESSELS THREE AND FOUR</u> | Action |
| 10. <u>OAKLAND ALAMEDA WATER SHUTTLE PILOT PROJECT UPDATE</u> | Information |
| 11. <u>TREASURE ISLAND FERRY STUDY</u> | Information |
| 12. <u>DRAFT SUSTAINABILITY POLICY</u> | Information |
| 13. <u>PUBLIC COMMENTS FOR NON-AGENDA ITEMS</u> | |

ADJOURNMENT

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

PUBLIC COMMENTS WETA welcomes comments from the public.

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

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

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

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

AGENDA ITEM 1
CALL TO ORDER

AGENDA ITEM 2
ROLL CALL

AGENDA ITEM 3
REPORT OF BOARD CHAIR

AGENDA ITEM 4
REPORTS OF DIRECTORS

NO MATERIALS

TO: WETA Board Members

FROM: Seamus Murphy, Executive Director

DATE: July 11, 2024

RE: Executive Director's Report

Regional Revenue Measure

Following the pause of Senate Bill 1031 (Weiner), which would have authorized a ballot measure to generate new investment in transportation operations and capital improvements, the Metropolitan Transportation Commission (MTC) created two new committees to discuss opportunities to refocus the issue and repackage it so that it achieves the region's most pressing transportation needs in a way that has broad support from stakeholders and policymakers throughout the Bay Area.

The Transportation Revenue Measure Select Committee is comprised of a group of MTC Commissioners along with key regional stakeholders representing organized labor, transit advocates, major employers, and others. SF Bay Ferry's Chair, Jim Wunderman, was appointed to this group in his capacity as CEO of the Bay Area Council.

The Transportation Revenue Measure Executive Group is comprised of executive leadership representing the region's transit operators and county transportation commissions.

Both groups met for the first time on June 24 to discuss how to restart the effort to create new transportation investment in a way that will yield more productive results moving forward.

Redwood City Ballpark Service Pilot Update

The Redwood City Ballpark Service Pilot Project is part of the Pilot Service Program overseen by the Pilot Service Committee (Directors DelBono and Dew). The committee endorsed this project as one of three pilots for FY 2025. This project includes special event service for five San Francisco Giants weekend day games. The project aims to build community support for a permanent Redwood City Ferry Terminal and service, while also gathering valuable operational data on travel time, fuel consumption, vessel feasibility, and navigation. Blue & Gold Fleet is collaborating with the Port to ensure landing improvements for safe, ADA-compliant access to the passenger float. Vessel fit-ups and transit time trials are scheduled for July 5th with the first event service set to start on July 28th. A marketing plan is being developed with the Port to ensure the pilot's visibility and success.

Fare Coordination and Integration Study – Clipper BayPass Pilot Program

In 2020, the Fare Coordination and Integration Study (FCIS) was initiated by the Bay Area's transit operators and the Metropolitan Transportation Commission (MTC). The study's outcomes recommended near-term pilot programs and long-term fare policy initiatives. The near-term pilot, an all-transit agency institutional/employer pass (Clipper Baypass) was implemented affording riders unlimited transit trips on all participating Clipper operators. Phase 1 of the pilot began in August 2022, involving students from UC Berkeley, San Francisco State University, Santa Rosa Junior College, and San Jose State University, and thirteen affordable housing properties in the mid-Peninsula.

Phase 2 of the pilot started in January 2024, with the addition of employees from the University of California at San Francisco (UCSF) and City of Menlo Park, and residents and employees of the Alameda Transportation Management Association (TMA). Phase 2 of the pilot launched on January 15th for Alameda TMA and will continue until January 14th, 2025. Since Alameda TMA joined the

Clipper Bypass program, WETA's monthly average Clipper Bypass ridership on the Seaplane service has surged from 35 riders per month last year to 2,300 riders per month this year.

Later this month, the participation agreement for this project will be amended to (i) extend the Phase 1 program for existing participants for one more year and (ii) expand the Phase 2 program to include customers within the boundaries of SFO Airport, and (iii) offer Clipper Bypass for limited durations for specific events (e.g., conferences) anticipated to take effect in Fall 2024.

Richmond Ferry Service Plan

Staff has coordinated with the Contra Costa Transportation Authority (CCTA) to determine FY 2025 service levels and Measure J subsidy amounts for the Richmond ferry service. On June 12th, staff presented a final update on the Richmond Ferry Service to the CCTA Board, which included a high-level consideration of potential service cut options, as requested following a previous update to the CCTA Board in January. Upon discussion, the CCTA Board indicated a broad desire to maintain current service levels. As such, the CCTA Board is scheduled to consider approval of a resolution to allocate approximately \$4 million to support current service levels and provide up to \$200,000 for a marketing and promotion campaign to boost ridership for FY 2025 at its July 17th meeting.

END

MEMORANDUM

TO: Board Members

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

SUBJECT: Review of FY 2023/24 Financial Statements Ending May 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 May 31 against the Fiscal Year 2023/24 budget.

Revenue and expense to date for operations is \$54.9 million and is within the approved budget. The table below shows a summary, with 92% of the fiscal year completed, compared to budget. Expenses are tracking below budget and the fiscal year close is projected to result in some savings.

Operating Budget vs. Actual	Year - To - Date		Annual	
	FY2022/23 Actual	FY2023/24 Actual	FY2023/24 Approved Budget	% of FY 2023/24 Budget
	Prior YTD	Current YTD		
Revenue:				
Fare Revenue	\$ 9,740,193	\$ 11,556,477	\$ 12,757,159	91%
Federal - COVID-19 Relief Funds	25,327,978	23,240,684	20,214,365	115%
Bridge Toll Revenues	12,047,754	14,375,445	25,759,450	56%
State Operating Assistance	N/A	1,600,054	3,238,254	49%
Contra Costa Measure J	3,400,195	3,448,242	3,761,720	92%
Other Revenue	237,072	629,612	2,696,074	23%
Total Operating Revenues	\$ 50,753,192	54,850,514	\$ 68,427,022	80%
Expense:				
Ferry Services (all)	\$ 48,275,379	\$ 51,988,599	\$ 64,481,828	81%
Planning & Administration	2,477,813	2,861,915	3,945,194	73%
Total Operatings Expenses	\$ 50,753,192	\$ 54,850,514	\$ 68,427,022	80%
Farebox Recovery % (Regular Service)	20%	22%		

Capital Budget expenses, as shown below, are \$26.9 million to date. This past month expenses were incurred on the vessel replacements for the Bay Breeze and Solano, as well as engine overhauls, major waterjet projects, and design work on the electric vessel to replace the MV Intintoli.

Capital Budget vs. Actual	FY2023/24 Actual Current YTD	FY2023/24 Approved Budget	% of FY 2023/24 Budget
Revenue:			
Federal Funds	\$ 14,400,883	\$ 30,251,481	48%
State Funds	3,260,462	21,511,714	15%
Bridge Toll Revenues	5,775,128	17,896,391	32%
Other Revenues	3,431,587	4,471,710	77%
Total Capital Revenues	\$ 26,868,061	\$ 74,131,297	36%
Expense:			
Total Capital Expenses	\$ 26,868,061	\$ 74,131,297	36%

The financial reports attached show the more detailed operating, administrative, and capital activity for the month of May, 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 April 30 is \$24,911,806.

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 5/31/24

% of Year Elapsed 92%

	May-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	\$127,714	\$1,413,945	1,555,530	\$1,825,501	85%
Vessel Fuel	122,320	941,683	944,772	1,087,800	87%
Vessel Operations & Maintenance	60,860	455,045	681,087	830,241	82%
Facility Operations & Maintenance	52,692	578,514	719,008	798,286	90%
System Expense	74,273	666,284	693,912	1,008,100	69%
Total Harbor Bay Farebox Recovery - AHBF	\$ 437,858	\$ 4,055,471	\$ 4,594,309	\$ 5,549,929	83%
	22%	17%	21%	15%	
Alameda/Oakland Ferry Service (AOFS)					
Vessel Crew Labor	\$306,514	\$3,797,258	\$3,701,045	\$4,381,204	84%
Vessel Fuel	244,640	2,726,597	2,551,764	2,952,600	86%
Vessel Operations & Maintenance	84,458	1,032,519	1,004,969	1,169,544	86%
Facility Operations & Maintenance	140,983	1,600,427	1,864,570	2,056,349	91%
System Expense	202,051	1,954,104	1,866,503	2,545,914	73%
Total Alameda/Oakland Farebox Recovery - AOFS	\$ 978,645	\$ 11,110,905	\$ 10,988,851	\$ 13,105,611	84%
	28%	23%	26%	26%	
Vallejo Ferry Service (Vallejo)					
Vessel Crew Labor	\$344,828	\$4,223,264	\$4,299,238	\$4,928,854	87%
Vessel Fuel	513,743	6,183,106	5,869,455	\$7,148,400	82%
Vessel Operations & Maintenance	98,413	1,376,724	1,362,769	\$1,290,015	106%
Facility Operations & Maintenance	332,797	3,340,987	3,640,643	4,687,016	78%
System Expense	260,136	2,150,238	2,271,045	3,141,546	72%
Total Vallejo Farebox Recovery - Vallejo	\$ 1,549,917	\$ 17,274,319	\$ 17,443,150	\$ 21,195,831	82%
	36%	26%	29%	28%	
South San Francisco Ferry Service (SSF)					
Vessel Crew Labor	\$114,943	\$1,228,735	\$1,439,563	\$1,642,951	88%
Vessel Fuel	73,392	758,755	808,433	777,000	104%
Vessel Operations & Maintenance	86,002	388,429	869,767	929,482	94%
Facility Operations & Maintenance	51,984	576,099	685,806	761,156	90%
System Expense	59,200	381,624	503,351	860,610	58%
Total South San Francisco Farebox Recovery - SSF	\$ 385,521	\$ 3,333,643	\$ 4,306,920	\$ 4,971,200	87%
	14%	7%	8%	6%	
Richmond Ferry Service (Richmond)					
Vessel Crew Labor	\$229,885	\$2,856,663	\$2,853,200	\$3,285,903	87%
Vessel Fuel	146,784	1,892,864	1,758,489	2,175,600	81%
Vessel Operations & Maintenance	87,924	584,953	967,799	1,136,367	85%
Facility Operations & Maintenance	125,336	1,154,733	1,545,299	1,720,952	90%
System Expense	140,782	901,061	1,188,082	1,898,232	63%
Total Richmond Farebox Recovery - Richmond	\$ 730,711	\$ 7,390,274	\$ 8,312,868	\$ 10,217,053	81%
	14%	11%	12%	10%	

(continued on next page)

San Francisco Bay Area Water Emergency Transportation Authority
FY 2023-24 Operating & Administration Revenue and Expense
Through the Month Ending 5/31/24

% of Year Elapsed 92%

	May-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	\$153,257	\$1,801,672	\$2,002,533	\$2,190,602	91%
Vessel Fuel	122,320	1,279,389	1,239,779	1,398,600	89%
Vessel Operations & Maintenance	57,728	537,113	635,236	745,262	85%
Facility Operations & Maintenance	70,543	563,201	963,155	1,018,718	95%
System Expense	99,801	772,637	898,454	1,351,283	66%
Total Seaplane Lagoon Farebox Recovery - SPL	\$ 503,650 24%	\$ 4,954,011 20%	\$ 5,739,156 23%	\$ 6,704,465 18%	86%
Sub-Total Ferry Operations (Ongoing Service) Farebox Recovery	\$ 4,586,302 27%	\$ 48,118,623 20%	\$ 51,385,254 22%	\$ 61,744,087 21%	83%
Hydrogen Demostration Project (Sea Change)	\$226,568.23	156,756	\$ 556,650	\$1,737,741	32%
Oakland Estuary Demonstration Project	\$8,559	N/A	46,694	\$1,000,000	5%
Subtotal Ferry Operations (All)	\$ 4,821,429	\$ 48,275,379	\$ 51,988,599	\$ 64,481,828	81%
<u>PLANNING & ADMINISTRATION:</u>					
Wages and Fringe Benefits	\$253,086	\$1,855,073	\$2,078,379	\$2,437,349	85%
Professional & Other Services	125,177	1,227,007	1,206,322	2,046,600	59%
Information Tech., Office, Supplies	17,175	64,035	38,987	148,800	26%
Utilities/Communications	1,930	18,131	19,749	31,700	62%
Insurance	1,929	21,863	25,248	25,508	99%
Dues, Memberships, Misc.	11,917	63,840	143,071	123,440	116%
Leases and Rentals	22,178	226,446	235,662	267,040	88%
Admin Overhead Expense Transfer	(111,804)	(998,581)	(885,502)	(1,135,242)	78%
Sub-Total Planning & Gen Admin	\$ 321,588	\$ 2,477,813	\$ 2,861,915	\$ 3,945,194	73%
Total Operating Expense	\$ 5,143,017	\$ 50,753,192	\$ 54,850,514	\$ 68,427,022	80%
OPERATING REVENUE					
Fare Revenue	\$1,217,746	\$9,740,193	\$11,556,477	\$12,757,159	91%
Federal Operating Assistance	-	25,327,978	23,240,684	20,214,365	115%
Regional - Bridge Toll	3,376,116	12,047,754	14,375,445	25,759,450	56%
State Operating Assistance		N/A	1,600,054	3,238,254	49%
Regional - Contra Costa Measure J	313,478	3,400,195	3,448,242	3,761,720	92%
Other Revenue	235,677	237,072	629,612	2,696,074	23%
Total Operating Revenue	\$ 5,143,017	\$ 50,753,192	\$ 54,850,514	\$ 68,427,022	80%

**San Francisco Bay Area Water Emergency Transportation Authority
FY 2023/24 Capital Revenue and Expense
Through the Month Ending 5/31/24**

Project Description	May-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	\$ (14,876)	\$ 15,055,880	\$ 276,292	\$ 13,007,000	\$ 416,974	\$ 1,772,588	5%
Shoreside Electrical Initiative (Planning Phase)	26,159	2,541,685		2,417,000	42,237	124,685	2%
Terminal Improvement							
Terminal Rehabilitation - Alameda Main Street	2,934	9,760,000	1,779,132	7,980,868	7,510,117	0	95%
Passenger Float Rehabilitation - South San Francisco	15,416	908,500	601,192	190,250	32,853	117,058	70%
Terminal Dredging - Vallejo	4,633	2,842,000	-	2,842,000	2,277,372	-	80%
Terminal Reconfiguration - Vallejo	6,825	16,696,000	62,059	440,117	346,964	16,193,824	2%
Central Bay Terminal Expansion	4,567	1,849,000	937	550,000	4,567	1,298,063	0%
Passenger Float Rehabilitation - Pier 9		1,362,000	-	1,362,000	-	-	0%
Mission Bay Ferry Landing Project	42,766	6,000,000	-	6,000,000	50,598	-	1%
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)*		30,420,100	26,449,977	3,643,651	3,639,651	326,472	99%
All Electric Expansion Small Vessels	52,908	13,250,450	106,893	2,000,000	262,604	11,143,557	3%
Replacement Vessels - MV Bay Breeze and Solano*	1,681,761	37,902,400	11,652,246	13,571,957	8,187,826	12,678,197	52%
Replacement Vessel - MV Intintoli *	115,946	26,446,700	377,522	323,311	488,411	25,745,867	3%
Replacement Vessel - MV Mare Island	3,512	26,500,000	-	20,000	22,901	26,480,000	0%
Vessel Acquisition - 28' Workboat	(322)	240,000	-	240,000	-	-	0%
Vessel Rehabilitation and Refurbishment							
Vessel Engines Conversion - Gemini Class Vessels **		N/A**	-	N/A**	88,573	-	0%
Vessel Mid-Life Refurbishment - MV Gemini	210	4,488,000	-	4,488,000	11,979	-	0%
Vessel Waterjet System Upgrade - Pyxis Class Vessels		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	142,882	2,235,000	907,191	1,129,943	549,192	197,867	65%
Engine Overhauls - FY24	1,589	2,010,000	-	1,900,000	1,173,593	110,000	58%
Major Waterjet Projects	348,763	1,404,500	-	1,404,500	1,120,988	-	80%
Spare Parts	3,179	1,333,000	-	1,333,000	417,853	-	31%
Total Capital Expenses	\$2,438,851	\$215,221,215	\$42,213,440	\$74,131,297	\$26,868,061	\$98,876,477	
CAPITAL REVENUES:							
Federal Funds	\$ 1,879,723	\$ 112,197,402	\$ 12,109,513	\$ 30,251,481	\$ 14,400,883	\$ 69,836,408	24%
State Funds	100,495	54,168,310	22,276,784	21,511,714	3,260,462	10,379,812	47%
Regional - Bridge Toll	451,132	43,183,154	6,626,505	17,896,391	5,775,128	18,660,258	29%
Local	7,501	5,672,349	1,200,638	4,471,710	3,431,587	0	82%
Total Capital Revenues	\$ 2,438,851	\$ 215,221,215	\$ 42,213,440	\$ 74,131,297	\$ 26,868,061	\$ 98,876,477	

* Within project budget but exceeds FY24 budget; will be adjusted in final FY reporting

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

**San Francisco Bay Area Water Emergency
Transportation Authority
May 2024 Investment Report**

	May-24
Bank of America (Checking)	\$ 1,709,894
Bank of America (Measure B/BB)	6,568,747
Local Agency Investment Fund (LAIF)	16,633,165
Total	\$ 24,911,806

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 – July 2024

This report covers the following topics:

- EPA Clean Ports Program Letters of Support
- FTA Ferry Passenger Grant Program Letters of Support
- Sea Change Launch Event
- Advocacy Update: Funding for Public Ferry Programs
- SF Bay Ferry Congressionally Directed Spending Request

EPA Clean Ports Program Letters of Support

SF Bay Ferry worked with the Bay Area Congressional Delegation to garner letters of support for the joint application with the Port of San Francisco requesting \$55 million from the Environmental Protection Agency's Clean Ports Grant program for the San Francisco Zero Emission Ferry Project. We received letters from the Bay Area Congressional delegation and will be working to identify additional ways these members can support the project application.

FTA Ferry Passenger Grant Program Letters of Support

SF Bay Ferry is working with the Bay Area Congressional Delegation to garner letters of support for SF Bay Ferry's \$11.5 million application for funding from the FTA's Ferry Passenger Grant program to increase passenger capacity on two electric ferry vessels. We are continuing to connect with the delegation to ensure that all members understand the importance of the project and continue to support the project.

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.

The House and Senate Appropriations Committee will be taking up the various spending bills that fund federal government agencies in July. This means we should have an idea about levels of funding for these programs in the weeks ahead. While the House and Senate Appropriations Committees will advance many, if not all the appropriations bills by the August recess, we don’t expect the appropriations process to wrap up until December, at the earliest.

SF Bay Ferry Congressionally Directed Spending Request

SF Bay Ferry is continuing to press Senators Padilla and Butler to ask the Senate Appropriations Committee 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. This request was one of the main topics we discussed with the Congressional delegation during staff’s visit in May.

Respectfully Submitted,
Peter Friedmann, Ray Bucheger and Madison Hite



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

July 1, 2024

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

FM: Matt Robinson, Partner
Michael Pimentel, Legislative Advocate

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

General Update

July 3 marks the last day for policy committees in the Legislature to hear bills in the final year of the two-year legislative session. Summer Recess also begins on July 3, with legislators returning to Sacramento on August 5. Upon their return, fiscal committees will have 10 days to hear and report bills to the floors of each house. August 31 marks the final day of the 2023-24 Legislative Session. For more information about key legislative and budget deadlines, see the adopted 2024 Legislative Calendar available [here](#).

State Budget Update

On June 29, Governor Newsom signed [SB 108 \(Wiener\)](#), the Budget Bill Jr. of 2024, and a series of trailer bills to implement policy provisions related to the budget. SB 108 amends [AB 107 \(Gabriel\)](#), the earlier budget bill sent to the Governor by the Legislature on June 13, which was signed by the Governor on June 26, to reflect final negotiations and agreement between Governor Newsom and the Legislature.

As of the drafting of this report, the Governor has not yet acted on [AB 173 \(Gabriel\)](#), the Transportation Trailer Bill.

Together, these bills represent the Budget Act of 2024. The Budget Act of 2024 contains \$46.8 billion in budget solutions to close the deficit gap through FY 2025-26 and makes minor technical changes to the accountability language in SB 125 (Skinner, Chapter 54, Statutes of 2023).

Relative to investments in transportation, the Budget Act of 2024:

- **Maintains the \$4 billion for the formula-based Transit and Intercity Rail Capital Program (TIRCP) approved in the Budget Act of 2023**, but updates the appropriation timeline as follows:
 - **\$2 billion** is appropriated in FY 2023-24;
 - **\$1 billion** is appropriated in FY 2024-25; and
 - **\$1 billion** is approved for appropriation in FY 2025-26.

In doing so, the Budget Act of 2024 extends the appropriation timeline for this funding relative to the Budget Act of 2023. The Budget Act of 2023 would have provided \$4 billion for the formula-based TIRCP as follows: \$2 billion in FY 2023-24 and \$2 billion in FY 2024-25.

- **Maintains the \$1.1 billion for the formula-based Zero-Emission Transit Capital Program approved in the Budget Act of 2023**, but updates the appropriation timeline as follows:
 - **\$190 million** is appropriated in FY 2023-24;
 - **\$220 million** is appropriated in FY 2024-25;
 - **\$230 million** is approved for appropriation in FY 2026-27; and
 - **\$460 million** is approved for appropriation in FY 2027-28.

In doing so, the Budget Act of 2024 extends the appropriation timeline for this funding relative to the Budget Act of 2023. The Budget Act of 2023 would have provided \$1.1 billion for the formula-based ZETCP as follows: \$410 million in FY 2023-24; \$230 million in FY 2024-25; \$230 million in FY 2025-26; and \$230 million in FY 2026-27.

- **Maintains \$148 million in TIRCP Cycle 6 funding for Southern California and the LOSSAN Corridor and maintains all funding commitments to TIRCP Cycle 6 projects as approved in the Budget Act of 2022.**

In doing so, the Budget Act of 2024 rejects the May Revise's proposed \$148 million cut to the program, consistent with the Joint Budget Agreement.

- **Provides \$211 million for the State-Supported Intercity Passenger Rail Agencies**, as follows:
 - **\$66 million** is appropriated in FY 2024-25;
 - **\$72 million** is approved for appropriation in FY 2026-27; and
 - **\$73 million** is approved for appropriation in FY 2027-28.

In doing so, the Budget Act of 2024 accepts the May Revise's proposed \$211 million investment in the program, consistent with the Joint Budget Agreement.

- **Provides \$6.9 million for the California Integrated Mobility Program and the Development of the Data & Digital Services Division at the California Department of Transportation.**

In doing so, the Budget Act of 2024 modifies the May Revise's proposed \$26.3 million investment in the program, consistent with the Joint Budget Agreement.

- **Cuts \$200 million from the Safety Grade Separations Program, maintaining \$150 million to the Program**, as follows:
 - **\$75 million** is approved for appropriation from the General Fund in FY 2025-26; and
 - **\$75 million** is approved for appropriation from the State Highway Account in FY 2026-27.

In doing so, the Budget Act of 2024 modifies the Joint Budget Agreement's and May Revise's proposed \$350 million cut to program. The funding identified above will be reflected in next year's budget.

Transportation trailer bill language directs CalSTA to prioritize previously awarded projects from existing transportation funding programs (see details below).

- **Restores \$200 million from the General Fund for the Active Transportation Program, with the remaining \$400 million subject to appropriation,** and updates the appropriation timeline as follows:
 - **\$100 million** is appropriated from the General Fund in FY 2024-25;
 - **\$100 million** is approved for appropriation from the General Fund in FY 2025-26; and
 - **\$400 million** is approved for appropriation from the General Fund in outyears.

In doing so, the Budget Act of 2024 modifies the Joint Budget Agreement’s proposal to maintain \$600 million from the State Highway Account for the Active Transportation Program, and rejects the May Revise’s proposal to cut \$600 million from the program. The Budget Act of 2024 maintains the investment in the General Fund and updates the appropriation timeline. Despite the placeholder trailer bill language on increased reporting and cost effectiveness proposed in the Joint Budget Agreement, the Budget Act of 2024 does not include trailer bill language for the Active Transportation Program.

- **Restores \$260 million to the Regional Early Action Program (REAP) 2.0, cuts \$40 million from the Program, and adds grant reappropriation trailer bill language.** This cut updates the funding allocation as follows:
 - **\$480 million** is allocated on a formula basis to Metropolitan Planning Organizations (MPOs);
 - **\$30 million** is allocated on a competitive basis to jurisdictions that are not part of an MPO and tribes;
 - **\$30 million** is allocated on a competitive basis to higher impact transformative projects; and
 - **\$20 million** is allocated for program administration.

In doing so, the Budget Act of 2024 modifies the Joint Budget Agreement’s proposal to restore \$250 million and cut \$50 million from the program, and also rejects the May Revise’s proposal to cut \$300 million from the program. The Budget Act of 2024 also adopts the May Revise’s proposal to include trailer bill language that extends the grant encumbrance period and clarifies unexpended fund uses (see details below).

Relative to the policy provisions impacting public transportation, the transportation trailer bill:

- Prioritizes grade separations projects that were previously awarded funding under TIRCP Cycle 6 but had funding reverted under the Budget Act of 2024 and are either at risk of losing local and federal matches or are at risk of project schedule delays, or both.
- Updates accountability requirements for AB 102 / SB 125 transit funding. Specifically, this trailer bill language:
 - Requires regional transportation planning agencies to submit additional updated regional short-term financial plans and/or transit operator data to maintain eligibility for SB 125 funds through FY 2027-28.

- Modifies the REAP 2.0 grant encumbrance period and clarifies how the Department of Housing and Community may utilize unencumbered funds. Specifically, this trailer bill language:
 - Extends the grant encumbrance period from June 30, 2024 to June 30, 2026; and
 - Adds language stating that an eligible entity may expect the Department of Housing and Community Development to make available to other eligible entities any funds that have not been expended by the June 30, 2026 deadline.
- Appropriates \$100 million from the General Fund to the Department of Transportation to support the Active Transportation Program, and establishes fund allocation and encumbrance deadlines of June 30, 2027 and June 30, 2030, respectively.

Update on Taxpayer Protection and Government Accountability Act

On June 20, the California Supreme Court issued its decision in *Legislature v. Weber*, removing the California Business Roundtable-sponsored “Taxpayer Protection and Government Accountability Act” from the November 2024 ballot.

The measure, had it remained on the ballot and been approved by voters in November, would have revised the California Constitution to restrict the ability of the state, local governments, and the electorate to approve or collect taxes, fees, and other revenues and harm the ability for local governments, including transit agencies, to deliver vital public services.

Specifically, this measure would have:

- Required voter approval of all future state taxes, including those passed by a super-majority in the Legislature.
- Required proposed tax increases to be placed before voters only during a regularly scheduled election unless a legislative body unanimously agrees to hold a special emergency election.
- Eliminated the ability of local governments to include advisory questions on the same ballot as general tax measures.
- Disallowed the consideration of any charter amendment by voters which provides for the imposition, extension, or increase of a tax.
- Required special taxes proposed by citizens’ initiative to receive approval by two-thirds of voters.
- Redefined many existing administrative fees as taxes, thus requiring voter approval on future fees.
- Imposed a new standard on fees, limiting them to only the “minimum among necessary,” to provide a service.

The measure would have applied its new requirements and standards retroactively to January 1, 2022, impacting – and possibly, invalidating – recently-enacted state and local taxes and fees.

The California Supreme Court’s justification for removing the measure from the ballot relied on the Court’s determination that the measure would have substantially revised the California Constitution, including the basic governmental framework set forth in the document, an action only permissible under the California Constitution via Constitutional Convention and ratification by voters or through

submission to voters from a supermajority of the Legislature; and, would not have simply amended the California Constitution, an action permissible under the California Constitution via the initiative process.

Sponsored Legislation Update

Since we last reported to you, [AB 2061 \(Wilson\)](#), WETA's sponsored bill, was approved by the Senate and Revenue Taxation Committee on a 7-0 vote. The bill now heads to the Senate Appropriations Committee and will be heard following the Legislature's return from Summer Recess. 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.

CalSTA's Transit Transformation Task Force Holds Fourth Meeting

The California State Transportation Agency convened the fourth Transit Transformation Task Force meeting on June 17 in San Francisco. As a reminder, Executive Director Seamus Murphy is a member of this Task Force and is informing the Task Force's work through his direct participation and through the California Transit Association.

This meeting, the first of several geared toward informing a report of recommendations required to be submitted to the Legislature by October 2025, included a review of a series of case studies of transit improvements implemented in California and internationally to enhance the rider experience and increase ridership. This meeting also included focused discussion between Task Force members on recommendations to support transit prioritization, fare coordination and scheduling between agencies, and safety and cleanliness on and around transit, which was heavily informed by the in-room input of the California Transit Association and its members, including Executive Director Murphy.

For background, to support its participation in the June 17 Task Force meeting, the California Transit Association surveyed its members and the members of the California Association for Coordinated Transportation on the challenges / barriers they face in delivering improvements transit service and sought recommendations for breaking past them. This survey covered the topics that were reviewed by the Task Force as well more than 20 other topics, which will be discussed by the Task Force in future meetings. The California Transit Association then worked with an internal advisory body, which includes participation by Executive Director Murphy, to review the survey results and to develop recommendations (on the topics to be covered at the June 17 meeting) for delivery to the Task Force.

As the Task Force continues to meet, it will bring additional case studies and discussion on additional topics for enhancing the rider experience and increasing ridership. The California Transit Association will continue to draw on the survey results it has received and guidance from its internal body to steer its engagement on the Task Force.

The Task Force is subject to the state's open meeting requirements for state bodies, known as Bagley-Keene, and as such, all agenda materials are available on [CalSTA's website](#).

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. **This bill was gutted-and-amended to address a new topic — parking.**

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. **This bill is not moving forward this year.**

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, Director of Planning
Timothy Hanners, Operations & Maintenance Manager
Gabriel Chan, Transportation Planner
Joseph Ramey, Operations Analyst

SUBJECT: Monthly Operations, Ridership, and Recovery Report – July 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:

- **On-time performance** averaged 97.5% systemwide January through June 2024 compared to 97.4% for the same period in 2023.
- On-time performance is generally consistent for weekends and weekdays, and across routes, with minor variations from month-to-month.
- On-time performance of the Vallejo weekend service has declined in recent months. Over the first three months of the year (January to March), on-time performance for the Vallejo weekend service was similar to other routes averaging 97.3% over this period. However, on-time performance for weekend Vallejo service declined moderately in April to 84.6% and then improved somewhat to 87.9% in May. On-time performance for the Vallejo weekend service declined to 77.6% in June, suggesting that there exists an issue that needs to be addressed to improve this service. The declining on-time performance is directly correlated with higher ridership experienced since April. Ridership in the spring of 2024 has exceeded pre-pandemic Vallejo weekend ridership. The operations team has initiated discussions with B&GF to understand underlying causal factors and to develop solutions to improve on-time performance of the Vallejo weekend service.
- The following include some preliminary solutions to improve the on-time performance of the Vallejo weekend service:
 - *Increase Scheduled Dwell Time.* Increase dwell time for peak Vallejo weekend trips to account for use by weekend passengers, who are recreation riders who are generally slower moving and less familiar with the boarding system compared to commuters. Consider increasing dwell time from 5 minutes to 10 minutes to improve on-time performance. This would need to be adjusted in a future bid cycle. Staff has included this potential solution in a list of future schedule change priorities.
 - *Increase Dockside Assistance for Unticketed Passengers.* Staff continues to work to enhance informational signage and website content to help new passengers navigate how to ride the ferry without Clipper or the SF Bay Ferry app. Staff has also directed B&GF to staff guest assistance representatives at the Vallejo Ferry Terminal for weekends with Giants day games.
- The operations team will continue to monitor and track the performance of the weekend Vallejo Service and implement strategies to improve the on-time performance of this route. The team will keep the Board apprised of its progress towards improving this service.
- **Service reliability** averaged 99.4% systemwide January through June 2024 compared to 99.2% for the same period in 2023, a slight increase of 0.2 percentage points.
- There was a total of 152 trip segments cancelled in January through June combined, compared to 22,696 trip segments provided during these months. Cancelled trips represented 0.7% of total scheduled trips during this period. There was a total of 6 trip segments cancelled in June compared to 5 trip segments cancelled in May.
- With the recent addition of the Delphinus vessel, SF Bay Ferry now has 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.

- 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 and will include first and second quarter 2024 performance metrics in the August Monthly Operations, Ridership, and Recovery Report.
- On-time performance and reliability data for the month of July will be provided in the August Monthly Operations, Ridership, and Recovery Report.

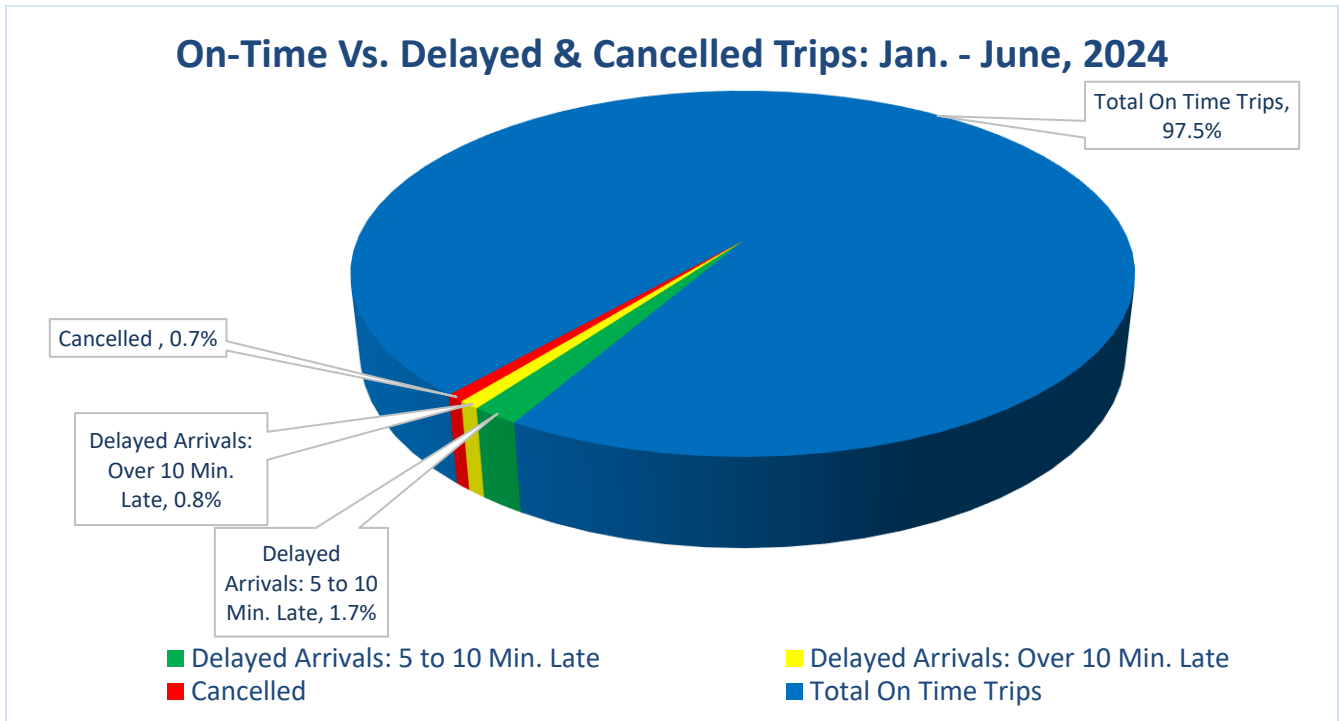
Ridership Recovery

June ridership came in about 3% below the very aggressive 254,000 projected boardings. Despite that, SF Bay Ferry finished fiscal year 2024 at 105% of the annual projection. Like previous years, the summer months were key drivers in ridership growth with large events in San Francisco coinciding with the biggest ridership gains. Weekday peak hour commuters also continue to slowly tick up year-over-year on all routes except South San Francisco. Compared to BART and Caltrain, SF Bay Ferry continues to outperform in terms of ridership recovery. Compared to 2019, FY24 ridership was 74% of pre-pandemic annual ridership.

Appendix A. Operations Data Summary

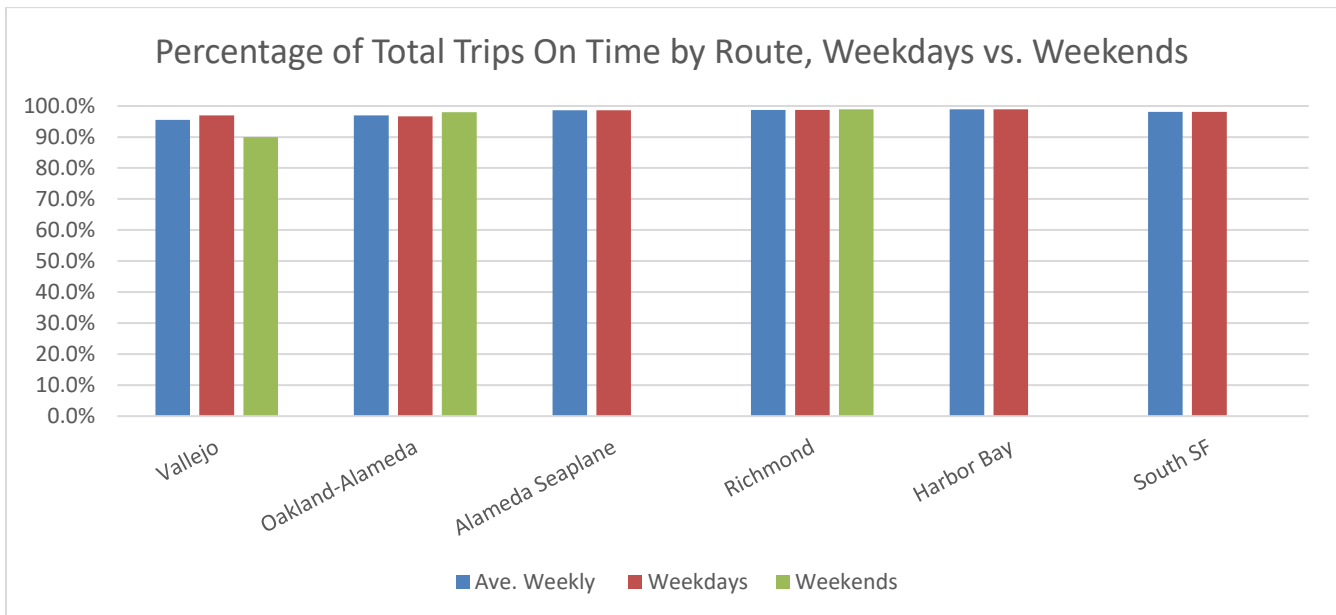
Percentage of Trips On-Time: Year-to-Date (January-June 2024)

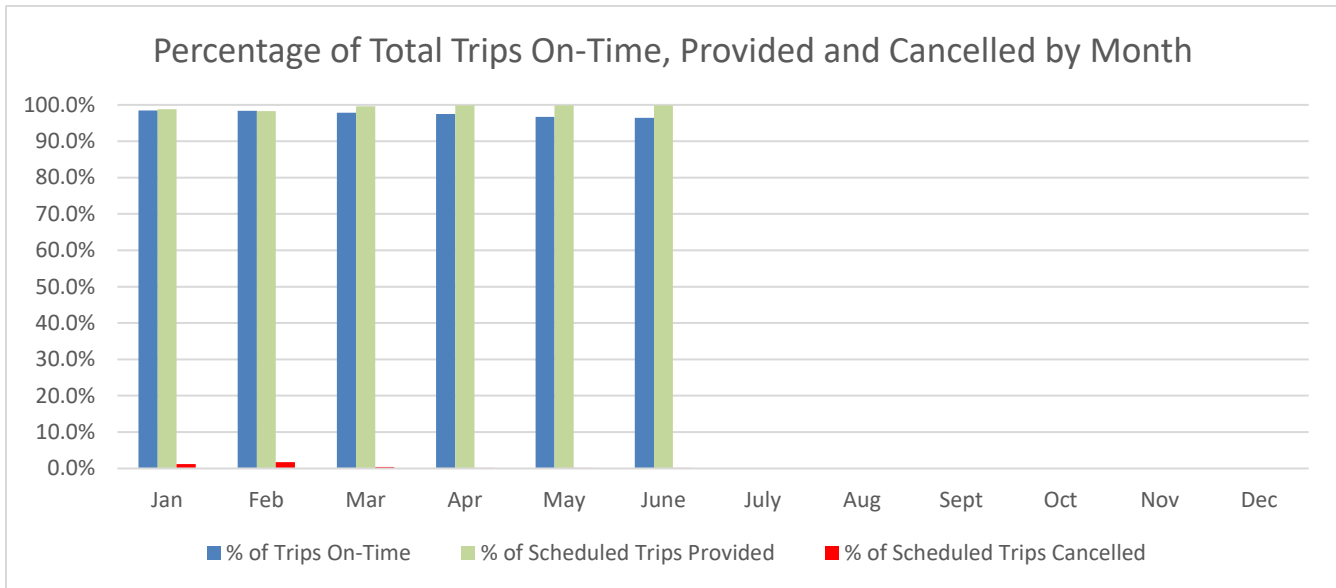
Route	Ave. Weekly	Weekdays	Weekends
Vallejo	95.5%	97.0%	89.9%
Oakland-Alameda	97.0%	96.7%	98.0%
Alameda Seaplane	98.6%	98.6%	Not Provided
Richmond	98.8%	98.8%	99.0%
Harbor Bay	98.9%	99.0%	Not Provided
South SF	98.1%	98.1%	Not Provided
Total System	97.5%	97.8%	96.3%



On-Time Performance & Reliability by Month (January to June 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	96.7%	99.9%	0.1%
June	96.4%	99.9%	0.1%
July			
August			
September			
October			
November			
December			
Annual Average	97.5%	99.4%	0.6%





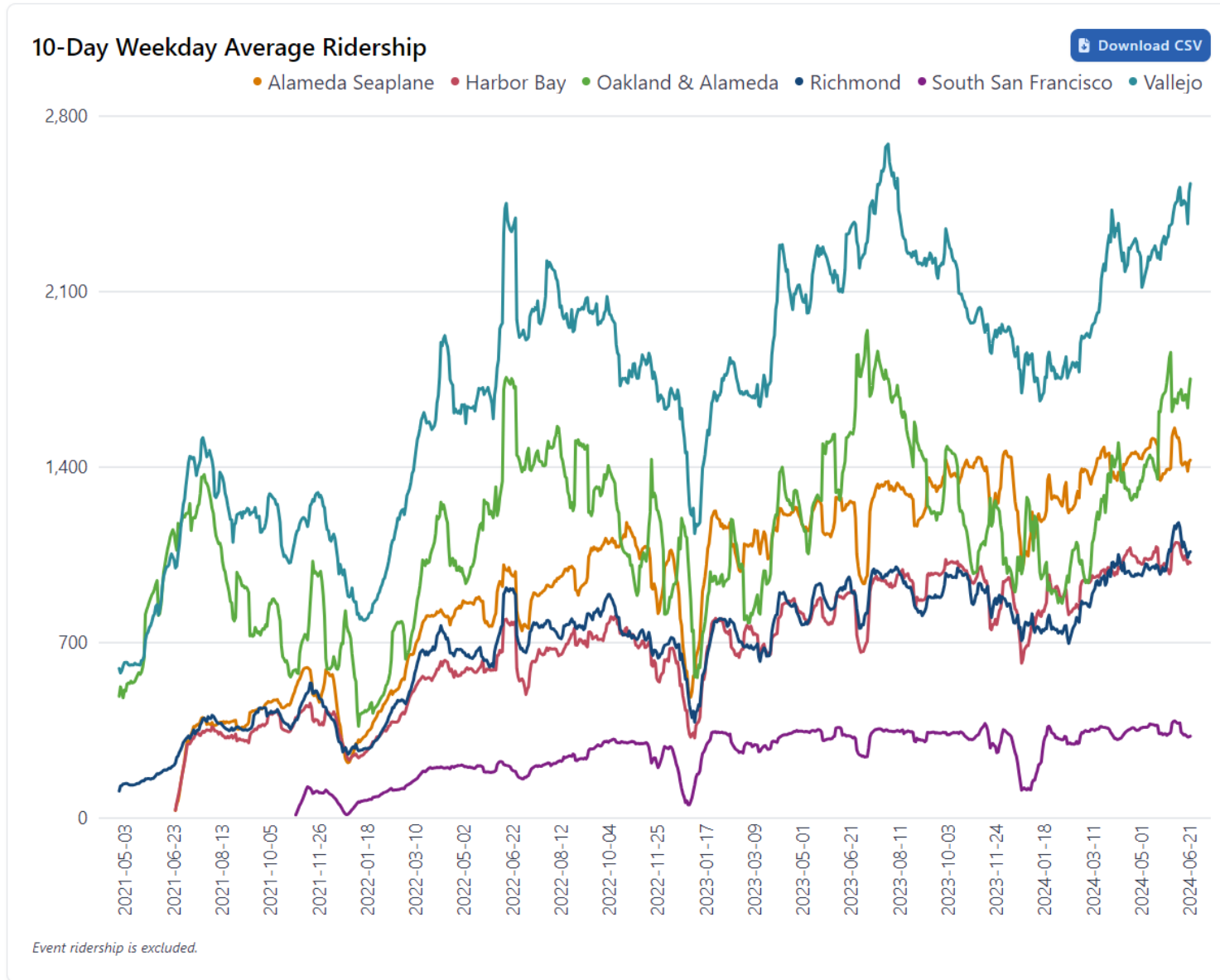
WETA On-Time Performance & Reliability Compared to Other Ferry Operators, Ave. Annual 2023*

	% 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.

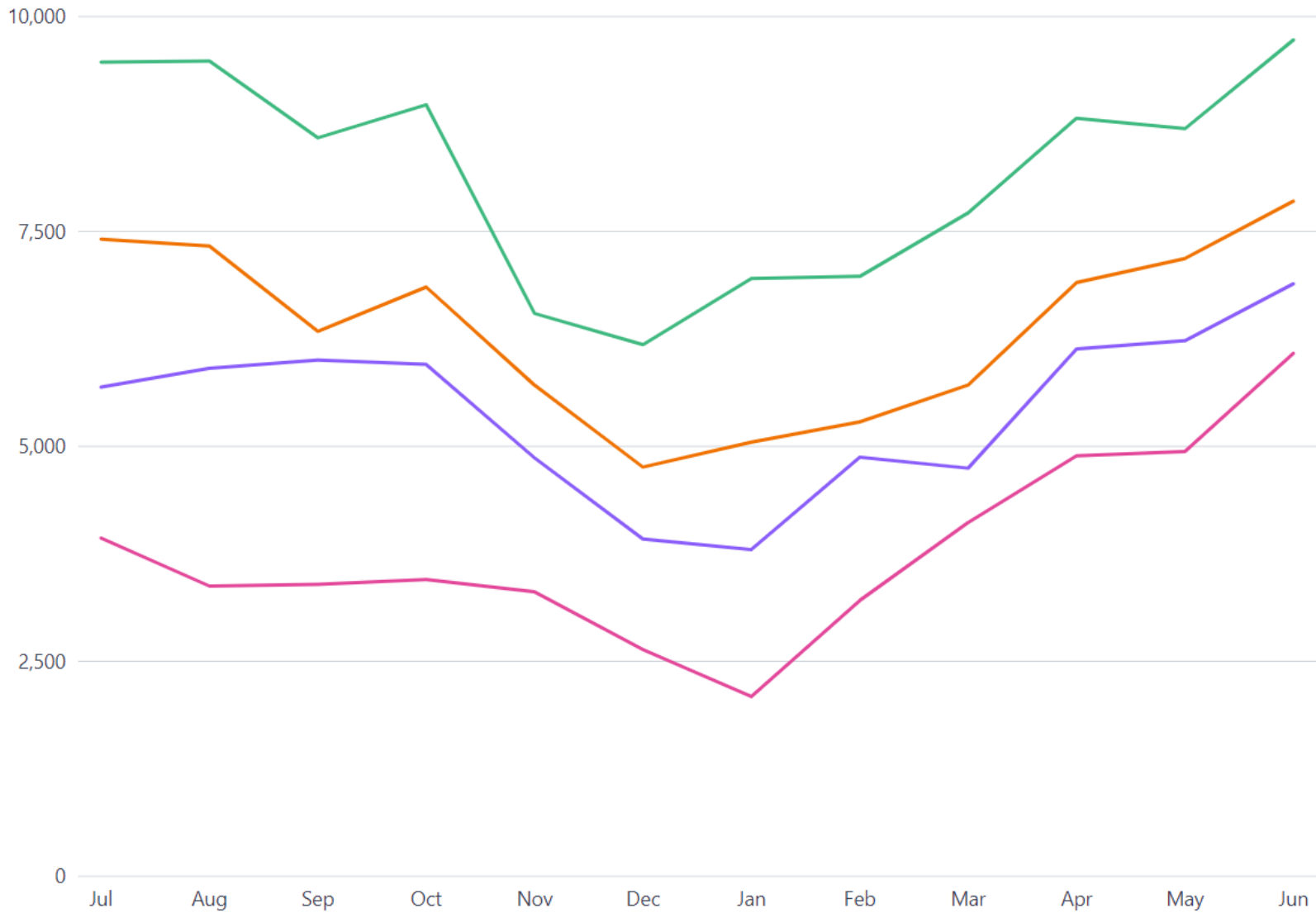
Appendix B. Ridership Data Summary



Average Daily Ridership By Month

[Download CSV](#)

FY2019 FY2022 FY2023 FY2024 FY2025

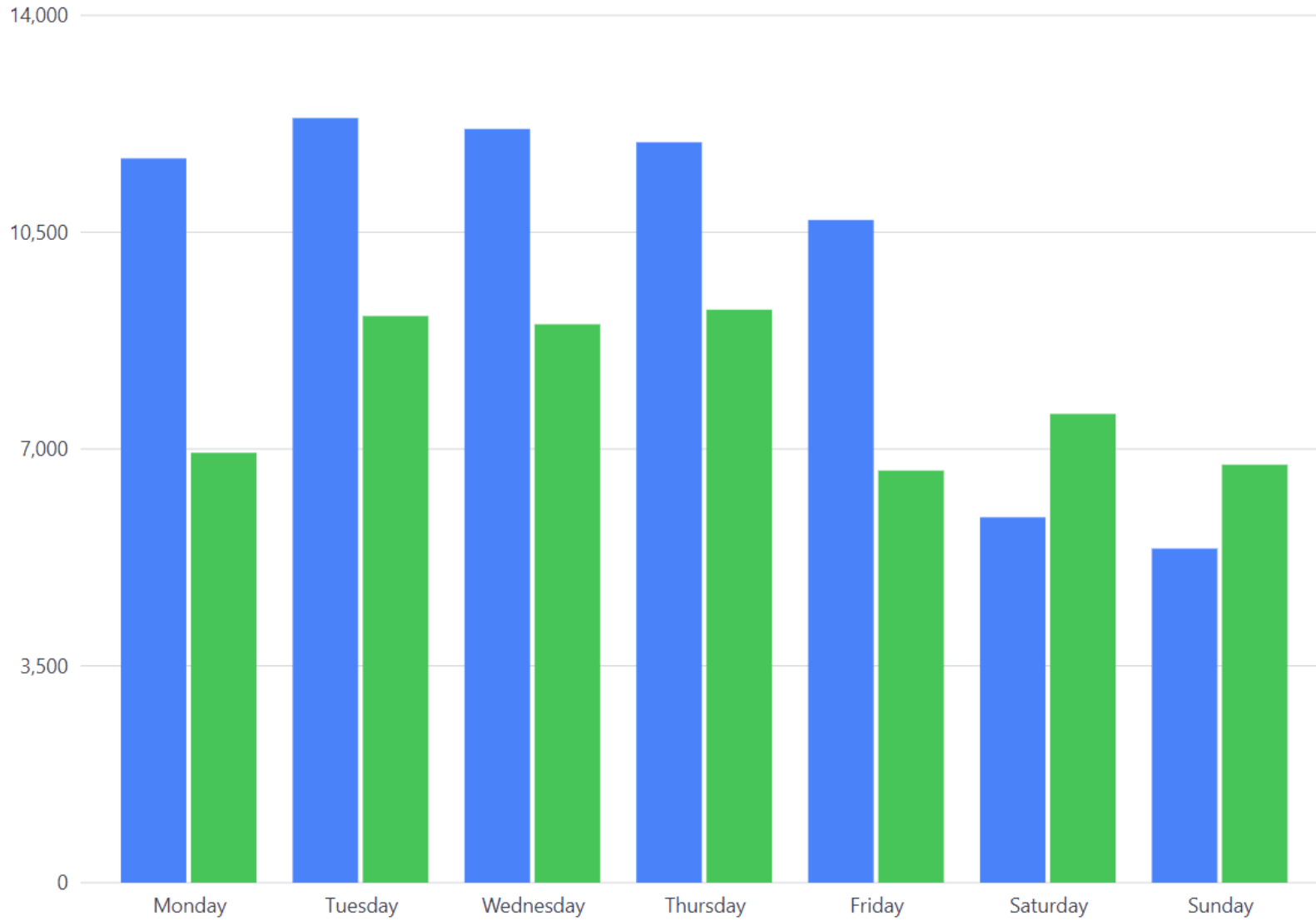


Event ridership is excluded.

Average Ridership by Day of Week Systemwide

[Download CSV](#)

• June 2019 • June 2024

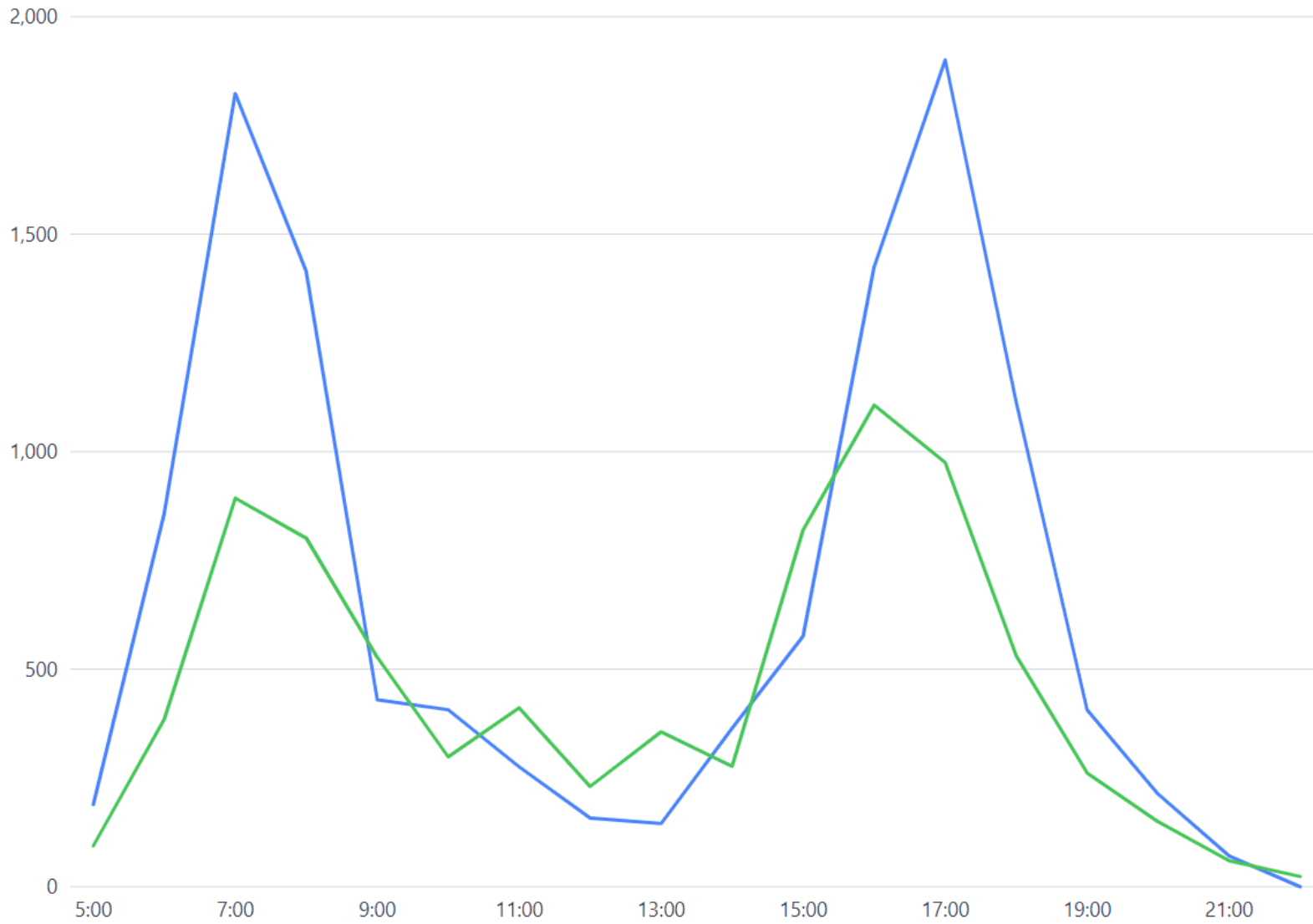


Event ridership is excluded. Holidays with no service are excluded.

Average Weekday Hourly Ridership

[Download CSV](#)

• June 2019 • June 2024



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

Actual vs Budgeted Ridership

[Download CSV](#)

● Actual Ridership ● WETA Budget Assumption



Event ridership is excluded.

Operational Statistics

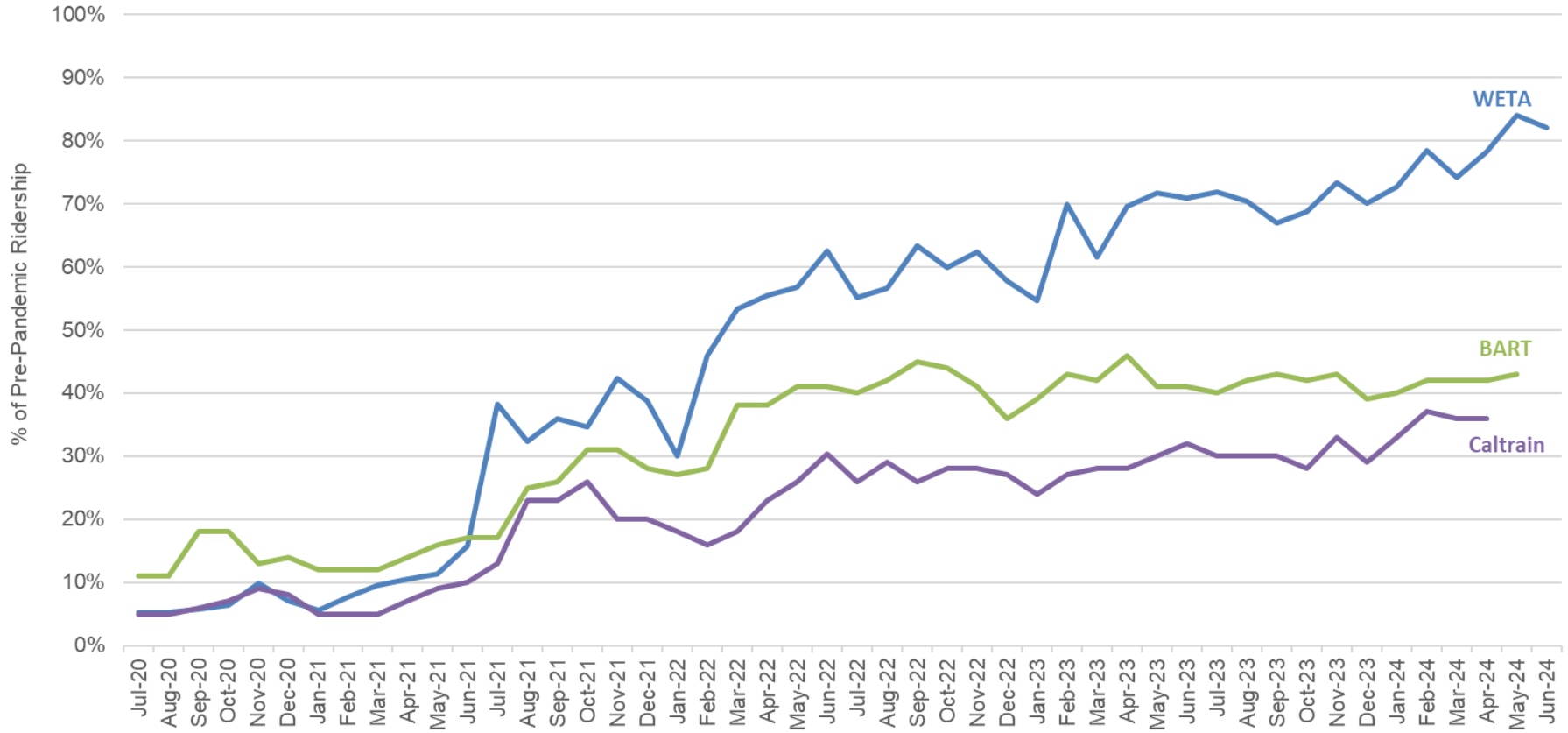
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	Oakland & Alameda	Richmond	Harbor Bay	South San Francisco	Alameda Seaplane	Vallejo	San Francisco Pier 41 Short Hop	Ballpark (Oakland & Alameda)	Ballpark (Vallejo)	Ballpark Short Hop	Systemwide
Total Ridership June 2024	72,656	28,624	21,177	7,056	29,457	75,115	1,496	5,716	2,979	2,247	246,523
Total Ridership May 2024	62,509	26,484	23,495	8,083	33,023	68,144	999	3,967	1,902	3,155	231,761
Percent Change	16.2%	8.1%	-9.9%	-12.7%	-10.8%	10.2%	49.7%	44.1%	56.6%	-28.8%	6.4%
Total Ridership June 2024	72,656	28,624	21,177	7,056	29,457	75,115	1,496	5,716	2,979	2,247	246,523
Total Ridership June 2023	59,803	23,924	19,461	7,402	27,672	67,209	1,251	4,382	2,251	3,000	216,373
Percent Change	21.5%	19.6%	8.8%	-4.7%	6.5%	11.8%	19.6%	30.4%	32.3%	-25.1%	13.9%
Total Ridership FY2024 to date	627,660	283,957	240,167	82,173	354,257	726,664	16,008	27,447	15,675	13,108	2,403,265
Total Ridership FY2023 to date	567,808	234,780	183,752	71,346	271,650	642,468	5,310	11,018	11,527	6,878	2,024,652
Percent Change	10.5%	20.9%	30.7%	15.2%	30.4%	13.1%	201.5%	149.1%	36%	90.6%	18.7%
Average Weekday Ridership June 2024	1,703	1,118	1,059	353	1,473	2,495		558	202		8,466
Weekdays Operated in June 2024	20	20	20	20	20	20	0	7	7	0	20
Average Weekend Ridership June 2024	3,859	627				2,521	150	604	521	749	7,719
Weekend Days Operated in June 2024	10	10	0	0	0	10	10	3	3	3	10
Ridership Per Hour June 2024	151	80	116	56	147	103	150	476	213	749	116
Ridership Per Mile June 2024 [†]	10.7	4.4	5.6	3.2	10.2	3.8	10.7	44.7	7.6	78	5.8
Revenue Hours June 2024	482	359	183	127	200	732	10	12	14	3	2,121
Revenue Miles June 2024 [†]	6,788.1	6,499.5	3,784	2,200	2,880	19,747.1	139.2	128	389.9	28.8	42,585.5
% of planned trip segments June 2024	100%	99.8%	100%	100%	100%	99.4%	96.7%	100%	100%	100%	99.8%
% of trip segments on time June 2024 [*]	99.2%	99.7%	99.5%	100%	99.8%	95.7%	96.6%				98.6%

[View Trips >](#) [View Trips >](#) [View Trips >](#) [View Trips >](#) [View Trips >](#) [View Trips >](#) [View Trips >](#) [View Trips >](#) [View Trips >](#) [View Trips >](#) [View Trips >](#) [View Trips >](#)

[†]Statute miles.
^{*}On time is less than 10 min of delay in arriving.

Regional Transit Ridership



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

[June 13, 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 1:04 p.m.

2. ROLL CALL

Chair James Wunderman, 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 he is continuing to see long lines and few empty seats on his ferry rides.

4. REPORTS OF DIRECTORS

Director Alba shared that she was excited to see and learn about the electric technology being implemented in Stockholm and Copenhagen.

Director DelBono thanked Director Alba and Executive Director Seamus Murphy for arranging the trip to Stockholm and Sweden. He said that the trip was very informative and a great experience.

Director DelBono said that with festival season starting, he put Public Information and Marketing Manager Thomas Hall in touch with the North Beach Festival committee to advertise the ferry and commented that festivals were a great way to target people and recreational ferry riders.

Director Dew reported that she attended the 31st Annual Visit Vallejo's Board of Directors Installation and Tourism Luncheon where Mr. Murphy was the keynote speaker and a Vallejo City Council meeting where staff gave an update on the Vallejo Ferry Terminal Reconfiguration Project. She added that the Vallejo Passenger Rail Study was completed and presented to the Vallejo City Council noting that the study found that passenger rail service is feasible from the Napa Junction to the Vallejo Ferry Terminal.

Chair Wunderman thanked Director Alba and Director DelBono for taking the trip and expressed his excitement about the advancements in technology.

5. REPORTS OF STAFF

Mr. Murphy announced that the *Sea Change*, which is the first commercial maritime vessel powered by hydrogen fuel cells, had received the United States Coast Guard (USCG) certification to operate passenger service and is ready for the demonstration project beginning with a three-day a week service after a launch event.

Mr. Murphy acknowledged the work of Blue & Gold Fleet for training crews to operate the vessel and ensuring that the vessel is passenger ready. He said that additional crew training would be required to operate the vessel seven days a week.

Mr. Murphy congratulated SWITCH Maritime, the owner of *Sea Change*, for their dedication in pushing the project forward and the USCG for their efforts to get the vessel operational the first of its kind in the Bay Area. He thanked Chair Wunderman for his comments and for recognizing everyone involved with a project during a ceremony onboard the vessel.

Mr. Murphy introduced Senior Planner/Project Manager Arthi Krubanandh to provide an update on the status of the Vallejo Ferry Terminal Reconfiguration Project.

Director Dew commented that a council member had expressed a desire for an overhang to shelter riders waiting for the ferry from the rain. Mr. Murphy stated that the proposed terminal would have more room to queue on the ramp. He introduced Public Information and Marketing Manager Thomas Hall to provide an update on the Oakland Ferry Fest.

Mr. Hall shared his presentation including photos from the Ferry Fest held on June 1. He noted that Oakland Mayor Sheng Thao has been supportive of the ferry service and was in attendance. Mr. Hall estimated that there were approximately 2,000 attendees and to build awareness and engage with the community, SF Bay Ferry provided free ferry rides. He said WETA's outreach partner, Next Steps Marketing, ran an informal survey and found that many attendees were from Oakland followed by Berkeley.

Mr. Hall stated that WETA was planning a Ferry Fest in Vallejo in 2025 and in Alameda at Seaplane in 2026. He acknowledged Customer Experience Specialist Rafael Regan and Next Steps Marketing for getting everything planned and organized, Digital Communications Specialist Alexis Matsui for all the design work and photography, and Government and Regulatory Affairs Specialist Terence Candell for managing the Mayor and staff.

Mr. Murphy thanked Mr. Hall and his team for their great work in building awareness among the community.

Mr. Murphy shared his thoughts about the trip to Stockholm and Copenhagen highlighting the importance of networking with companies like Candela, Navier, and Artemis Technologies and how their technology might be of benefit and incorporated into SF Bay Ferry in the future. He noted that Pilots Committee member Director DeBono was there to learn about maritime innovations to be considered for a future demonstration project.

Mr. Murphy said that Wärtsilä is exploring battery technology and introduced him to Stockholm-based Echandia whose lithium-titanium-oxide (LTO) batteries are being evaluated for potential use on SF Bay Ferry are being used in the Copenhagen ferry system.

Mr. Murphy noted the earmark request for the Treasure Island Service grid connection which is one of the final investments needed for Phase 1 of the Rapid Electric Emission-Free Ferry (REEF) Program was submitted by both Senators, and once approved, the project will be part of the federal appropriations package which would make it three years in a row. He introduced Operations Analyst Joe Ramey and Transportation Planner Gabriel Chan to present the ridership and recovery report.

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

Director Alba expressed her appreciation for work on all the outreach stakeholder engagement and the engagement with the children.

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

6. CONSENT CALENDAR

Director DelBono made a motion to approve the consent calendar:

- a. Approve Board Meeting Minutes – May 9, 2024
- b. Approve FY 2025-2027 Title VI Program
- c. Authorize Release of a Request for Proposal for Environmental Review Services for the Oakland and Harbor Bay Ferry Terminal Modernization Projects
- d. Approve Amendment No. 1 to Agreement #23-026 with HamiltonJet, Inc.
- e. Award Contract for MV *Argo* Repairs and Dry Dock to Bay Ship & Yacht Co.
- f. Award On-Call Civil and Electrical Engineering Contracts to Support Development of Shoreside Infrastructure for Ferry System Electrification

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

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

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

7. APPROVE A REVISION TO THE ADMINISTRATIVE CODE TO PROVIDE THE EXECUTIVE DIRECTOR WITH THE AUTHORITY TO ISSUE SOLICITATIONS

Mr. Murphy presented this item recommending approving a revision to the Administrative Code to provide the Executive Director with the authority to issue Request for Proposals, Request for Qualifications, and Invitation for Bids.

Mr. Murphy stated that the Administrative Code was outdated and needed to be updated for best practices. He said that a comprehensive set of changes has been considered but realizes that it is difficult to complete all at once so has decided to piecemeal some of the changes.

Mr. Murphy commented that preparing agenda items for solicitations takes a lot of staff time but that the typical practice of public agencies is to release solicitations for procurements consistent with the Board-approved budget where the results of the solicitations will be brought back to the Board. With nothing further to be added by WETA Attorney Steven Miller of Hanson Bridgett LLP, Mr. Murphy recommended that the Board adopt a revision to the Administrative Code to provide the Executive Director with the authority to issue solicitations.

Chair Wunderman asked if a comprehensive review of the Administrative Code had been discussed as a project. Mr. Murphy said the goal was to modernize and update practices more consistent with industry standards and that future changes to be considered would be packaged in groups with common themes.

Chair Wunderman stated that the role of the Board is to be strategic and provide oversight and felt that the issuance of a solicitation did not rise to that level as the final product would eventually be brought back to the Board.

Director Dew made a motion to adopt Resolution No. 2024-25 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, Wunderman. Nays: None. Absent: Moyer.

8. APPROVE PROPOSED FISCAL YEAR 2024/25 BUDGET AND SALARY SCHEDULE AND RELATED RESOLUTIONS

Chief Financial Officer Erin McGrath presented this item recommending approving the fiscal year 2024/25 budget and salary schedule and adopting the related resolutions as follows:

1. Resolution 2024-26 approving adoption of the FY 2024/25 budget and salary schedule, and delegating investment authority to the Chief Financial Officer
2. Resolution 2024-27 authorizing the request of \$7,249,000 in Regional Measure 1 (RM1), \$15,866,227 in Regional Measure 2 (RM2), and \$34,489,938 in Regional Measure 3 (RM3) funds from the Metropolitan Transportation Commission (MTC).
3. Resolution 2024-28 approving a project list that includes Water Jet Equipment and authorize other actions necessary to receive funds from the FY 2024/25 California State of Good Repair (SGR) Program.
4. Resolution 2024-29 authorizing the execution of documents related to the drawdown of State Transit Assistance (STA) funds.

Ms. McGrath noted two changes from May's presentation – a change to the cost of living adjustment in the amount of \$31,000 and adding the Oakland Terminal Modernization project to the current fiscal year at a cost of \$550,000.

Director Alba made a motion to consider Resolution Nos. 2024-26, 2024-27, 2024-28, 2024-29 as a package.

Director DelBono seconded the motion to consider the resolutions as a package.

Chair Wunderman said that he appreciated mention of the development of the maritime industry as an objective and hope that would attract the attention of the maritime industry when determining where to locate facilities.

Director DelBono raised concerns about attracting staff due to setting certain salaries. Mr. Murphy stated that attracting talent has not been an issue for current positions that were recently filled and those on active recruitment.

Chair Wunderman asked for clarification about the Metropolitan Transportation Commission's (MTC) determination on funding. Ms. McGrath stated that statutory language identifies how funding is divided based on the anticipated revenue. Ms. McGrath asked Mr. Miller if he had anything to add. Mr. Miller said that he would have to do some research and report back. Ms. McGrath said that she would reach out to the Bay Area Toll Authority (BATA) and MTC in response to Chair Wunderman's question.

PUBLIC COMMENT

Northern California Carpenters Training Trust Fund Executive Director Scott Lewis, Nor Cal Carpenters Pile Drivers Local Union 34 Josh Garcia, and Inlandboatmen's Union of the Pacific (IBU) Marina Secchitano spoke in support of reviving the maritime industry.

Director Alba made a motion to adopt Resolution Nos. 2024-26, 2024-27, 2024-28, 2024-29 approving this item.

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

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

Awaiting the Contra Costa Transportation Authority (CCTA) Representative, Chair Wunderman moved Item 10 – Maintenance System Audit ahead of Item 9 – Contra Costa Transportation Authority Expanded Ferry Service Feasibility Study.

9. MAINTENANCE SYSTEM AUDIT

Engineering and Maintenance Administrator Jeffery Powell present this information item on the maintenance system audit and introduced Elliott Bay Design Group Senior Naval Architect and Project Manager Theresa Fielding to explain the maintenance audit process. Ms. Fielding stated that the audit did not find any red flags.

Mr. Powell closed the presentation by addressing the recommendations and the structured approach to create an action plan and prioritize the items based on value, efficiency, and compliance enforcement.

Chair Wunderman expressed his concerns about the various issues faced by the different classes of vessels and the need for an assessment of the problem level.

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

Chair Wunderman thanked Mr. Powell for his report and asked that a follow up discussion on the progress be presented in several months.

10. CONTRA COSTA TRANSPORTATION AUTHORITY (CCTA) EXPANDED FERRY SERVICE FEASIBILITY STUDY

Mr. Chan introduced this information item that examined the feasibility of expanded ferry service across the county. He said that it was a joint effort between the CCTA, the cities of Hercules, Martinez, Pittsburg, and Antioch, and WETA. He invited CCTA Mobility Programs Director Ying Smith to share her presentation on the overview of the project, the approaches and assumptions, ferry feasibility evaluation, operating and capital costs, stakeholder engagement, and next steps.

Planning and Development Manager noted that a similar study was performed in 2015 that had very similar conclusions. He said that significant obstacles exist in implementing services specifically related to travel time and water depth. He stated that WETA was committed by the Business Plan to periodically restudy projects where there is interest, identifying constraints and creating a path forward to overcome them. He said that the WETA Pilot Program offers an opportunity to test new technologies and emerging markets on a limited term with limited investment.

Mr. Gougherty stated that Martinez has expressed interest in the pilot project, and the next step is to determine the type of technology to overcome some of the constraints.

Chair Wunderman asked how Martinez was selected. Ms. Smith stated that Martinez showed a lot of interest and asked many questions to position it as the front runner.

The Directors discussed the need to target different populations and consider new markets in gathering data. Director Alba expressed her concern about the cost of building a temporary terminal and noted the minimal dredging efforts required in Martinez compared to other locations.

The Directors thanked the team for the high-level analysis but acknowledged the need for more details to ensure the success of the pilot program.

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

11. PUBLIC COMMENTS FOR NON-AGENDA ITEMS

With all business concluded, Chair Wunderman adjourned the meeting at 2:54 p.m.

- Board Secretary

END

MEMORANDUM

TO: Board Members

**FROM: Seamus Murphy, Executive Director
Timothy Hanners, Operations & Maintenance Manager
Jeffery Powell, Senior Project Manager**

SUBJECT: Ratify Contract Award to Bay Ship and Yacht Co. for MV *Mare Island* Emergency Dry Dock and Repair Work

Recommendation

Staff recommends the Board:

1. Ratify emergency contract award to Bay Ship and Yacht Co. (Bay Ship and Yacht) for MV *Mare Island* Emergency Dry Dock and Repair work in the amount of \$599,768; and
2. Authorize the Executive Director to take any additional actions necessary to support this work.

Discussion

On June 1, 2024, the starboard main water jet on the MV *Mare Island* unexpectedly failed. SF Bay Ferry had to take the vessel out of service on an emergency basis and determined that the necessary repair work required that the vessel be drydocked. The MV *Mare Island* is due for its biennial United States Coast Guard (USCG) inspection in Q1 2025. SF Bay Ferry staff determined it would be most efficient, both financially and in terms of service impact, to perform the USCG inspection, as well as some regularly scheduled maintenance, at the same time as the water jet repair. Because combining the emergency repair work with the USCG inspection and regularly scheduled maintenance work will save time and money and also limit the impact to SF Bay Ferry service, it is permissible under FTA rules to determine that a full and open competition would not be in the public interest.

SF Bay Ferry staff coordinated with Bay Ship and Yacht to secure the next available dry dock availability. On June 28, 2024, the vessel was delivered to Bay Ship and Yacht. The work is scheduled to be completed and the vessel placed back in service by the end of this summer.

Given the emergency, and consistent with State law federal procurement rules, and the Administrative Code, the Executive Director authorized an emergency contract with Bay Ship and Yacht in the amount of \$599,768. SF Bay Ferry staff has confirmed that this amount is fair and reasonable, based on Bay Ship and Yacht estimate for work of this nature and consistent with pricing Bay Ship and Yacht has charged SF Bay Ferry in the past.

Staff recommends the Board ratify the contract award to Bay Ship and Yacht for MV *Mare Island* Emergency Dry Dock and Repair Work in the amount of \$599,768 and authorize the Executive Director to take any additional actions necessary to support this work.

WETA's overall annual Disadvantaged Business Enterprise (DBE) goal for Federal Fiscal Year 2024/25 is 0.48 percent and the Small Business Enterprise (SBE) goal is 7.5 percent for Federal Transit Administration (FTA) assisted contracts. Staff has reviewed the DBE/SBE materials provided by Bay Ship and Yacht and has determined that 0 percent DBE 2024/25 participation and 0 percent SBE participation is anticipated during the performance of this emergency contract.

Fiscal Impact

Funding for this agreement is included in the FY 24/25 Capital Budget. This is funded 80 percent by FTA funds and 20 percent by Regional Measure 1 funds.

END

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

RESOLUTION NO. 2024-30

**RATIFY CONTRACT AWARD TO BAY SHIP AND YACHT CO. FOR MV *MARE ISLAND*
EMERGENCY DRY DOCK AND REPAIR WORK**

WHEREAS, on June 1, 2024, the MV *Mare Island* experienced a failure of the starboard main water jet, requiring that the vessel be taken out of service and requiring immediate and unexpected repairs; and

WHEREAS, SF Bay Ferry staff worked with Bay Ship and Yacht to determine the soonest available time a drydock would be available to enable the required repairs; and

WHEREAS, in order to make the most efficient use of the availability of the shipyard, and so as to minimize the time the MV *Mare Island* is out of service, SF Bay Ferry staff determined to conduct additional maintenance work and United States Coast Guard inspections on the MV *Mare Island* that would have been necessary in the coming months, thus avoiding a second out-of-service period; and

WHEREAS, Bay Ship and Yacht submitted a proposal for the required work which price staff has determined is fair and reasonable; and

WHEREAS, the Executive Director authorized issuing an emergency contract to Bay Ship and Yacht without a competitive process, and accordingly SF Bay Ferry delivered the MV *Mare Island* to Bay Ship and Yacht on June 28, and work on the vessel is scheduled to be complete and the vessel back in service by the end of the summer; and

WHEREAS, the Executive Director recommends the Board (a) ratify the contract award to Bay Ship and Yacht Co. for the MV *Mare Island* emergency drydock and repair work in the amount of \$599,768; now, therefore, be it

RESOLVED, that the Board of Directors hereby ratifies the contract award to Bay Ship and Yacht Co. for the MV *Mare Island* emergency drydock and repair work in the amount of \$599,768; and be further

RESOLVED, that the Board of Directors authorizes the Executive Director to take any additional actions necessary to support this work.

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 July 11, 2024.

YEA:

NAY:

ABSTAIN:

ABSENT:

/s/ Board Secretary

2024-30

END

MEMORANDUM

TO: Board Members

**FROM: Seamus Murphy, Executive Director
Mike Gougherty, Director of Planning
Gabriel Chan, Transportation Planner**

SUBJECT: Approve Amendment No. 5 to Agreement #21-019 with CivicMakers, LLC

Recommendation

Approve Amendment No. 5 to Agreement #21-019 with CivicMakers, LLC to increase the total contract price by \$50,000 (from \$250,000 to \$300,000) and authorize the Executive Director to negotiate and execute Amendment No. 5.

Background/Discussion

On July 19, 2021, the Executive Director approved a professional services contract award to CivicMakers for the public outreach and engagement work related to the WETA 2050 Service Vision and Business Plan project. The agreement has been amended four times both to extend its term and increase the contract amount; currently the Agreement extends through January 15, 2026 in the total amount of up to \$250,000. Over the course of 2023, the Service Vision component of the Business Plan underwent multiple additional rounds of revision and iteration as staff refined the work to build consensus among the various stakeholders involved with the project. This resulted in the eventual adoption of the Service Vision and Expansion Policy at the May 9, 2024 WETA Board meeting. However, these additional months of work resulted in the additional scope and budget required by CivicMakers to complete its facilitation work.

As the Business Plan enters the 3rd and final phase, an additional \$50,000 of budget is required to fully deliver the planned outreach and engagement for the Draft Business Plan document. This final phase of work will include development of promotional materials, a 30-day outreach campaign, stakeholder meetings, and other related project management and administrative work. The funds to support this additional work are included and available within the overall project budget.

Fiscal Impact

The additional funds required to support the proposed amendment are included in the approved FY25 Budget.

END

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

RESOLUTION NO. 2024-31

APPROVE AMENDMENT NO. 5 TO AGREEMENT WITH CIVICMAKERS FOR PROFESSIONAL SERVICES RELATED TO THE WETA 2050 SERVICE VISION AND BUSINESS PLAN PROJECT

WHEREAS, on July 19, 2021, the Executive Director, acting within his procurement authority under the Administrative Code, entered into a professional services contract award to CivicMakers for the public outreach and engagement work related to the WETA 2050 Service Vision and Business Plan project (the Project); and

WHEREAS, the Agreement with CivicMakers has been amended four times to extend its term from two to four and a half years and to increase the not-to-exceed contract amount from \$58,450 to \$250,000; and

WHEREAS, the WETA Board adopted the WETA 2050 Service Vision and Expansion Policy at the May 9, 2024 WETA Board meeting; and

WHEREAS, now that the WETA Board has adopted the Service Vision and Expansion Policy, WETA requires additional work from CivicMakers, including development of promotional materials, a 30-day outreach campaign, stakeholder meetings, and other related project management and administrative work required to fully deliver the planned outreach and engagement for the Project; and

WHEREAS, the Executive Director recommends amending the agreement with CivicMakers to increase the not-to-exceed contract amount by \$50,000 to fund the necessary continued work, with the understanding that the necessary funds are included and available within the overall Project budget; now, therefore, be it

RESOLVED, that the Board of Directors authorizes the Executive Director to enter into an amendment to Agreement No. 21-019 with CivicMakers to increase the not-to-exceed contract amount by \$50,000, to a new not-to-exceed amount of \$300,000.

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 July 11, 2024.

YEA:

NAY:

ABSTAIN:

ABSENT:

/s/ Board Secretary

2024-31

END

MEMORANDUM

TO: Board Members

FROM: Seamus Murphy, Executive Director
Thomas Hall, Public Information & Marketing Manager
Rafael Regan, Customer Experience Specialist

SUBJECT: Adopt a Resolution Recognizing the 2024 San Francisco Bay Ferry Crew of the Year

Recommendation

Adopt a resolution of recognition celebrating the 2024 San Francisco Bay Ferry Crew of the Year.

Background/Discussion

The agency has established a Crew of the Year program to recognize exemplary service to San Francisco Bay Ferry passengers by frontline staff. These captains, deckhands, engineers, guest assistance representatives, and other staff are employed by the agency's contract operator Blue & Gold Fleet. A recognition program specific to San Francisco Bay Ferry is intended to build stronger connections between the highly-skilled maritime workforce and the passengers who use the system.

Staff sought nominations from passengers and crew members in the first quarter of 2024. More than 100 nominations were received. A staff panel reviewed the nominations and selected three employees who exemplify great service, professionalism, and work ethic.

The employees selected as the 2024 San Francisco Bay Ferry Crew of the Year are:

- Gloria Freeman – Captain
- Luke Caven – Deckhand
- Ron Garlets – Deckhand

Additional information on the staff chosen for this honor will be presented during the Board meeting.

END

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

RESOLUTION NO. 2024-32

RECOGNIZE THE 2024 SAN FRANCISCO BAY FERRY CREW OF THE YEAR

WHEREAS, WETA contracts with Blue & Gold Fleet to provide the crews that operate the San Francisco Bay Ferry service; and

WHEREAS, Blue & Gold Fleet employs highly-skilled maritime workers, who are critical to the successful operation of the San Francisco Bay Ferry service; and

WHEREAS, San Francisco Bay Ferry enjoys 99 percent satisfaction among its passengers, the best among transit agencies in the nation; and

WHEREAS, a major reason for high passenger satisfaction is a friendly, safe, and reliable experience on the ferry, which is not possible without excellent ferry captains, deckhands, engineers, guest assistance representatives, and other staff; and

WHEREAS, San Francisco Bay Ferry sought nominations for 2024 Crew of the Year recognition from passengers and crew members and received more than 100 nominations; and

WHEREAS, A SF Bay Ferry staff panel reviewed the nominations and selected three employees who exemplify great service, professionalism, and work ethic; now, therefore, be it

RESOLVED, that the Board of Directors hereby recognizes Captain Gloria Freeman and Deckhands Luke Caven and Ron Garlets and as the 2024 San Francisco Bay Ferry Crew of the Year.

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 July 11, 2024.

YEA:

NAY:

ABSTAIN:

ABSENT:

/s/ Board Secretary

2024-32

END

MEMORANDUM

TO: Board Members

FROM: Seamus Murphy, Executive Director
Chad Mason, Capital Planning Manager
Arthi Krubanandh, Senior Transportation Planner

SUBJECT: Adopt Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program for the Vallejo Ferry Terminal Reconfiguration Project

Recommendation

Adopt the Mitigated Negative Declaration and the Mitigation Monitoring and Reporting Program for the Vallejo Ferry Terminal Reconfiguration Project.

Background

San Francisco Bay Ferry provides service between the City of Vallejo and downtown San Francisco on both weekdays and weekends, carrying approximately 1.2 million passengers annually before 2020 and nearly 660,000 passengers in 2023. The Vallejo Ferry Terminal is located on the east shore of Mare Island Strait and is subject to an on-going siltation that requires maintenance dredging every two years to maintain adequate depths inside the basin for ferry vessel operations. The goal of the Project is to reconfigure the ferry terminal such that it reduces the frequency of lengthy and disruptive dredging, thereby minimizing disruption to passengers and improving the efficiency and safety of ferry landings. The Project will remove and replace the existing fixed pier, gangway, passenger float, and piles with a new reconfigured fixed pier, gangway, passenger float, and piles.

Pursuant to state and federal regulations, the Project must be approved under the California Environmental Quality Act (CEQA) and the National Environmental Protection Act (NEPA) as a federally-financed project.

Discussion

WETA has assumed the lead agency role for approving the Project under CEQA and has conducted an Initial Study and prepared a Mitigated Negative Declaration for the Project, which is available for review at WETA's administrative office located at Pier 9 and on the WETA website. The Initial Study identified potentially significant effects; however, the implementation of mitigation measures identified in the Initial Study and Mitigated Negative Declaration (IS/MND) would reduce potentially significant effects to less-than-significant levels.

On May 23, 2024, WETA submitted the IS/MND for the Project to the State Clearinghouse (SCH # 2024051079) and circulated a Notice of Intent (NOI) to Adopt a Mitigated Negative Declaration in accordance with CEQA guidelines. In addition, WETA posted the NOI at the project site, recorded the NOI at the Solano County Clerk-Recorder's Office, and posted the entire CEQA IS/MND document on its website. The NOI was mailed to interested parties and agencies as well as residences and property owners within a 500-foot radius of the project site. A 30-day public and agency review period was held from May 23, 2024 to June 24, 2024.

In accordance with California Assembly Bill (AB) 52, WETA notified all groups listed by the California Native American Heritage Commission (NAHC) about the project. The Yocha Dehe Wintun Nation requested tribal consultation, which WETA initiated in May 2024. The comments focused on the cultural mitigation measures to be implemented during construction. The consultation process concluded in June 2024.

After the release of the IS/MND, WETA received a total of 2 comment letters during the public and agency review period. The commenters were CDFW and the City of Vallejo. The comments addressed topics including biological resources and construction timeframe. The Final IS/MND includes the full text of all comments, including those from the Yocha Dehe Wintun Nation, and WETA's responses to those comments.

Based on the CEQA Initial Study and the proposed Mitigated Negative Declaration, staff has determined that there is no substantial evidence that the project will have a significant impact on the environment. Pursuant to CEQA guidelines, WETA has prepared a Mitigation Monitoring and Reporting Program for all measures required in the Project to mitigate or avoid significant environmental impacts. The Program identifies responsible monitoring parties and monitoring milestones for each mitigation measure. Among the mitigation measures that WETA will commit to implementing as part of the Project include measures to maintain traffic circulation during construction, compliance to California Building Codes requirements, adherence to specific work windows for in-water work and other measures to avoid pile driving impacts on special-status species and aquatic resources, measures to reduce construction noise and vibration and measures to protect cultural resources. The IS/MND is provided as **Attachment A** and the Final IS/MND is provided as **Attachment B**. A copy of the Mitigation Monitoring and Reporting Program is provided in **Attachment C** and includes a full list of all mitigation measures.

Staff recommends that the Board adopt both the Mitigated Negative Declaration and the Mitigation Monitoring and Report Program for the Project. Pending action by the Board to adopt the Mitigated Negative Declaration and the Mitigation Monitoring and Reporting Program, a Notice of Determination will be filed with the Office and Planning and Research and the Solano County Clerk's office initiating a 30-day statute of limitations on court challenges to the approval of the Project under CEQA.

Fiscal Impact

None.

END

ATTACHMENT(S)

available for download
weta.sanfranciscobayferry.com

Vallejo Ferry Terminal Reconfiguration Project

RESPONSES TO PUBLIC COMMENTS ON THE
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

SCH NO. 2024051079

June 26, 2024

Prepared for

WETA

San Francisco Bay Area
Water Emergency Transportation Authority
Pier 9, Suite 111, The Embarcadero
San Francisco, California 94111

Prepared by

Kimley»»Horn

Kimley Horn and Associates
555 Capitol Mall, Suite 300
Sacramento, CA 95814

1.0 INTRODUCTION

The purpose of this document is to present public comments and responses to comments received on the Draft Initial Study/Mitigated Negative Declaration (IS/MND) (State Clearinghouse Number 2024051079) for the Vallejo Ferry Terminal Reconfiguration Project located in Vallejo, California. The Draft IS/MND was released for public review and comment by the Water Emergency Transportation Authority (WETA) for a 30-day review period that occurred between May 23, 2024, and June 24, 2024.

In accordance with the California Environmental Quality Act (CEQA) Guidelines Section 15088, WETA, as the Lead Agency, has evaluated all substantive comments received on the Draft IS/MND, and has prepared written responses to these comments. This document has been prepared in accordance with CEQA and represents the independent judgment of the Lead Agency.

1.1 Format

This response to comments document is formatted so that the respective comment letters are followed immediately by the corresponding responses. Comment letters and specific comments are given numbers and letters, respectively, for reference purposes. Changes made to the MND text as a result of the comments received are shown in underlined text for additions and ~~strikeout~~ for deletions in the Final IS/MND document.

2.0 LIST OF RESPONDENTS

The following is a list of public agencies, organizations, and individuals that submitted comments on the Draft IS/MND received as of close of the public review period on June 24, 2024. Comments have been numbered and responses have been developed with corresponding numbers.

Agencies

Comment Letter A: California Department of Fish and Wildlife

Comment Letter B: City of Vallejo

Organizations

Comment Letter C: Yocha Dehe Wintun Nation

Individuals

None

Letter A – California Department of Fish and Wildlife

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State of California – Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
Bay Delta Region
2825 Cordelia Road, Suite 100
Fairfield, CA 94534
(707) 428-2002
www.wildlife.ca.gov

GAVIN NEWSOM, Governor
CHARLTON H. BONHAM, Director



June 19, 2024

Chad Mason, Senior Planner/Project Manger
Water Emergency Transportation Authority
Pier 9, The Embarcadero
San Francisco, CA 94559
Mason@watertransit.org

Subject: Vallejo Ferry Terminal Reconfiguration Project, Mitigated Negative Declaration, SCH No. 2024051079, Solano County

Dear Mr. Mason:

The California Department of Fish and Wildlife (CDFW) received a Notification of Intent to adopt a Mitigated Negative Declaration (MND) from the Water Emergency Transportation Authority for the Vallejo Ferry Terminal Reconfiguration Project (Project) pursuant the California Environmental Quality Act (CEQA) and CEQA Guidelines.¹

CDFW is submitting comments on the MND to inform the Water Emergency Transportation Authority, as the Lead Agency, of potentially significant impacts to biological resources associated with the Project.

CDFW ROLE

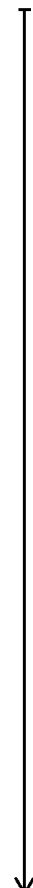
CDFW is a **Trustee Agency** with responsibility under CEQA pursuant to CEQA Guidelines section 15386 for commenting on projects that could impact fish, plant, and wildlife resources. CDFW is also considered a **Responsible Agency** if a project would require discretionary approval, such as permits issued under the California Endangered Species Act (CESA), the Lake and Streambed Alteration (LSA) Program, or other provisions of the Fish and Game Code that afford protection to the state’s fish and wildlife trust resources.

PROJECT DESCRIPTION SUMMARY

Proponent: Water Emergency Transportation Authority

Objective: The Project would reconfigure the existing Vallejo Ferry Terminal on the eastern shore of the Mare Island Strait, within the footprint of the existing ferry terminal and basin area. The Project would remove and replace 5,322 square feet of existing gangway, passenger float, and piles with a new reconfigured four-section fixed pier and

¹ CEQA is codified in the California Public Resources Code in section 21000 et seq. The “CEQA Guidelines” are found in Title 14 of the California Code of Regulations, commencing with section 15000.



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Conserving California’s Wildlife Since 1870

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Chad Mason
Water Emergency Transportation Authority
June 19, 2024
Page 2

gangway extending from the existing ferry terminal access point, passenger float, and piles. The new passenger float would be approximately 134.5 feet by 42 feet, run parallel with the flow of Mare Island Strait, and accommodate two vessels at a time for passenger loading and unloading. The Project would facilitate a reduction in the need for regular dredging maintenance at the Vallejo Ferry Terminal.

Location: The Project is located at 289 Mare Island Way, Vallejo, CA 94592 in Solano County and occupies less than one acre on Assessor Parcel Number 0055-170-050 and 0055-170-400; and at approximately 38.09999°N and -122.2619°W.

REGULATORY REQUIREMENTS

California Endangered Species Act

Please be advised that a CESA Incidental Take Permit (ITP) must be obtained if the Project has the potential to result in “take” of plants or animals listed under CESA, either during construction or over the life of the Project. **The Project has the potential to impact Delta smelt (*Hypomesus transpacificus*), state listed as endangered; longfin smelt (*Spirinchus thaleichthys*), state listed as threatened; winter-run Chinook salmon (*Oncorhynchus tshawytscha* pop. 7), state listed as endangered; and spring-run Chinook salmon (*Oncorhynchus tshawytscha* pop. 11), state listed as threatened. Thank you for including mitigation measures for the above CESA listed fish species.** Issuance of an ITP is subject to CEQA documentation; the CEQA document must specify impacts, mitigation measures, and a mitigation monitoring and reporting program. If the Project will impact CESA listed species, early consultation is encouraged, as significant modification to the Project and mitigation measures may be required in order to obtain an ITP.

CEQA requires a Mandatory Finding of Significance if a project is likely to substantially restrict the range or reduce the population of a threatened or endangered species. (Pub. Resources Code, §§ 21001, subd. (c) & 21083; CEQA Guidelines, §§ 15380, 15064, & 15065). Impacts must be avoided or mitigated to less-than-significant levels unless the CEQA Lead Agency makes and supports Findings of Overriding Consideration (FOC). The CEQA Lead Agency’s FOC does not eliminate the Project proponent’s obligation to comply with CESA.

Lake and Streambed Alteration

An LSA Notification, pursuant to Fish and Game Code section 1600 et. seq. is required for Project activities affecting lakes or streams and associated riparian habitat. Notification is required for any activity that will substantially divert or obstruct the natural flow; change or use material from the bed, channel, or bank including associated riparian or wetland resources; or deposit or dispose of material where it may pass into a river, lake or stream. Work within ephemeral streams, washes, watercourses with a

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CONT'D



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subsurface flow, and floodplains are subject to LSA notification requirements. **The Project would impact Mare Island Strait, a segment of the Napa River, therefore an LSA Notification is required as further described below.** CDFW, as a Responsible Agency under CEQA, would consider the CEQA document for the Project and may issue an LSA Agreement. CDFW may not execute the final LSA Agreement until it has complied with CEQA as a Responsible Agency.

A-1
CONT'D

COMMENTS AND RECOMMENDATIONS

CDFW offers the comments and recommendations below to assist the Water Emergency Transportation Authority in adequately identifying and/or mitigating the Project's significant, or potentially significant, direct and indirect impacts on fish and wildlife (biological) resources. Based on the Project's avoidance of significant impacts biological resources with implementation of mitigation measures, including the below recommendations and those in the Draft Mitigation, Monitoring and Reporting Program (Attachment 1). CDFW concludes that a MND is appropriate for the Project.

I. Mandatory Findings of Significance: Does the Project have the potential to substantially reduce the number or restrict the range of an endangered, rare, or threatened species?

Mitigation Measure Related Impact Shortcomings

COMMENT 1: Hydroacoustic Monitoring and Reporting

Issue: Mitigation Measure BIO-7 and BIO-9 of the MND discuss hydroacoustic sound monitoring to avoid impacts to noise wildlife, such as the CESA listed fish species described above. However, it is not explicitly stated whether the hydroacoustic monitoring plan and results will be submitted to resource agencies including CDFW for review and approval.

Specific impacts and why they may occur and be significant: If resource agencies including CDFW do not receive and approve the hydroacoustic monitoring plan and results, impacts to wildlife resulting from Project activities could potentially go unaddressed and undetected, resulting in a substantial reduction in the number of endangered, rare, or threatened species pursuant to CEQA Guidelines section 15380, such as longfin smelt, which is considered a Mandatory Finding of Significance pursuant to CEQA Guidelines section 15065, subdivision (a)(1).

Recommended Mitigation Measure: To reduce impacts to endangered, rare, or threatened species resulting from pile installation to less-than-significant and comply with CESA, CDFW recommends including the below mitigation measure.

A-2

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MM BIO-1. Hydroacoustic Monitoring and Reporting. At least 30 days before commencement of Project activities, the hydroacoustic monitoring plan shall be submitted to resource agencies including CDFW and the Project shall obtain CDFW's written approval of the plan prior to beginning Project activities. The results of hydroacoustic monitoring shall be submitted to CDFW for review and approval within 30 days of pile installation.

A-2
CONT'D

II. *Would the Project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by CDFW or U.S. Fish and Wildlife Service (USFWS)?*

Mitigation Measure Related Impact Shortcoming

COMMENT 2: Lake and Streambed Alteration Notification

Issue: The Project is located within the Mare Island Strait, a segment of the Napa River, and is subject to LSA Notification requirements pursuant to Fish and Game Code 1600 et seq. While Mitigation Measure MM BIO-7 includes consultation with regulatory agencies to obtain necessary permits, the requirement to obtain an LSA Agreement was not specifically included.

Note that Water Emergency Transportation Authority has an existing Routine Maintenance Agreement No. 1600-2021-0007-R3 (RMA) for maintenance dredging activities at the Vallejo Ferry Terminal, valid through December 31, 2025, however this RMA does not cover the Project and the Project would require a separate LSA Notification and LSA Agreement.

A-3

Specific impacts and why they may occur and be significant: The Project includes installation of piles, decking, and ferry terminal components, as well as dredging operations, which would cause impacts including construction noise, shading, and potential introduction of deleterious materials. Streams such as the Napa River are sensitive to the above impacts as they support a diversity of wildlife and convey water resources and pollutants over great distances. The Napa River hosts several special-status and listed fish species which are vulnerable to impacts from Project activities. If the Project does not obtain an LSA Agreement, several measures that would be included in an LSA Agreement to avoid, minimize, and mitigate impacts to sensitive species and habitat may not be implemented, resulting in potentially significant impacts to these resources.

Recommended Mitigation Measure: To reduce impacts to sensitive species and stream habitat to less-than-significant and comply with Fish and Game Code section 1602, CDFW recommends including the below mitigation measure.



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MM BIO-2. Streambed Alteration Notification and Agreement. The Project shall notify CDFW for Project impacts to Mare Island Strait (Napa River) including, but not limited to pile driving, dredging, and shading. More information for the notification process is available at <https://wildlife.ca.gov/Conservation/Environmental-Review/LSA>. The Project shall comply with all measures of the LSA Agreement, if issued.

Please be advised that an LSA Agreement, if issued for the Project, would likely include the above recommended mitigation measure, as applicable, and may include additional measures to protect fish and wildlife resources.

A-3
CONT'D

ENVIRONMENTAL DATA

CEQA requires that information developed in environmental impact reports and negative declarations be incorporated into a database which may be used to make subsequent or supplemental environmental determinations. (Pub. Resources Code, § 21003, subd. (e)). Accordingly, please report any special-status species and natural communities detected during Project surveys to the California Natural Diversity Database (CNDDDB). The CNDDDB field survey form can be filled out and submitted online at the following link: <https://wildlife.ca.gov/Data/CNDDDB/Submitting-Data>. The types of information reported to CNDDDB can be found at the following link: <https://www.wildlife.ca.gov/Data/CNDDDB/Plants-and-Animals>.

A-4

ENVIRONMENTAL DOCUMENT FILING FEES

The Project, as proposed, would have an impact on fish and/or wildlife, and assessment of environmental document filing fees is necessary. Fees are payable upon filing of the Notice of Determination by the Lead Agency and serve to help defray the cost of environmental review by CDFW. Payment of the environmental document filing fee is required in order for the underlying Project approval to be operative, vested, and final. (See: Cal. Code Regs, tit. 14, § 753.5; Fish & G. Code, § 711.4; Pub. Resources Code, § 21089.)

CONCLUSION

CDFW appreciates the opportunity to comment on the MND to assist the Water Emergency Transportation Authority in identifying and mitigating Project impacts on biological resources.

Questions regarding this letter or further coordination should be directed to Nicholas Magnuson, Environmental Scientist at (707) 815-4166 or Nicholas.Magnuson@wildlife.ca.gov; or Melanie Day, Senior Environmental Scientist (Supervisory), at (707) 210-4415 or Melanie.Day@wildlife.ca.gov.

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Chad Mason
Water Emergency Transportation Authority
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Sincerely,

DocuSigned by:

Erin Chappell
Regional Manager
Bay Delta Region

Attachment 1: Draft Mitigation Monitoring and Reporting Program

cc: Office of Planning and Research, State Clearinghouse (SCH No. 2024051079)

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Chad Mason
Water Emergency Transportation Authority
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ATTACHMENT 1
Draft Mitigation Monitoring and Reporting Program (MMRP)

CDFW provides the following language to be incorporated into the MMRP for the Project.

Biological Resources (BR)			
Mitigation Measure (MM)	Description	Timing	Responsible Party
MM BIO-1	<i>Hydroacoustic Monitoring and Reporting.</i> At least 30 days before commencement of Project activities, the hydroacoustic monitoring plan shall be submitted to resource agencies including CDFW and the Project shall obtain CDFW's written approval of the plan prior to beginning Project activities. The results of hydroacoustic monitoring shall be submitted to CDFW for review and approval within 30 days of pile installation.	At least 30 days prior to Project activities, and within 30 days after pile installation, respectively	Project Applicant
MM BIO-2	<i>Streambed Alteration Notification and Agreement.</i> The Project shall notify CDFW for Project impacts to Mare Island Strait (Napa River) including, but not limited to, pile driving, dredging, and shading. More information for the notification process is available at https://wildlife.ca.gov/Conservation/Environmental-Review/LSA . The Project shall comply with all measures of the LSA Agreement, if issued.	Prior to Project activities	Project Applicant

WETA

Responses to Letter A: California Department of Fish and Wildlife

A-1: The comment provides background information on CDFW role in the CEQA process, applicable regulatory requirements and a summary of the project description. WETA concurs with these statements.

A-2: The comment states that the proposed Mitigation Measures, BIO -7 and BIO-9, of the IS/MND require hydroacoustic sound monitoring to avoid noise impacts on wildlife. The comment recommends adding a mitigation measure to ensure a hydroacoustic monitoring plan is submitted to the resource agencies including CDFW 30 days before the commencement of construction activities to obtain written approval prior to construction. The comment further requests that the results of the monitoring be submitted to CDFW within 30 days of pile installation for review and approval.

WETA concurs with this comment and has incorporated the recommended mitigation language from the comment and Attachment 1 into the Final IS/MND and Mitigation Monitoring and Reporting Plan (MMRP). The new mitigation measure is shown as MM BIO-8 in the Final IS/MND.

A-3: The comment notes that mitigation measure BIO-7 does not specifically require an LSA Agreement and LSA Notification with CDFW. The comment recommends adding a mitigation measure that requires CDFW notification of project impacts to the Mare Island Strait.

WETA concurs with this comment and has incorporated the recommended mitigation language from the comment and Attachment 1 into the Final IS/MND and Mitigation Monitoring and Reporting Plan (MMRP). The new mitigation measure is shown as MM BIO-11 in the Final IS/MND.

A-4: The comment provides information regarding requirements to submit special status plant and animal species to the California Natural Diversity Database as well as environmental document filing fees.

WETA acknowledges and concurs with these requirements. No special status plant or animal surveys were conducted as part of the IS/MND preparation. WETA will pay the environmental document filing fees at the time the Notice of Determination is posted.

Letter B: City of Vallejo



Planning Division · 555 Santa Clara Street · Vallejo · CA · 94590 · 707.648.4326

June 24, 2024

Water Emergency Transportation Authority
Attn: Chad Mason, Project Manager/Senior Planner
Pier 9, Suite 111
The Embarcadero
San Francisco, CA 94111

RE: City of Vallejo Comments regarding the Notice of Intent to Adopt a Mitigated Negative Declaration for the WETA Vallejo Ferry Reconfiguration Project

The City of Vallejo thanks you for the opportunity to review and comment on the above *Notice of Intent to Adopt a Mitigated Negative Declaration for the Vallejo Ferry Reconfiguration Project*, dated May 23, 2024. On behalf of the City, we would like to reiterate our continued support for this important regional project. Below are several comments that we would appreciate consideration of as you move forward with adoption of proposed Draft Initial Study Mitigated Negative Declaration (IS/MND):

1. **Elimination of Maintenance Dredging.** As stated in the IS/MND, the proposed project is intended to “reduce or eliminate maintenance dredging.” The IS/MND does a good job of explaining how the project would result in a significantly reduced need for future maintenance dredging, perhaps to a 20-year cycle from its current (roughly) every two years cycle; however, it is not likely that the need for maintenance dredging will be completely eliminated in the future as a result of the project. To ensure the document is not disingenuous with that claim, the City of Vallejo would suggest removing project references in the document that infer full “elimination” of the need for maintenance dredging.
2. **Proposed Construction Timeframes.** Estimated dates/periods for the proposed construction of the project are mentioned in several locations throughout the IS/MND; however, they are not internally consistent with one another (see pages 10, 52 and 56 for examples). To ensure there is no confusion with regard to the project timeline, staff recommends correction of any inconsistencies.

In addition, the IS/MND also states that construction activity is to begin during the month of August (and last until November 30th or go through mid-December). On page

B-1

B-2

Re: Comments on WETA – IS/MND
Vallejo Ferry Reconfiguration Project
Page 2

78, the nesting season is described as being from February 1 through August 31st, and as such, a Pre-Construction Nesting Bird Survey would be necessary prior to the commencement of any construction in August. Mitigation Measure BIO-8 should be also be modified to reflect the dates of anticipated construction as provided throughout the IS/MND to require the nesting survey in the preceding month of June.

B-2
CONT'D

- 3. Lastly, during staff review of the IS/MND, a number of minor typographical errors were noted throughout the document. For ease of reference, a suggested errata sheet has been attached to this letter for your use and consideration.

B-3

The City of Vallejo thanks you again for the opportunity to provide these comments. We are looking forward to continuing to work together to help facilitate the proposed ferry terminal modifications, which will serve as an important component for the overall regional transportation network serving the City of Vallejo and beyond. If you have any specific questions regarding the comments provided, please feel free to contact David Storer, Planning Consultant, at (916) 502-7341, or via email at David.Storer@cityofvallejo.net.

Regards,

Kristin Pollot, AICP
Planning and Development Services Director

Attachment: Proposed Errata Sheet

Cc: Gillian Haen, Assistant City Manager
Melissa Tigbao, Public Works Director
Dan Sequeira, City Engineer

PROPOSED ERRATA SHEET**For the WETA Vallejo Ferry Reconfiguration Project – IS/Mitigated Negative Declaration, dated
May 2024**

1. On Pages 61-62, there are several references to information contained in “section 3,” but the location of the “section 3” cannot be found in the document. Please clarify this reference.
2. Section a.ii (page 96), seems to incorrectly reference “applicable *County* codes.” This reference should be to “City codes,” unless the County of Solano is intended to be the reviewing agency.
3. The “setting” description (Page 110) for the Hazards and Hazardous Materials section, has a possible typo regarding the amount of commercial and industrial acreage in the City of Vallejo. The current description lists “2713 percent.”
4. The “setting” description (Page 110) for the Hazards and Hazardous Materials section, has another possible typo regarding the name of WETA’s North Bay Operations and Maintenance Facility. The current description lists the name “WETA” twice, back-to-back.
5. The “setting” description (page 127) for the Mineral Resources section, should be clear in that the project is within the City of Vallejo and that the County is the source of the mapped data. Page 127.
6. The “setting” description (Page 152) for the Public Services section, appears to incorrectly reference the Richmond community. Please change this to the “City of Vallejo.”
7. Consider revising multiple “County” references on page 181, to “City.”
8. Pages 96 and 142 provide inconsistent numbers for the piling proposed to be installed. Please clarify.
9. On page 183, there is a possible typo regarding the name of the landfill that Recology Vallejo uses for disposal and recycling of materials. Please clarify.

Response to Letter B: City of Vallejo

- B-1: The comment states that the project description should be revised to remove statements that the project could eliminate the need for future maintenance dredging.

The project has been designed to use existing river currents to minimize sedimentation in the basin. The need for future dredging will be based on a variety of factors such as river currents, river levels, and type of vessels used within the river and at the ferry terminal. To avoid potential confusion regarding the need for future maintenance dredging, the words “ or eliminate” have been removed from the phrase “reduce or eliminate maintenance dredging” in the Final IS/MND.

- B-2: The comment states that the project indicates internally inconsistent project construction dates.

The IS/MND distinguishes between the in-water work schedule and the overall construction schedule. As noted on page 10, “Construction of the project is expected to occur over a period of approximately 4-6 weeks, beginning in Summer 2026 with an anticipated completion date of late Fall 2026,” whereas in-water work will be restricted to August 1 – November 30 as indicated throughout the document. An exact date for the start of construction has not been identified at this time and will depend on contractor bidding, selection, and mobilization. The air quality modeling used more specific dates to provide a conservative air quality analysis from the computer modeling. Minor edits were made to pages 52 and 56 for clarity. The proposed project is well below air quality thresholds and these text revisions do not change or alter the result of the analysis.

Regarding Mitigation Measure BIO-9, (formerly MM BIO-8), addresses potential impacts to nesting birds if work begins during the nesting bird season, defined as February 1 to August 31. The mitigation measure requires a nesting bird survey be conducted no more than 14 days prior to the start of construction activities, which is consistent requirements typically issued by the California Department of Fish and Wildlife for compliance with California Fish and Game Code and the federal Migratory Bird Treaty Act. As written, if construction is scheduled to begin on August 1, a pre-construction nesting bird survey would occur in July. However, if construction is scheduled to begin after August 15, the pre-construction nesting bird survey would need to occur in early August. If construction begins after August 30, no pre-construction nesting bird survey would be required. As written, the mitigation measure considers the uncertain timing of the actual start of construction within the proposed construction window. Therefore, no changes to MM BIO-9 (formerly MM BIO-8) were made because of this comment.

- B-3: The comment states that minor edits to the text are required.

WETA acknowledges this comment and revisions to the document have been made as applicable.

Letter C: Yocha Dehe Wintun Nation

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YOCHA DEHE
CULTURAL RESOURCES

June 5, 2024

San Francisco Bay Area Water Emergency Transportation Authority
Attn: Chad Mason, Project Manager
Pier 9, Suite 111, The Embarcadero
San Francisco, CA 94111

RE: Vallejo Ferry Mobility Hub Improvements YD-09152022-01

Dear Mr. Mason:

Thank you for the consultation meeting on, May 6, 2024, regarding the proposed Vallejo Ferry Mobility Hub Improvements. We appreciate you taking the time to discuss the project.

Based on the information provided during the consultation meeting, Yocha Dehe Wintun Nation is not aware of any known cultural resources near this project site and a cultural monitor is not needed. However, if any new information or cultural items are found, please contact the Cultural Resources Department. In addition, we recommend cultural sensitivity training for any pre-project personnel.

Furthermore, we request that you incorporate Yocha Dehe Wintun Nation's Treatment Protocol into the mitigation measures for this project. Please submit the updated mitigation measures to the Cultural Resources Department once completed.

To schedule cultural sensitivity training, prior to the start of the project, please contact the following:

Eric Hernandez, Site Protection Manager
Yocha Dehe Wintun Nation
Phone: (530) 723-3313
Email: ehernandez@yochadehe.gov

Please refer to identification number YD – 09152022-01 in correspondence concerning this project.

Thank you for providing us the opportunity to comment.

Sincerely,

DocuSigned by:

82008089ED6438
Yvonne Perkins
Tribal Historic Preservation Officer

Yocha Dehe Wintun Nation
PO Box 18 Brooks, California 95606 p) 530.796.3400 f) 530.796.2143 www.yochadehe.org

C-1

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YOCHA DEHE
CULTURAL RESOURCES

Treatment Protocol for Handling Human Remains and Cultural Items Affiliated with the Yocha Dehe Wintun Nation

The purpose of this Protocol is to formalize procedures for the treatment of Native American human remains, grave goods, ceremonial items, and items of cultural patrimony, in the event that any are found in conjunction with development, including archaeological studies, excavation, geotechnical investigations, grading, and any ground disturbing activity. This Protocol also formalizes procedures for Tribal monitoring during archaeological studies, grading, and ground-disturbing activities.

I. Cultural Affiliation

The Yocha Dehe Wintun Nation (“Tribe”) traditionally occupied lands in Yolo, Solano, Lake, Colusa and Napa Counties. The Tribe has designated its Cultural Resources Committee (“Committee”) to act on the Tribe’s behalf with respect to the provisions of this Protocol. Any human remains which are found in conjunction with Projects on lands culturally-affiliated with the Tribe shall be treated in accordance with Section III of this Protocol. Any other cultural resources shall be treated in accordance with Section IV of this Protocol.

II. Inadvertent Discovery of Native American Human Remains

Whenever Native American human remains are found during the course of a Project, the determination of Most Likely Descendant (“MLD”) under California Public Resources Code Section 5097.98 will be made by the Native American Heritage Commission (“NAHC”) upon notification to the NAHC of the discovery of said remains at a Project site. If the location of the site and the history and prehistory of the area is culturally-affiliated with the Tribe, the NAHC contacts the Tribe; a Tribal member will be designated by the Tribe to consult with the landowner and/or project proponents.

Should the NAHC determine that a member of an Indian tribe other than Yocha Dehe Wintun Nation is the MLD, and the Tribe is in agreement with this determination, the terms of this Protocol relating to the treatment of such Native American human remains shall not be applicable; however, that situation is very unlikely.

III. Treatment of Native American Remains

In the event that Native American human remains are found during development of a Project and the Tribe or a member of the Tribe is determined to be MLD pursuant to Section II of this Protocol, the following provisions shall apply. The Medical Examiner shall immediately be notified, ground disturbing activities in that location shall cease and the Tribe shall be allowed, pursuant to California Public Resources Code Section 5097.98(a), to (1) inspect the site of the discovery and (2) make determinations as to how the human remains and grave goods should be treated and disposed of with appropriate dignity.

Yocha Dehe Wintun Nation
PO Box 18 Brooks, California 95606 p) 530.796.3400 f) 530.796.2143 www.yochadehe.org

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YOCHA DEHE
CULTURAL RESOURCES

The Tribe shall complete its inspection and make its MLD recommendation within forty-eight (48) hours of getting access to the site. The Tribe shall have the final determination as to the disposition and treatment of human remains and grave goods. Said determination may include avoidance of the human remains, reburial on-site, or reburial on tribal or other lands that will not be disturbed in the future.

The Tribe may wish to rebury said human remains and grave goods or ceremonial and cultural items on or near the site of their discovery, in an area which will not be subject to future disturbances over a prolonged period of time. Reburial of human remains shall be accomplished in compliance with the California Public Resources Code Sections 5097.98(a) and (b).

The term "human remains" encompasses more than human bones because the Tribe's traditions call for the burial of associated cultural items with the deceased (funerary objects), and/or the ceremonial burning of Native American human remains, funerary objects, grave goods and animals. Ashes, soils and other remnants of these burning ceremonies, as well as associated funerary objects and unassociated funerary objects buried with or found near the Native American remains are to be treated in the same manner as bones or bone fragments that remain intact.

IV. Non-Disclosure of Location of Reburials

Unless otherwise required by law, the site of any reburial of Native American human remains shall not be disclosed and will not be governed by public disclosure requirements of the California Public Records Act, Cal. Govt. Code § 6250 *et seq.* The Medical Examiner shall withhold public disclosure of information related to such reburial pursuant to the specific exemption set forth in California Government Code Section 6254(r). The Tribe will require that the location for reburial is recorded with the California Historic Resources Inventory System ("CHRIS") on a form that is acceptable to the CHRIS center. The Tribe may also suggest that the landowner enter into an agreement regarding the confidentiality of site information that will run with title on the property.

V. Treatment of Cultural Resources

Treatment of all cultural items, including ceremonial items and archeological items will reflect the religious beliefs, customs, and practices of the Tribe. All cultural items, including ceremonial items and archeological items, which may be found at a Project site should be turned over to the Tribe for appropriate treatment, unless otherwise ordered by a court or agency of competent jurisdiction. The Project Proponent should waive any and all claims to ownership of Tribal ceremonial and cultural items, including archeological items, which may be found on a Project site in favor of the Tribe. If any intermediary, (for example, an archaeologist retained by the Project Proponent) is necessary, said entity or individual shall not possess those items for longer than is reasonably necessary, as determined solely by the Tribe.

Yocha Dehe Wintun Nation
PO Box 18 Brooks, California 95606 p) 530.796.3400 f) 530.796.2143 www.yochadehe.org

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YOCHA DEHE
CULTURAL RESOURCES**VI. Inadvertent Discoveries**

If additional significant sites or sites not identified as significant in a Project environmental review process, but later determined to be significant, are located within a Project impact area, such sites will be subjected to further archeological and cultural significance evaluation by the Project Proponent, the Lead Agency, and the Tribe to determine if additional mitigation measures are necessary to treat sites in a culturally appropriate manner consistent with CEQA requirements for mitigation of impacts to cultural resources. If there are human remains present that have been identified as Native American, all work will cease for a period of up to 30 days in accordance with Federal Law.

VIII. Work Statement for Tribal Monitors

The description of work for Tribal monitors of the grading and ground disturbing operations at the development site is attached hereto as Addendum I and incorporated herein by reference.

Yocha Dehe Wintun Nation
PO Box 18 Brooks, California 95606 p) 530.796.3400 f) 530.796.2143 www.yochadehe.org

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YOCHA DEHE
CULTURAL RESOURCES

ADDENDUM I

Yocha Dehe Wintun Nation Tribal Monitors Description of Work and Treatment Protocol

I. Preferred Treatment

The preferred protocol upon the discovery of Native American human remains is to (1) secure the area, (2) cover any exposed human remains or other cultural items, and (3) avoid further disturbances in the area.

II. Compartmentment

All parties to the action are strongly advised to treat the remains with appropriate dignity, as provided in Public Resource Code Section 5097.98. We further recommend that all parties to the action treat tribal representatives and the event itself with appropriate respect. For example, jokes and antics pertaining to the remains or other inappropriate behavior are ill advised.

III. Excavation Methods

If, after the Yocha Dehe Tribal representative has been granted access to the site and it is determined that avoidance is not feasible, an examination of the human remains will be conducted to confirm they are human and to determine the position, posture, and orientation of the remains. At this point, we recommend the following procedures:

(A) Tools. All excavation in the vicinity of the human remains will be conducted using fine hand tools and fine brushes to sweep loose dirt free from the exposure.

(B) Extent of Exposure. In order to determine the nature and extent of the grave and its contents, controlled excavation should extend to a full buffer zone around the perimeter of the remains.

(C) Perimeter Balk. To initiate the exposure, a perimeter balk (especially, a shallow trench) should be excavated, representing a reasonable buffer a minimum of 10 cm around the maximum extent of the known skeletal remains, with attention to counter-intuitive discoveries or unanticipated finds relating to this or other remains. The dirt from the perimeter balk should be bucketed, distinctly labeled, and screened for cultural materials.

(D) Exposure Methods. Excavation should then proceed inward from the walls of the balk as well as downward from the surface of the exposure. Loose dirt should be scooped out and brushed off into a dustpan or other collective device. Considerable care should be given to ensure that human remains are not further impacted by the process of excavation.

(E) Provenience. Buckets, collection bags, notes, and tags should be fully labeled per provenience, and a distinction should be made between samples collected from: (1) **Perimeter**

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Balk (described above), (2) **Exposure** (dirt removed in exposing the exterior/burial plan and associations, and (3) **Matrix** (dirt from the interstices between bones or associations). Thus, each burial may have three bags, “Burial 1 Perimeter Balk,” “Burial 1 Exposure Balk,” “Burial 1 Matrix.”

Please note the provisions below with respect to handling and conveyance of records and samples.

(F) Records. The following records should be compiled in the field: (1) a detailed scale drawing of the burial, including the provenience of and full for all human remains, associated artifacts, and the configuration of all associated phenomena such as burial pits, evidence for preinterment grave pit burning, soil variability, and intrusive disturbance, (2) complete a formal burial record using the consultants proprietary form or other standard form providing information on site #, unit or other proveniences, level depth, depth and location of the burial from a fixed datum, workers, date(s), artifact list, skeletal inventory, and other pertinent observations, (3) crew chief and worker field notes that may supplement or supercede information contained in the burial recording form, and (4) photographs, including either or standard photography or high-quality (400-500 DPI or 10 MP recommended) digital imaging.

(G) Stipulations for Acquisition and Use of Imagery. Photographs and images may be used only for showing location or configuration of questionable formation or for the position of the skeleton. They are not to be duplicated for publication unless a written release is obtained from the Tribe.

(H) Association. Association between the remains and other cultural materials should be determined in the field in consultation with an authorized Tribal representative, and may be amended per laboratory findings. Records of provenience and sample labels should be adequate to determine association or degree of likelihood of association of human remains and other cultural materials.

(I) Samples. For each burial, all **Perimeter Balk** soil is to be 1/8”-screened. All **Exposure** soil is to be 1/8”-screened, and a minimum of one 5-gallon bucket of excavated but unscreened Exposure soil is to be collected, placed in a plastic garbage bag in the bucket. All **Matrix** soil is to be carefully excavated, screened as appropriate, and then collected in plastic bags placed in 5-gallon buckets.

(J) Human remains are not to be cleaned in the field.

(K) Blessings. Prior to any physical action related to human remains, a designated tribal representative will conduct prayers and blessings over the remains. The archaeological consultant will be responsible for insuring that individuals and tools involved in the action are available for traditional blessings and prayers, as necessary.

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IV. Lab Procedures

No laboratory studies are permitted without consultation with the tribe. Lab methods are determined on a project-specific basis in consultation with Yocha Dehe Wintun Nation representatives. The following procedures are recommended:

(A) Responsibility. The primary archaeological consultant will be responsible for insuring that all lab procedures follow stipulations made by the Tribe.

(B) Blessings. Prior to any laboratory activities related to the remains, a designated tribal representative will conduct prayers and blessings over the remains. The archaeological consultant will be responsible for insuring that individuals and tools involved in the action are available for traditional blessings and prayers, as necessary.

(C) Physical Proximity of Associations. To the extent possible, all remains, associations, samples, and original records are to be kept together throughout the laboratory process. In particular, **Matrix** dirt is to be kept in buckets and will accompany the remains to the lab. The primary archaeological consultant will be responsible for copying all field records and images, and insuring that the original notes and records accompany the remains throughout the process.

(E) Additional Lab Finds. Laboratory study should be done making every effort to identify unanticipated finds or materials missed in the field, such as objects encased in dirt or human remains misidentified as faunal remains in the field. In the event of discovery of additional remains, materials, and other associations the tribal representatives are to be contacted immediately.

V. Re-interment without Further Disturbance

No laboratory studies are permitted on human remains and funerary objects. The preferred treatment preference for exhumed Native American human remains is reburial in an area not subject to further disturbance. Any objects associated with remains will be reinterred with the remains.

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VI. Curation of Recovered Materials

Should all, or a sample, of any archaeological materials collected during the data recovery activities – with the exception of Human Remains – need to be curated, an inventory and location information of the curation facility shall be given to tribe for our records.

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WETA

Response to Letter C: Yocha Dehe Wintun Nation

C-1: The comment requests that the discovery of any unknown cultural resources or tribal cultural resources be treated consistent with the Tribe's Treatment Protocol and that cultural sensitivity training for construction personnel be included in the mitigation measures.

Mitigation Measure CUL-1 has been revised in the IS/MND and MMRP to require the project contractor operator to engage with a Native American Monitor from the Yocha Dehe Wintun Nation tribe and to treat any culturally sensitive artifacts and human remains shall follow the *Treatment Protocol for Handling Human Remains and Cultural Items Affiliated with the Yocha Dehe Wintun Nation*.

Similarly, Mitigation Measure CUL-2 has been revised in the IS/MND and MMRP to require the treatment of human remains identified as Native American to be consistent with *Treatment Protocol for Handling Human Remains and Cultural Items Affiliated with the Yocha Dehe Wintun Nation*.

Mitigation Measure TCR-1 requires the project operator/contractor to provide a cultural resources and tribal cultural resources sensitivity and awareness training program for all personnel involved in project construction, including field consultants and construction workers.

Vallejo Ferry Terminal Reconfiguration Project

Mitigation Monitoring and Reporting Program

June 2024

Prepared for

WETA

San Francisco Bay Area
Water Emergency Transportation Authority
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1.0 DRAFT MITIGATION MONITORING AND REPORTING PROGRAM

1.1 Public Resources Code

When approving projects with Initial Studies (IS) that identify significant impacts, the California Environmental Quality Act (CEQA) requires public agencies to adopt monitoring and reporting programs or conditions of project approval to mitigate or avoid the identified significant effects (Public Resources Code Section 21081.6(a)(1)). A public agency adopting measures to mitigate or avoid the significant impacts of a proposed project is required to ensure that the measures are fully enforceable, through permit conditions, agreements, or other means (Public Resources Code Section 21081.6(b)). The program must be designed to ensure project compliance with mitigation measures during project implementation.

The Mitigation Monitoring and Reporting Program (MMRP) is organized in a table format (see Table 1: Mitigation Monitoring and Reporting Program for the Vallejo Ferry Terminal Reconfiguration Project), keyed to each significant impact and each mitigation measure. Only mitigation measures adopted to address potentially significant impacts are included in this program. Each mitigation measure is set out in full, followed by a tabular summary of monitoring requirements. The column headings in the tables are defined as follows:

- **Mitigation Measures:** This column presents the mitigation measure identified in the Final Initial Study/Mitigated Negative Declaration.
- **Monitoring/Reporting Responsibility:** This column contains an assignment of responsibility for the monitoring and reporting tasks.
- **Timing of Implementation:** This column refers to when the measure is required to be implemented.
- **Staff/Notes:** This column will be used by the lead agency to document the person who verified the implementation of the mitigation measure and the date on which this verification occurred.

1.2 Enforcement

If the project is approved, the MMRP for the development would be incorporated as a condition of such approval. Therefore, all mitigation measures for significant impacts must be carried out to fulfill the requirements of approval. Some of the mitigation measures would be implemented during the course of the engineering plan check and review process. These measures would be checked on plans, in reports, and in the field prior to construction. Most of the remaining mitigation measures would be implemented during the construction, or project implementation phase.

Table 1: Mitigation Monitoring and Reporting Program for the Vallejo Ferry Terminal Reconfiguration Project

Mitigation Measure	Monitoring/ Reporting Responsibility	Timing of Implementation	Staff Notes; Initials/Date when Done
Biological Resources			
<p>MM BIO-1: Invasive species Management</p> <ul style="list-style-type: none"> Any in-water fill materials shall be new and not salvaged from areas outside of San Francisco Bay. Any pumps that may be needed during construction shall be cleaned and dried for at least 72 hours prior to being used on the project. 	WETA; Construction contractor	Include requirements in construction bid package and continuous compliance during construction.	
<p>MM BIO-2: In-Water Work Window</p> <p>All in-water work, including dredging, pile driving, and similar activities which require placing materials below the water’s surface, shall be completed between August 1 and November 30. Work may occur above the waterline year-round, including use of necessary in-water support vessels, so long as spill prevention measures are employed as described below. This in-water work window may be modified and extended if regulatory agencies determine during the permitting process that work outside of this window may occur without significant risk to fish.</p>	WETA; Construction contractor	Include requirements in construction bid package and continuous compliance during construction.	
<p>MM BIO-3: Spill Prevention and Control</p> <p>A spill prevention and control plan shall be developed and implemented for the proposed project throughout all phases of construction. This plan shall, at minimum, include the following parameters to reduce potential effects from spills to less than significant levels:</p> <ul style="list-style-type: none"> Identification of any hazardous materials used by the project. Storage locations and procedures for such materials. Spill prevention practices as well as BMPs employed for various activities. Requirements to inspect equipment daily such that it is maintained free of leaks. Spill kit location, cleanup, and notification procedures. 	WETA; Construction contractor; Qualified biologist.	Prior to building permit issuance and continuous compliance during construction.	
<p>MM BIO-4: Environmental Awareness Training</p>	WETA; Construction	Prior to commencement of construction activities.	

Mitigation Measure	Monitoring/ Reporting Responsibility	Timing of Implementation	Staff Notes; Initials/Date when Done
<p>A project-specific environmental awareness training for construction personnel shall be conducted by a qualified biologist before commencement of construction activities and as needed when new personnel begin work on the proposed project. The training shall inform all construction personnel about the presence of sensitive habitat types; potential for occurrence of special-status fish and wildlife species; the need to avoid damage to suitable habitat and species harm, injury, or mortality; measures to avoid and minimize impacts to species and associated habitats; the conditions of relevant regulatory permits, and the possible penalties for not complying with these requirements. The training may consist of a pre-recorded presentation to be played for new personnel, a script prepared by the biologist and given by construction personnel trained by the biologist, or training administered by on-site biological monitors. The training shall include:</p> <ul style="list-style-type: none"> • Applicable State and federal laws, environmental regulations, permit conditions, and penalties for non-compliance. • A physical description of special-status species with potential to occur on or in the vicinity of the proposed project site, avoidance and mitigation measures, and protocol for encountering such species including communication chain. • BMPs enacted for habitat protection and their location within the project area, including the implementation of any Spill or Leak Prevention Programs. • Contractors shall be required to sign documentation stating that they have read, agree to, and understand the required avoidance measures. If they do not understand, they shall withhold their signature until the designated biologist addresses their question. The contractor may not begin work until they have signed the documentation. • Field identification of any project area boundaries, egress points and routes to be used for work. Work shall not be conducted outside of the project area. • A record of this training shall be maintained on the site during all project work and shall be made available to agencies upon request. 	<p>contractor; Qualified biologist.</p>		

Mitigation Measure	Monitoring/ Reporting Responsibility	Timing of Implementation	Staff Notes; Initials/Date when Done
<p>MM BIO-5: Debris The project shall employ debris, dust, and garbage control measures to ensure disturbances to any upland areas and overwater work does not result in significant increases in turbidity or the placement of debris within tidal waters. These control measures shall include the following:</p> <ul style="list-style-type: none"> • A work skiff or similar craft may be used to corral any debris which accidentally falls into waters during demolition. Debris shall be retrieved immediately and shall not be allowed to drift away from the worksite. • Where cast-in-place concrete is required in over-water areas, the contractor shall use water-tight forms and catchments that shall prevent concrete from falling into the water. Cast-in-place forms shall remain in place until concrete has completely cured and shall be removed using means that minimize dust and freshly cured concrete from falling into the water. • Within upland areas, any disturbed soils shall be managed to prevent dust or silt laden runoff from becoming airborne or otherwise introduced to the aquatic environment. • All personal construction-related refuse shall be collected in sealed containers and removed regularly. 	<p>WETA; Construction contractor</p>	<p>Include requirements in construction bid package and continuous compliance during construction.</p>	
<p>MM BIO-6: Dredging</p> <ul style="list-style-type: none"> • Prior to the dredge event, WETA will apply for a Tier 1 Testing Exclusion Request from the Dredge Material Management Office (DMMO) based on the results of the 2023 Sampling Analysis Results (SAR). Per the previous suitability determination issued by the DMMO, it is anticipated that the material would be suitable for upland placement at Cullinan Ranch Restoration Project or the Montezuma Wetlands Reuse Project sites. <ul style="list-style-type: none"> ○ Materials shall only be dredged and disposed of in accordance with procedures approved by the DMMO. ○ If concentrations are too high for beneficial reuse in upland restoration, or other standard dredge material disposal method, 	<p>WETA; Construction contractor.</p>	<p>Prior to building permit issuance; continuous compliance during dredging activities.</p>	

Mitigation Measure	Monitoring/ Reporting Responsibility	Timing of Implementation	Staff Notes; Initials/Date when Done
<p>materials may be hauled to an approved hazardous waste disposal facility.</p> <ul style="list-style-type: none"> • Dredging shall be limited to the specified areas, depths, and quantities. • No overflow or decant water shall be discharged from any barge at any time. • During transportation from the dredging site to the disposal site, no dredged material shall be permitted to overflow, leak, or spill from barges, bins or dump scows. 			
<p>MM BIO-7: Pile Driving</p> <p>Prior to initiation of construction, WETA shall consult with regulatory agencies with jurisdiction over the project activities, such as CDFW, NMFS, BCDC, and USFWS to obtain any necessary permits and shall follow all requirements of those permits. If permit requirements conflict with requirements below, the permit requirements shall take precedence.</p> <p>The following measures shall be implemented during the driving of all piles to reduce any effects from pile driving to less than significant levels:</p> <ul style="list-style-type: none"> • In water work shall be limited August 1 – November 30 as indicated in Mitigation Measure MM BIO-2 unless otherwise approved by regulatory agencies. • Any wildlife encountered within the work area shall be allowed to leave the area unharmed. <p>The following measures shall also be included for times when work involves driving steel piles.</p> <ul style="list-style-type: none"> • To the extent possible, pile driving of steel piles shall be conducted with a vibratory hammer. • If use of an impact hammer is necessary, the following additional measures shall be employed: 	<p>WETA; Construction contractor; Qualified biologist.</p>	<p>Prior to commencement of construction activities; continuous compliance during pile driving activities.</p>	

Mitigation Measure	Monitoring/ Reporting Responsibility	Timing of Implementation	Staff Notes; Initials/Date when Done
<ul style="list-style-type: none"> ○ A bubble curtain shall be deployed around each steel pile during installation. ○ Use of a slow start (gradually increasing energy and frequency) at the start of driving, or after a cessation of driving for more than 1 hour. ○ Underwater sound monitoring shall be performed during pile driving activities. Sound monitoring shall be completed for a minimum of 5% of each pile size and type utilized during construction to verify consistency with sound measurements of similar pile types and sizes documented for other projects. If sound measurements exceed those taken from similar pile types and sizes for other projects, additional sound attenuation measures, enhanced bubble curtains, or limiting pile strikes shall be implemented, and sound measurements shall be tested again to achieve sound levels similar to other projects. 			
<p>MM BIO-8: Hydroacoustic Monitoring and Reporting At least 30 days before commencement of project activities, the hydroacoustic monitoring plan shall be submitted to resource agencies including CDFW and the project shall obtain CDFW’s written approval of the plan prior to the beginning of project activities. The results of hydroacoustic monitoring shall be submitted to CDFW for review and approval within 30 days of pile installation.</p>	WETA; Construction contractor; Qualified biologist.	30 days prior to commencement of construction activities; during construction activities; and within 30 days of pile installation.	
<p>MM BIO-9: Nesting Birds If construction is initiated outside of the nesting season, between September 1 and January 31, birds are unlikely to be nesting and work would not result in significant impacts to nesting birds; however, should work be initiated during the nesting season (February 1 to August 31), a pre-construction nesting bird survey shall be conducted by a qualified biologist no more than 14 days prior to the start of construction activities. The survey shall cover all areas within 500 feet of planned construction activities. Should an active nest be identified, a high visibility</p>	WETA; Construction contractor; Qualified biologist.	14 days prior to commencement of construction activities.	

Mitigation Measure	Monitoring/ Reporting Responsibility	Timing of Implementation	Staff Notes; Initials/Date when Done
<p>“No disturbance” buffer shall be established by the qualified biologist within the upland areas. Work within aquatic areas shall be provided a map outlining the buffer but due to the need to maintain an open, navigable waterway, buoys, signs, or similar temporary structures shall not be placed in the water to denote the buffer. The buffer distance shall be based upon the species and location of the nest, potential for construction noise, vibration, visual disturbance, or other disruptive metrics to reach and affect nesting.</p> <p>The buffer shall be maintained until it can be verified by a qualified biologist that the nestlings have fledged, or the nest has failed. Should construction activities cease for 14 or more consecutive days during the nesting season (February 1 – August 31), an additional nesting bird survey shall be conducted prior to resuming construction.</p>			
<p>MM BIO-10: Marine Mammals In addition to implementation of Mitigation Measure MM BIO-7: Pile Driving, and MM BIO-8: Hydroacoustic Monitoring and Reporting, the project shall implement the following measures to reduce impacts to marine mammals from in-water construction.</p> <ul style="list-style-type: none"> • During all construction work where materials are being actively placed below the water line, a marine mammal monitor shall be present to observe and document marine mammal presence. • During pile driving, if a marine mammal is within the buffer distance identified in by the hydroacoustic analysis performed by Illingworth and Rodkin for the proposed project, or within distances approved by NMFS based on future updated construction drawings and contractor input, the marine mammal monitor shall inform the construction crew and work shall temporarily halt until the animal has passed outside of the disturbance buffer. 	<p>WETA; Construction contractor; Qualified biologist.</p>	<p>Continuous compliance</p>	
<p>MM BIO-11: Streambed Alteration Notification and Agreement The project shall notify CDFW for project impacts to Mare Island Strait (Napa River) including, but not limited to, pile driving, dredging, and shading. More</p>	<p>WETA; Construction contractor;</p>	<p>Prior to commencement of construction activities and continuous</p>	

Mitigation Measure	Monitoring/ Reporting Responsibility	Timing of Implementation	Staff Notes; Initials/Date when Done
<p>information for the notification process is available at https://wildlife.ca.gov/Conservation/Environmental-Review/LSA. The Project shall comply with all measures of the LSA Agreement, if issued.</p>	<p>Qualified biologist.</p>	<p>compliance with permit conditions during construction.</p>	
<p>Cultural Resources</p>			
<p>MM CUL-1: Mitigate Potential Disturbance for Significant Archeological Resources Identified During Construction</p> <p>In the event that unanticipated cultural or tribal cultural resources are encountered during the course of grading or construction, the project operator/contractor shall cease any ground disturbing activities within 100 feet of the find. Cultural and/or tribal cultural resources may include prehistoric archaeological materials such as flaked and ground stone tools and debris, shell, bone, ceramics, and fire-affected rock, as well as historic materials such as glass, metal, wood, brick, or structural remnants. A qualified archeologist approved by WETA shall first determine whether a previously unidentified archeological resource uncovered during construction is a “unique archaeological resource” under 36 CFR 800, CEQA Guideline 15064.5, and Public Resources Code Section 21083.2. If the archeological resource is determined to be a “unique archaeological resource,” the archeologist shall formulate a mitigation plan that satisfies the requirements of 36 CFR 800, CEQA Section 15064.5, and/or Public Resources Code Section 21083.2. Additionally, the project operator/contractor shall engage with a Native American monitor from the Yocha Dehe Wintun Nation. The monitoring and treatment of culturally sensitive artifacts and human remains shall follow the <i>Treatment Protocol for Handling Human Remains and Cultural Items Affiliated with the Yocha Dehe Wintun Nation</i> (available at the WETA Office at Pier 9, Suite 111, The Embarcadero, San Francisco, CA 94111). The Native American monitoring engagement shall be consistent with the Yocha Dehe Wintun Nation Standard Monitoring Agreement (available at the WETA Office at Pier 9, Suite 111, The Embarcadero, San Francisco, CA 94111). Work in the vicinity</p>	<p>WETA; Construction contractor; Qualified Archeologist.</p>	<p>Prior to, during, and upon completion of any ground disturbing activities</p>	

Mitigation Measure	Monitoring/ Reporting Responsibility	Timing of Implementation	Staff Notes; Initials/Date when Done
<p>of the find may resume at the completion of a mitigation plan or recovery of the resource.</p> <p>If the archeologist determines that the archaeological resource is not a unique archaeological resource, work will resume, and the archeologist may record the site and submit the recordation form to the California Historic Resources Information System Northwest Information Center.</p> <p>The archeologist shall prepare a report of the results of any study prepared as part of a mitigation plan, following accepted professional practice. Copies of the report shall be submitted to the City and to the California Historic Resources Information System Northwest Information Center.</p>			
<p>MM CUL-2: Mitigate Potential Disturbance for Human Remains Identified During Construction</p> <p>If human remains are uncovered during ground disturbing activities, the project proponent shall immediately halt work and contact the Solano County Coroner to evaluate the remains, and follow the procedures and protocols set forth in Section 15064.5 (e)(1) of the CEQA Guidelines. The City of Vallejo Police Department and City of Vallejo Planning Department shall be contacted immediately after contact or attempted contact with the County Coroner. All construction activities on the project site shall cease. If the County coroner determines that the remains are Native American, the Native American Heritage Commission shall be notified, in accordance with Health and Safety Code Section 7050.5, subdivision (c), and Public Resources Code 5097.98 (as amended by AB 2641). Additionally, human remains determined to be of Native American, the treatment of Native American Remains shall be consistent with the <i>Treatment Protocol for Handling Human Remains and Cultural Items Affiliated with the Yocha Dehe Wintun Nation</i>(available at WETA Office at Pier 9, Suite 111, The Embarcadero, San Francisco, CA 94111). No further construction activity shall occur until consultation is complete with the most likely descendent, the Coroner and the</p>	<p>WETA; County Coroner.</p>	<p>Prior to, during, and upon completion of any ground disturbing activities</p>	

Mitigation Measure	Monitoring/ Reporting Responsibility	Timing of Implementation	Staff Notes; Initials/Date when Done
City Planning Department staff. Authorization to resume construction shall only be given by the City after concurrence with the most likely descendent and shall include implementation of all appropriate measures to protect any possible burial sites or human remains.			
Geology and Soils			
<p>MM GEO-1: Design Level Geotechnical Investigation</p> <p>Prior to approval of any improvement plans, WETA or the construction contractor shall retain licensed geotechnical engineer to prepare a design-level geotechnical investigation. The design level geotechnical investigation shall include additional subsurface exploration and soil sampling, laboratory testing, and engineering evaluation of conditions on-site. The final report shall present geotechnical engineering conclusions and specific recommendations for site preparation, pile design and installation to achieve compliance with the CBC which would reduce risk associated with seismic hazards such as lateral spreading, subsidence, liquefaction, or collapse. The project plans and specifications shall incorporate all recommendations contained in the geotechnical investigation.</p>	WETA; a licensed Geotechnical Engineer or Certified Engineering Geologist.	Prior to the issuance of building permits	
Noise			
<p>MM NOI-1: Construction Noise Logistics Plan</p> <p>Prior to Grading Permit issuance, the Applicant shall demonstrate, to the satisfaction of the City of Vallejo Director of Public Works or City Engineer that the project complies with the following measures:</p> <ul style="list-style-type: none"> • Construct solid plywood fences around ground level construction sites, resulting in a decibel reduction of 5-15 dBA. • Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the 	WETA; City of Vallejo Public Works or city Engineer.	Prior to the issuance of grading permits	

Mitigation Measure	Monitoring/ Reporting Responsibility	Timing of Implementation	Staff Notes; Initials/Date when Done
<p>equipment. This would provide at least a 10 dBA reduction to individual equipment noise.¹</p> <ul style="list-style-type: none"> • Equip Pile Drivers with pile driver shrouds. • Prohibit unnecessary idling of internal combustion engines. • Locate stationary noise-generating equipment such as air compressors or portable power generators as far as possible from the project property line. Construct temporary noise barriers to screen stationary noise-generating equipment in the construction area. • Utilize “quiet” air compressors and other stationary noise sources where technology exists. • Notify all adjacent business, residences, and other noise-sensitive land uses of the construction schedule, in writing, and provide a written schedule of “noisy” construction activities to the adjacent land uses and nearby residences. • If complaints are received or excessive noise levels cannot be reduced using the measures above, erect a temporary noise control blanket barrier along surrounding building facades that face the construction sites. • Designate a “disturbance coordinator” who shall be responsible for responding to any complaints about construction noise. The disturbance coordinator shall determine the cause of the noise complaint (e.g., bad muffler, etc.) and shall require that reasonable measures be implemented to correct the problem. Conspicuously post a telephone number for the disturbance coordinator at the construction site and include it in the notice sent to neighbors regarding the construction schedule. 			

¹ United States Environmental Protection Agency, *Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances*, 1971.

Mitigation Measure	Monitoring/ Reporting Responsibility	Timing of Implementation	Staff Notes; Initials/Date when Done
Transportation			
<p>MM TRANS-1: Construction Traffic Control Plan Prior to construction, the project operator shall:</p> <ul style="list-style-type: none"> • Prepare and submit a Construction Traffic Control Plan to City of Vallejo for approval. The Construction Traffic Control Plan must be prepared in accordance with the California Department of Transportation Manual on Uniform Traffic Control Devices and but not be limited to, the following issues: <ul style="list-style-type: none"> ○ Timing of deliveries of heavy equipment and building materials. To the extent feasible, restrict deliveries and vendor vehicle arrivals and departures during either the AM and PM peak periods; ○ Placing temporary signing, lighting, and traffic control devices if required, including, but not limited to, appropriate signage along access routes to indicate the presence of heavy vehicles and construction traffic; ○ Ensuring access for emergency vehicles to the project sites; ○ Maintaining access to San Francisco Bay Trail; ○ Consult with the City to develop coordinated plans that would address construction-related vehicle routing and detours adjacent to the construction area for the duration of construction overlap with neighboring projects. Key coordination meetings would be held jointly between applicants and contractors of other projects for which the City determines impacts could overlap. 	<p>WETA, City of Vallejo</p>	<p>Prior to commencement of construction activities.</p>	

Mitigation Measure	Monitoring/ Reporting Responsibility	Timing of Implementation	Staff Notes; Initials/Date when Done
<ul style="list-style-type: none"> Obtain all necessary encroachment permits for the work within the road right-of-way or use of oversized/overweight vehicles that will utilize City-maintained roads. 			
Tribal Cultural Resources			
<p>MM TCR-1: Cultural and Tribal Cultural Resources Awareness Training The project operator/contractor shall provide a cultural resources and tribal cultural resources sensitivity and awareness training program for all personnel involved in project construction, including field consultants and construction workers. The training program will be developed in coordination with a Secretary of the Interior-qualified archaeologist. The agency will invite consulting Native American tribal representatives to participate. The training program will include relevant information regarding sensitive cultural resources and tribal cultural resources, including applicable regulations, protocols for avoidance, and consequences of violating State laws and regulations. The training program will also describe appropriate avoidance and minimization measures for resources that have the potential to be located in the project area and will outline what to do and who to contact if any potential cultural resources or tribal cultural resources are encountered. The training program will emphasize the requirement for confidentiality and culturally appropriate treatment of any discovery of significance to Native Americans.</p>	WETA; Construction contractor.	Prior to commencement of construction activities.	

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

RESOLUTION NO. 2024-33

ADOPT MITIGATED NEGATIVE DECLARATION AND MITIGATION MONITORING AND REPORTING PROGRAM FOR THE VALLEJO FERRY TERMINAL RECONFIGURATION PROJECT

WHEREAS, the Vallejo Ferry Terminal is located on the east shore of Mare Island Strait and is subject to ongoing siltation that requires maintenance dredging every two years to maintain adequate depths inside the basin for the ferry vessel operations; and

WHEREAS, WETA is considering a project that would reconfigure the ferry terminal such that it reduces the frequency of lengthy and disruptive dredging, thereby minimizing disruption to passengers, and improves the efficiency and safety of ferry landings; the project will remove and replace the existing fixed pier, gangway, passenger float, and piles with a new reconfigured fixed pier, gangway, passenger float, and piles (the Project); and

WHEREAS, WETA staff has reviewed the Project for compliance with the California Environmental Quality Act, Public Resources Code section 21000 *et seq.*, and the CEQA Guidelines, Cal. Code Regs., title 14, section 15000 *et seq.*, (collectively "CEQA"), has prepared and recommended adoption of an Initial Study/Mitigated Negative Declaration ("IS/MND"); and

WHEREAS, On May 23, 2024, WETA submitted the IS/MND for the Project to the State Clearinghouse (SCH # 2024051079) and circulated a Notice of Intent (NOI) to Adopt a Mitigated Negative Declaration in accordance with CEQA guidelines. In addition, WETA posted the NOI at the project site, recorded the NOI at the Solano County Clerk-Recorder's Office, and posted the entire CEQA IS/MND document on its website. The NOI was mailed to interested parties and agencies as well as residences and property owners within a 500-foot radius of the project site. A 30-day public and agency review period was held from May 23, 2024 to June 24, 2024; and

WHEREAS, WETA received two comments during the comment period, and revised the IS/MND to account for the comments; and

WHEREAS, in accordance with California Assembly Bill (AB) 52, WETA notified all groups listed by the California Native American Heritage Commission (NAHC) about the project and engaged in tribal consultation with the Yocha Dehe Wintun Nation; and

WHEREAS, the IS/MND identified environmental impacts that potentially could be significant unless mitigated, prompting the preparation of a Mitigation Monitoring and Reporting Program ("MMRP"), as detailed in the IS/MND; and

WHEREAS, WETA has reviewed and considered the administrative record, which includes the information contained in the final IS/MND and information provided to WETA from staff, other public agencies, tribes, and the public about the Project, and which is located at WETA's offices at Pier 9, Suite 111, The Embarcadero, San Francisco, California 94111; and

WHEREAS, WETA's findings reflect its independent judgment and analysis over the Project, and that WETA has considered the final IS/MND and its discussion of relevant information about the environmental and the Project;

WHEREAS, on the basis of the whole record before it including but not limited to the final IS/MND, the staff report, and any comments received, WETA finds and determines that there is substantial evidence showing that all of the impacts identified in the IS/MND as potentially significant could be reduced to a less than-significant level through implementation of the MMRP that has been prepared for the Project; now therefore be it

RESOLVED, that the Board of Directors for WETA has used its independent judgment and analysis to make and adopt the findings contained in the final IS/MND that the Project will have a less than significant impact on the environment by implementing the MMRP; and be it further

RESOLVED, that the Board of Directors for WETA approves and adopts the Mitigated Negative Declaration and MMRP for the Project; and be it further

RESOLVED, that the Board of Directors WETA directs WETA's Executive Director to file any notice of determination required under CEQA.

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 July 11, 2024.

YEA:

NAY:

ABSTAIN:

ABSENT:

/s/ Board Secretary

2024-33

END

MEMORANDUM

TO: Board Members

FROM: Seamus Murphy, Executive Director
Chad Mason, Capital Planning Manager
Arthi Krubanandh, Senior Transportation Planner

SUBJECT: Approve the Vallejo Ferry Terminal Reconfiguration Project

Recommendation

Approve the Vallejo Ferry Terminal Reconfiguration Project.

Background

San Francisco Bay Ferry provides service between the City of Vallejo and downtown San Francisco on both weekdays and weekends, carrying approximately 1.2 million passengers annually before 2020 and nearly 660,000 passengers in 2023. The Vallejo Ferry Terminal is located on the east shore of Mare Island Strait and is subject to an on-going siltation that requires maintenance dredging every two years to maintain adequate depths inside the basin for the ferry vessel operations. The goal of the Project is to reconfigure the ferry terminal such that it reduces the frequency of lengthy and disruptive dredging, thereby minimizing disruption to passengers, and improving the efficiency and safety of ferry landings. The Project will remove and replace the existing fixed pier, gangway, passenger float, and piles with a new reconfigured fixed pier, gangway, passenger float, and piles.

Pursuant to state and federal regulations, the Project must be approved under the California Environmental Quality Act (CEQA) and the National Environmental Protection Act (NEPA) as a federally-financed project.

Discussion

WETA considered site-specific factors such as currents within the Mare Island Strait, overwater coverage, mudline impacts, and public preference for layout configuration. WETA evaluated three layouts for relocating the existing ferry terminal, each requiring the same size float and level of use after construction. The layouts (**Figures 5A, 5B, and 5C of Attachment 7B**) are as follows:

- Preferred Configuration: This layout extends the existing ferry terminal further offshore, adding extra length to the passenger access gangway while keeping the access point in its current location.
- Configuration Option 1: This layout relocates the ferry terminal outside the basin, with the access point at the southwest corner.
- Configuration Option 2: This layout also moves the ferry terminal outside the basin, with the access point at the northwest corner.

These three configurations were presented to Blue & Gold Fleet ferry captains and the public for feedback. The captains, as key stakeholders, provided valuable operational insights. Public input was gathered through extensive outreach, both in-person and online, ensuring ferry riders and the community had the opportunity to contribute to WETA's decision-making process. The feedback

showed a preference for extending the existing ferry terminal as proposed under the Preferred Configuration.

Other factors in selecting the preferred configuration include minimizing impacts to the San Francisco Bay Trail and optimizing passenger queuing locations. The Preferred Configuration includes a four-section covered fixed pier and extended gangway from the current access point. This extension will provide more covered queuing area, helping to manage and organize lines during passenger loading and unloading.

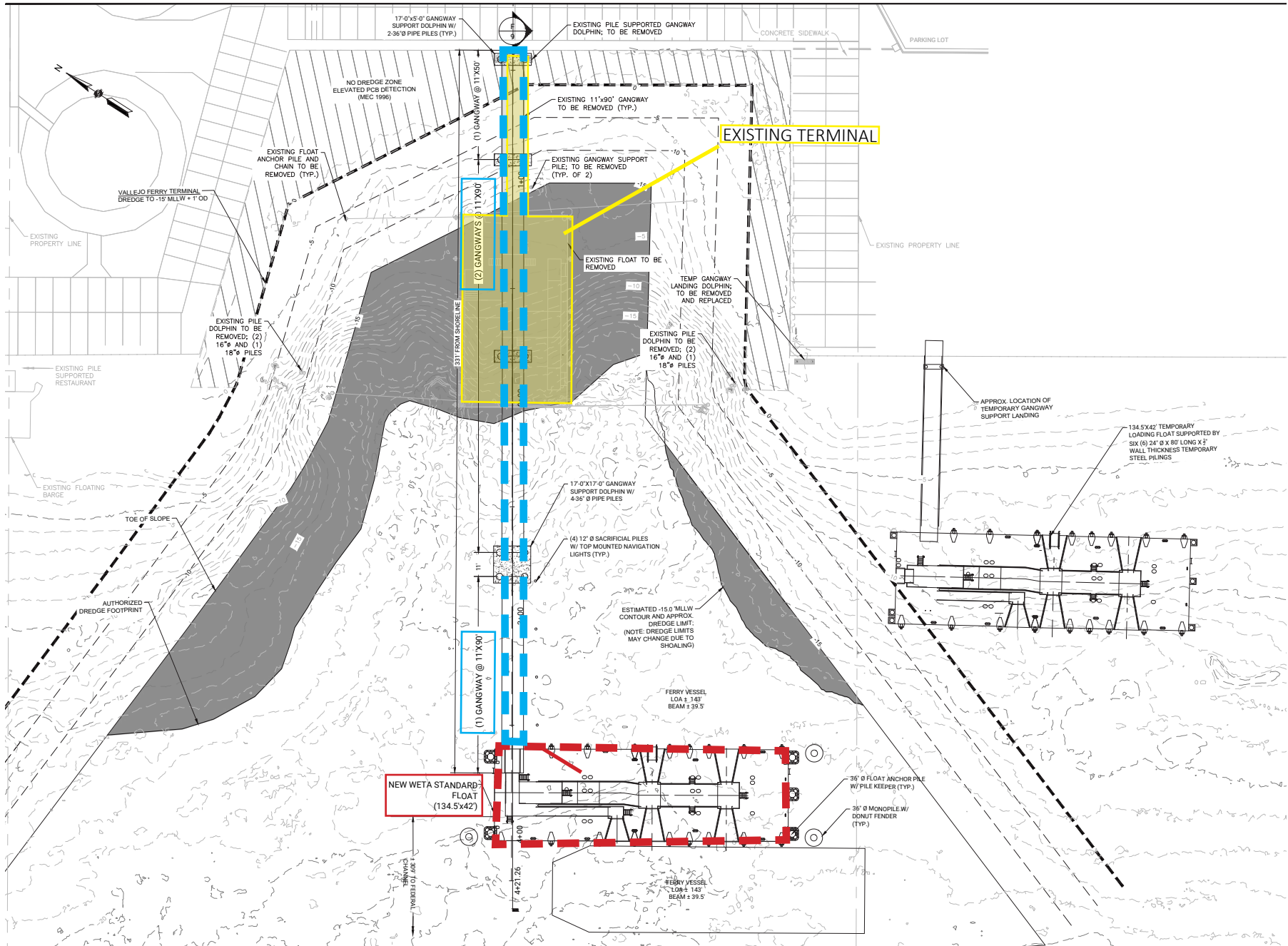
The IS/MND analyzed the potential impacts that the Preferred Configuration may have on the environment, which has a larger footprint (9,630 sf) compared to Configuration Options 1 and 2 (8,013 sf each). The IS/MND found, however, that Configuration Options 1 and 2 would have nearly identical impacts and would not require more dredging or in-water work than the Preferred Configuration. Since Options 1 and 2 do not involve any substantially different or more severe impacts, the analysis in the IS/MND focuses on the Preferred Configuration, but its analysis also covers the potential impacts from implementing Configuration Options 1 and 2.

If unforeseen conditions arise as the project progresses, Configuration Options 1 and 2 are available. These options would have similar impacts to the Preferred Configuration, and the same mitigation measures listed in the MMRP would apply. Staff will bring the project back to the Board for approval if WETA must pursue either of these configuration options.

Fiscal Impact

Funding for the environmental and permitting services, as well as the project design, is included in the FY 2024/25 Capital Budget for the Vallejo Terminal Reconfiguration. The remaining budget for completing the project, including construction costs, is estimated to be \$15.6 million. This is anticipated to be funded by a combination of Federal fund sources and RM1 Bridge Tolls.

END



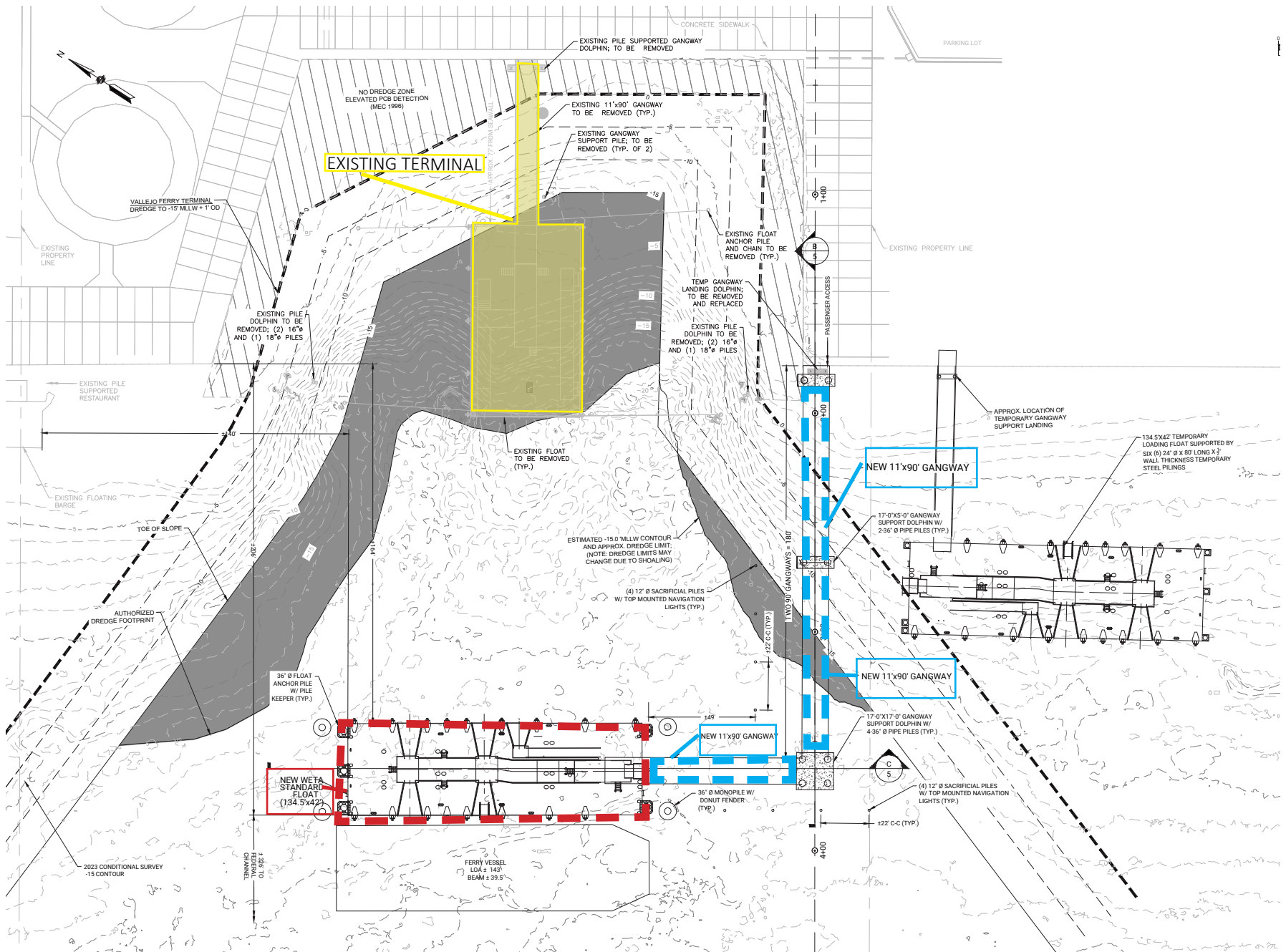
Source: Foth, 2023

Figure 5A: Project Site Plan -- Preferred Project
 WETA Vallejo Ferry Terminal Reconfiguration Project



Not to scale





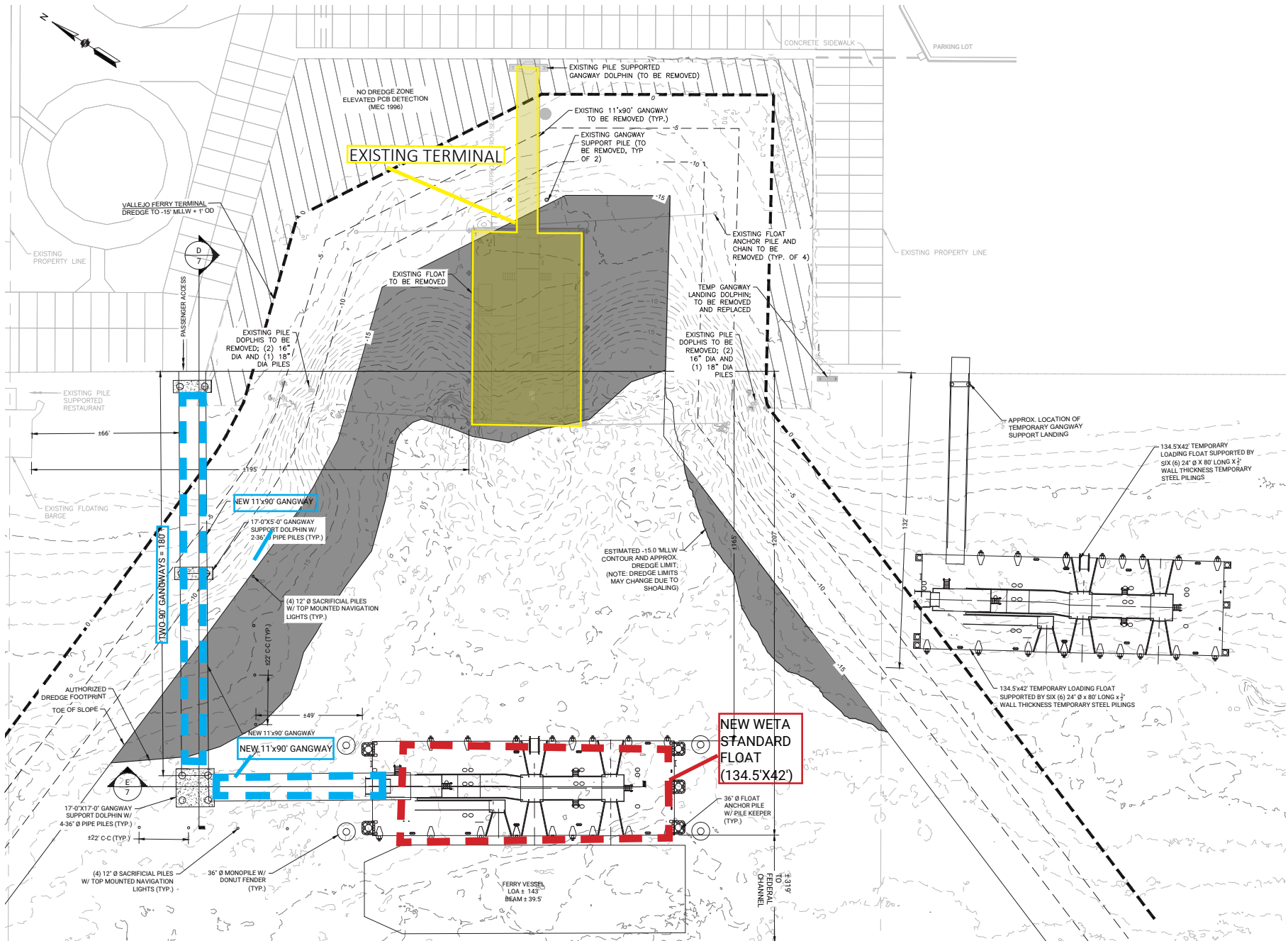
Source: Foth, 2023

Figure 5B: Project Site Plan -- Configuration Option 1
 WETA Vallejo Ferry Terminal Reconfiguration Project



Not to scale





Source: Foth, 2023

Figure 5C: Project Site Plan -- Configuration Option 2

WETA Vallejo Ferry Terminal Reconfiguration Project



Not to scale

Kimley»Horn

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

RESOLUTION NO. 2024-34

APPROVE THE VALLEJO FERRY TERMINAL RECONFIGURATION PROJECT

WHEREAS, the Vallejo Ferry Terminal is located on the east shore of Mare Island Strait and is subject to ongoing siltation that requires maintenance dredging every two years to maintain adequate depths inside the basin for the ferry vessel operations; and

WHEREAS, WETA is considering a project that would reconfigure the ferry terminal such that it reduces the frequency of lengthy and disruptive dredging, thereby minimizing disruption to passengers, and improves the efficiency and safety of ferry landings; the project will remove and replace the existing fixed pier, gangway, passenger float, and piles with a new reconfigured fixed pier, gangway, passenger float, and piles (the Project); and

WHEREAS, WETA staff has reviewed the Project for compliance with the California Environmental Quality Act, Public Resources Code section 21000 *et seq.*, and the CEQA Guidelines, Cal. Code Regs., title 14, section 15000 *et seq.*, (collectively "CEQA"), has prepared and recommended adoption of an Initial Study/Mitigated Negative Declaration ("IS/MND") and Mitigation Monitoring and Reporting Program, which was adopted by the WETA Board of Directors at its meeting on July 11, 2024; and

WHEREAS, WETA has conducted a public outreach process and received feedback both from the public and from the Blue and Gold Fleet, which outreach indicated a preference for the Preferred Configuration of the Project, which extends the existing ferry terminal the furthest offshore, adding extra length to the passenger access gangway while keeping the access point in its current location; now therefore be it

RESOLVED, that the WETA Board of Directors approves the Vallejo Terminal Reconfiguration Project in its Preferred Configuration, with the understanding that funds for the Project are included within the FY 2024/25 Capital 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 July 11, 2024.

YEA:

NAY:

ABSTAIN:

ABSENT:

/s/ Board Secretary

2024-34

END

MEMORANDUM

TO: Board Members

FROM: Seamus Murphy, Executive Director
Thomas Hall, Public Information & Marketing Manager
Alexis Matsui, Digital Communications Specialist

SUBJECT: Name *Dorado* Class Vessels Three and Four

Recommendation

Name the third vessel “Karl” and select and approve either “Bay Gull” or “Chowder” for the name of the fourth vessel in the *Dorado* class.

Background

In November 2023, the Board approved a policy guiding the naming of new San Francisco Bay Ferry vessels. The third and fourth vessels in the *Dorado* class are expected to begin service in 2025 and 2026, respectively. To ensure delivery schedules remain on track, the name for the third *Dorado* class needs to be identified as soon as possible.

The vessel naming policy details an effort to build public familiarity of and affection toward the San Francisco Bay Ferry fleet by incorporating the following principals:

- The agency should explore a vessel naming process that involves participation from school age children in the communities served by San Francisco Bay Ferry.
- Vessel names should not be political, religious, or obscene in nature.
- Vessel names should not refer to individual people, businesses, or organizations.
- Vessel names should be non-divisive and inoffensive in nature.
- Vessel names should reflect regional history, marine science, or other areas of interest relevant to the San Francisco Bay and its surrounding environs.

The policy provides that the Board determines the names of vessels.

Discussion

In keeping with the vessel naming policy, staff collected nominations for the two remaining *Dorado* class vessels from kindergarten through 12th grade students in any of the nine Bay Area counties from May 21 through June 10, 2024. Nominations were solicited through outreach to school groups who have recently traveled on San Francisco Bay Ferry, social media marketing, and earned media through KCBS Radio. Nearly 300 nominations were submitted from students across more than 85 schools. A staff panel narrowed the full nomination list to 12 finalists that met the vessel naming policy guidelines.

More than 3,300 members of the public voted on their favorite names. Voters could select up to two options.

The full vote counts sorted by total from highest to lowest are below, along with the name of the student who nominated it and the explanation accompanying the submission.

1. KARL – 1,222
"Karl the Ferry would be at home cruising through the fog." -- Nominated by **Sean** (10th grade)
2. BAY GULL – 417
"It's fun." -- Nominated by **Jules** (1st grade)
3. CHOWDER – 416
"This is a classic dish San Francisco is known for." -- Nominated by **Brett** (6th grade)
4. ZALOPHUS – 404
"It is the scientific name of the California Sea Lions which are famous in SF Harbor." -
- Nominated by **Reed** (Kindergarten)
5. AQUARIUS – 339
"Aquarius means 'water bearer.'" -- Nominated by **Loisulu** (5th grade) and **Katie** (5th grade)
6. FARALLON – 281
"The islands off San Francisco you can just barely see on clear days." -- Nominated
by **Christina** (5th grade) and **Hayden** (12th grade)
7. AMPHITRITE – 235
"She is the queen of the sea." -- Nominated by **Kaya** (5th grade) and **LN** (11th grade)
8. MELROSE – 166
*"The original Melrose ferry operated from 1909-1931 and was the first automobile ferry in the
bay."* -- Nominated by **Matt** (12th grade)
9. BELUGA – 142
"Beluga whales are cute." -- Nominated by **Ariana** (8th grade)
10. PAINTED LADY – 129
"It references a cultural attraction associated with the Bay Area." -- Nominated by **Noah** (3rd
grade)
11. GOLD RUSH – 129
"Because of California's gold history." -- Nominated by **Brittney** (7th grade) and **Conor** (6th
grade)
12. DUNGENESS – 129
"This species of crab is harvested in the Bay Area." -- Nominated by **Jeremy** (5th grade)

Staff is recommending the Board authorize the next vessel to be named "Karl," which won overwhelming support from voters. Because the votes between "Bay Gull" and "Chowder" were so close, staff recommends that the Board select and approve one of these names for the fourth and final vessel in the Dorado class.

Fiscal Impact

There is no fiscal impact for this action. If a decision is not made on the name for the third vessel in the class, the vessel's delivery could be delayed.

END

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

RESOLUTION NO. 2024-35

NAME DORADO CLASS VESSEL THREE AND FOUR

WHEREAS, the third and fourth Dorado class ferries are schedule for delivery in 2025 and 2026, and require names in order to ensure the delivery schedule is not impacted; and

WHEREAS, in keeping with SF Bay Ferry’s Board-adopted vessel naming policy, SF Bay Ferry staff conducted extensive outreach with the public, in particular with Bay Area school children; and

WHEREAS, more than 3,300 members of the public voted on their favorite names for WETA’s new ferries, based on approximately 300 nominations submitted from students across more than 85 schools; and

WHEREAS, based on that outreach, the Executive Director recommends that the Board name the third Dorado class ferry “Karl” and the fourth Dorado class ferry {TBD} based on the overwhelming support from participants in SF Bay Ferry’s public outreach process; now, therefore, be it

RESOLVED, that the Board of Directors names the third Dorado class ferry “Karl” and the fourth Dorado class ferry {TBD} .

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 July 11, 2024.

YEA:

NAY:

ABSTAIN:

ABSENT:

/s/ Board Secretary

2024-35

END

MEMORANDUM

TO: Board Members

FROM: Seamus Murphy, Executive Director
Michael Gougherty, Director of Planning
Gabriel Chan, Transportation Planner

SUBJECT: Oakland Alameda Water Shuttle Pilot Project Update

Background

The Oakland Alameda Water Shuttle Pilot Project is a two year service to test the efficacy of a water shuttle connecting Oakland's Jack London Square and Alameda Landing. This project is a partnership between City of Alameda, San Francisco Bay Ferry, Alameda Transportation Management Association, CIM (Jack London Square Property Manager), and the Port of Oakland. San Francisco Bay Ferry has agreed to administer and manage the operation of the temporary service. Preliminary operating cost estimates for a five-day-a-week service of 9-12 hours per day is \$1.5 to \$2 million annually. Funding for the service will be provided by the project partners, San Francisco Bay Ferry contributions will be limited to in-kind staff services.

Discussion

The project team has coordinated extensively over the past several months to execute necessary agreements, procure and modify the project vessel, secure project permits and approvals, develop a service plan and schedule, and design promotional and marketing materials. The team is excited to announce that the service will commence on July 17, 2024.

Staff has worked collaboratively with City of Alameda to develop the goals, objectives, and performance metrics for the Oakland Alameda Landing Water Shuttle Service, included in **(Attachment A)**. These goals and objectives have been previously reviewed by the WETA Pilot Service Committee.

San Francisco Bay Ferry staff has worked closely with the project team to develop an initial plan to market and promote the service. This includes development of a marketing plan, media relations strategy, dock signage and onboard passenger information, website information and events. The agency committed \$50,000 in in-kind marketing support, largely provided through staff time. The partners promoted the launch of the service through various signage and promotional materials in the City of Alameda beginning with the Fourth of July Parade and will be working with businesses and residential communities in and around Jack London Square to increase awareness of the new service. A celebration event highlighting the new service is tentatively planned for September to align with Transit Month. Staff will also be promoting the Water Shuttle with its existing riders in Oakland and Alameda as a high-frequency connector.

Fiscal Impact

There is no fiscal impact associated with this item.

END

Attachment A – Oakland Alameda Water Shuttle Pilot Project: Goals, Marketing Plan, and Basis for Evaluation.

Oakland Alameda Water Shuttle Pilot Project

Goals, Marketing Plan, and Basis for Evaluation

(Reviewed by Pilot Service Committee – 4/16/2024)

Project Purpose

The Oakland Alameda Water Shuttle Pilot Project will test on a limited-term basis for up to two years the efficacy of a shuttle crossing connecting Oakland's Jack London Square and Alameda Landing. A 2009 comprehensive report by City of Alameda studied potential strategies for crossing the Estuary. Staff examined 17 different crossing options including gondola, various bridge types, Posey/Webster tube enhancements, water shuttle services, and a new transit tube. The study proposed solutions in the short, medium, and long term with a water shuttle service emerging as the top recommended medium-term option.

This project is the result of a partnership between City of Alameda, WETA, and various funding commitments from private sector stakeholders. WETA has agreed to administer and manage the operations of the temporary water shuttle service. Preliminary operating cost estimates for a five day a week service of 9-12 hours per day is \$1.5 to \$2 million annually.

In late 2023, WETA piloted a two-month service from Mission Bay to South San Francisco with extra capacity made available on the South SF route due to the Alameda Main St. terminal closure for construction. Success was limited, as most trips ran empty with no improvement over the course of the pilot. As pilot services become a more important part of WETA's operation in Fiscal Year 2025 and beyond, the agency needs to establish best practices and procedures around how to plan, operate, and evaluate pilots. WETA will use its Swiftly database system to collect and analyze data for the performance metrics and evaluation criteria set forth in this document. The agency, along with the City of Alameda, will also dedicate staff time to collect other qualitative and quantitative data like public sentiment or awareness of the pilot service.

Service Schedule

- 4-5 days/week, depending on season
- 9-12 hours/day, depending on season and demand
- \$1.5 - \$2 million annual operating cost
- Pilot duration: July 2024 – June 2026
- First day of revenue service: July 17, 2024

Service is initially going to be robust and frequent. There will be opportunities to periodically adjust operating hours, frequency, and service schedule to optimize the service during the pilot project. WETA will evaluate, recommend, and implement service adjustments as needed in coordination with City of Alameda and other project partners.

Goals

- 1) *Assess long-term project demand.* Obtain a source of actual ridership data that will be useful in projecting the long-term demand for a permanent service. The pilot project is unlikely to indicate the absolute long-term demand for the service, since a future permanent service would likely operate on a daily basis with longer hours of operation, more frequency, and fewer schedule gaps.
- 2) *Optimize service operations.* Periodically adjust hours of operation, scheduled cycle times (travel time and dwell time), vessel operating speed, crew break times, crew shift changes, and fueling processes to maximize performance of the key metrics listed below.
- 3) *Evaluate project partnership model.* Assess whether key roles and responsibility assigned to each public and private partner to deliver the pilot project were effective, sustainable, and scalable to other potential future pilot projects.
- 4) *Estimate costs for permanent service.* Develop more accurate cost estimates for a permanent water shuttle service by collecting and analyzing initial and on-going capital and operating costs associated with the pilot service.
- 5) *Close gap in bicycle and pedestrian networks.* Evaluate through data collection and survey instruments the impact that implementation of the project has on the total number of bicycle and pedestrian trips crossing the Oakland Estuary.
- 6) *Promote economic development.* Determine the potential impact of the water shuttle service in promoting economic activity amongst local businesses in proximity to the water shuttle landings.
- 7) *Determine communities served.* Evaluate the populations that are served (commuters, shoppers, recreational users, home cities, employment sites, etc.) to better understand the service demand and potential for future financial contributions towards a permanent service.
- 8) *Maximize transparency.* All data collected and analyzed will be provided to all project partners and reported to the public on a regular basis.
- 9) *Pursue electrification.* If feasible and funding is available, consider implementing electric outboard motors to test feasibility of zero emission vessel in revenue service.

Key Performance Metrics and Evaluation Criteria

Criteria	Description and/or Metrics
Ridership	<ul style="list-style-type: none"> • Total ridership • Bicycle ridership and occupancy • Ridership profile and distribution (by day of week and time) • Trip purposes (via survey or poll) • Trip origins and destinations (via survey or poll)
Operations	<ul style="list-style-type: none"> • On time performance • Service reliability (incl. cancelled trips and reasons for cancellations) • Trip cycle time • Number of trips per day • Reporting of safety incidents resulting in property damage, injury, or death
Finance	<ul style="list-style-type: none"> • Hourly operating cost • Subsidy per rider
Customer Experience	<ul style="list-style-type: none"> • Satisfaction of riders (via survey or poll) • Satisfaction of general population (via survey or poll) • Number of compliments and complaints
Economic Impact and Sentiment	<ul style="list-style-type: none"> • Survey or poll of businesses and employers in the catchment area • Ridership data (above) on trip purposes and origins/destinations
Environment	<ul style="list-style-type: none"> • Estimated VMT reduction and emissions avoided • Baseline volume of bicycle and pedestrian trips through the Posey Tube

	<ul style="list-style-type: none"> • Bicycle trips (new or diverted from other crossings) • Pedestrian trips (new or diverted from other crossings)
Equity	<ul style="list-style-type: none"> • % of low-income riders compared to ridership catchment area and WETA systemwide
Partnership and Coordination	<ul style="list-style-type: none"> • Satisfaction with partner roles, level of effort, and ability to continue them over long-term

Public Outreach and Marketing

Staff has collaborated closely with peers from the City of Alameda, Alameda TMA and, real estate company CIM Group to plan for a robust marketing effort to bring positive attention to the project and build ridership demand. This includes development of a marketing plan, media relations strategy, dock signage and onboard passenger information, website information and events. The agency has committed \$50,000 in in-kind marketing support, largely provided through staff time.

Data Analysis and Reporting

- Operational data, including vessel location, on-time performance, ridership, and reliability will be tracked through a variety of systems deployed by WETA in support of the service, including Swiftly, GTFS-RT, and the WETA Ridership Dashboard.
- The City of Alameda will lead the development of customer, business, and general population surveys, to be administered throughout the pilot period.
- WETA will report key operational statistics for the water shuttle service as part of its monthly operational report presented to the WETA Board.
- The project team will make periodic project updates to the WETA Board and City of Alameda Transportation Commission on at least a semi-annual basis.
- WETA will lead the preparation of a final report upon the conclusion of the pilot project evaluating the goals and key performance metrics set forth for the project.

MEMORANDUM

TO: Board Members

FROM: Seamus Murphy, Executive Director
Michael Gougherty, Director of Planning

SUBJECT: Treasure Island Ferry Study

Recommendation

There is no recommendation associated with this informational item.

Background

In 2021, the Treasure Island Mobility Management Authority (TIMMA) and San Francisco Bay Ferry entered into a Memorandum of Understanding (MOU) that defined a framework to establish a new ferry service from Treasure Island to Downtown San Francisco. The MOU directed San Francisco Bay Ferry staff to support TIMMA in preparing a Ferry Study to assess ridership demand, vessel size, service level, propulsion type, operating costs, fare structures and required subsidy.

Discussion

The study team led by TIMMA staff has recently concluded the ferry planning study and presented its findings to the TIMMA Committee last month. Key recommendations include:

- Phase service incrementally to match demand. Since ridership will increase with development on the Islands, service can be provided initially with one vessel, operating at least hourly, and expand as demand grows. Service could ramp up to 15-minute frequencies at peak at full buildout, pending available funding.
- Provide service all day, not only peak hours, on weekends as well as weekdays. Demand projections and peer systems showed that there is strong weekend demand.
- Utilize smaller vessels in the early years. More frequent service with smaller vessels and smaller crews performs better than service with larger vessels during initial years of service when demand is lower.
- Provide service with electric vessels. When the study began, both diesel and electric propulsion were options. Since the California Air Resources Board (CARB) has mandated that short ferry routes (less than three nautical miles) must be zero emission, the diesel-only scenarios were eliminated from consideration.

The mutual goal of both agencies is to launch a new San Francisco Bay Ferry service in 2026. A key next step for advancing this project will be to prepare a service specific business plan, which both TIMMA and San Francisco Bay Ferry have included in their respective work plans for this fiscal year. This plan will build on the findings of the Ferry Study and address or refine the following items:

- Updated Ridership Projections – revise projections based on the updated development schedule as well as the most recent version of the San Francisco County Transportation Authority travel demand model.
- Fare Structures – develop a proposed fare structure that balances affordability and regional consistency with revenue generation.
- Operations and Maintenance (O&M) Costs – refine O&M costs based on updated information, including any new data available for electric vessels.
- Funding Strategy – develop a funding strategy for the first years of operations. Potential sources include the developer-funded operating subsidy, fare revenues, and anticipated future congestion management revenues. Of note, in May 2024 the Transportation Authority approved the programming of approximately \$1.6 million in STA Block Grant funds to support initial operations.
- Roles and responsibilities – further define key roles and responsibilities of the numerous agencies involved in delivering Treasure Island ferry service, including TIMMA, San Francisco Bay Ferry, TIDA, the Port of San Francisco, San Francisco Public Utilities Commission, and the SFCTA.

Of note, in 2022 the Treasure Island Community Development (TICD) began a privately funded ferry service operated by PROP SF to provide interim service until the San Francisco Bay Ferry service is started. The interim service operates on a roughly hourly basis with a single 49-passenger diesel-powered vessel between the Treasure Island Ferry Terminal and the San Francisco Ferry Building on weekdays and weekends. Ridership on this service was low in the beginning, averaging 1,857 monthly passengers in its first year. Recently, as more people have moved to the Islands and the ferry service is becoming more well known, ridership on the interim service has increased to an average of 2,642 monthly riders in the most recent 12 months.

Fiscal Impact

There is no fiscal impact associated with this item.

END

MEMORANDUM

TO: Board Members

FROM: Seamus Murphy, Executive Director
Michael Gougherty, Director of Planning
Arthi Krubanandh, Senior Transportation Planner
Terence Candell, Government & Regulatory Affairs Specialist

SUBJECT: Draft Sustainability Policy

Recommendation

There is no recommendation associated with this informational item.

Background/Discussion

The 2050 Service Vision & Business Plan project is designed to define a long-term service vision based on input from agency stakeholders, the public, and other interested parties. This project aims to ensure that San Francisco Bay Ferry's services are aligned with future needs and priorities, such as environmental sustainability, equity, economic development, and emergency response.

In May 2024, the WETA Board adopted the 2050 Service Vision and Expansion Policy, which outlines the agency's goals for the ferry system, criteria for evaluating new routes, and the responsibilities of San Francisco Bay Ferry and its partners. This policy sets the stage for future expansion and enhancement of the ferry network, focusing on regional connectivity, emergency response, and community connections in an equitable and environmentally sustainable manner.

During an initial outreach effort in 2021, staff identified six focus areas to guide the development of the Business Plan:

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

This item brings forth a proposed draft Sustainability Policy designed by staff to adopt specific goals and objectives supporting Focus Area #3, Environmental Stewardship. This draft policy would ensure that San Francisco Bay Ferry continues meeting current requirements while preserving resources for future needs, aligning with regional initiatives, and enhancing competitiveness for funding opportunities.

Purpose and Need for Sustainability Policy

The draft Sustainability Policy proposed is designed to align with the Board's commitment to environmental stewardship, ensuring that San Francisco Bay Ferry operations minimize negative impacts on the environment. Additionally, it supports the agency's long-term goals by establishing guidelines for sustainable practices that can be integrated into all aspects of San

Francisco Bay Ferry service and infrastructure. This policy will help San Francisco Bay Ferry make informed decisions that promote resilience, reduce environmental footprint, enhance eligibility for funding opportunities, and demonstrate progress. Ultimately, a comprehensive sustainability policy is crucial for guiding San Francisco Bay Ferry toward a greener, more enduring future, consistent with the objectives of the 2050 Service Vision.

This structured approach ensures continuity between past achievements, current strategic focus areas, and future goals, reinforcing the agency's commitment to providing sustainable and resilient ferry service in the region.

Key Influences on Sustainability Policy Development

1. *Achievements in Environmental Stewardship:* Reflecting on the 2016 strategic plan, San Francisco Bay Ferry set ambitious goals to reduce emissions, deploy cleaner vessel technology, encourage alternate modes of access to terminals, achieve LEED certification for facilities, and monitor sea-level rise to protect assets. These goals have been successfully met and continue to show improvements.
2. *2050 Business Plan:* The 2050 Service Vision and Expansion Policy requires that system expansion projects deploy Zero Emission Vehicles (ZEVs) if feasible, and that all current vessels in the San Francisco Bay Ferry fleet will be replaced with ZEVs upon the end of their useful life. This reinforces San Francisco Bay Ferry's commitment to transitioning to zero emission ferries and reducing greenhouse gas emissions.
3. *Compliance with Environmental Regulations:* Environmental regulations such as CARB's Commercial Harbor Craft (CHC) rules and SB 97 of CEQA impose strict emission reduction standards on ferry operations. These standards aim to lower greenhouse gas emissions and other pollutants, enhancing air quality and supporting climate change mitigation efforts. San Francisco Bay Ferry's compliance plans and implementation strategies have significantly reduced emissions, demonstrating its dedication to environmental responsibility and regulatory adherence.
4. *Stakeholder and Community Support:* Outreach for the 2050 Service Vision and Expansion Policy revealed strong support from business and community stakeholders for San Francisco Bay Ferry's environmental initiatives. The 2017 passenger survey showed that many riders choose ferry services for their environmental benefits. This feedback highlights the community's appreciation and interest in San Francisco Bay Ferry's efforts to prioritize environmental benefits in operations.
5. *Securing Funding Opportunities:* Various grant programs, such as the FTA's electric/low emission ferry program, support projects that reduce emissions and promote electrification. Advancing San Francisco Bay Ferry's ZEV program enhances competitiveness in securing funding opportunities.
6. *Learning from Regional Best Practices:* Staff reviewed the initiatives of other regional agencies to reduce emissions, manage waste, conserve water, and optimize energy use. For example, BART developed sustainability policies that guide their environmental initiatives, set metrics and targets for reducing emissions, and periodically monitor these metrics.

Based on the above efforts and insights, staff has developed a draft Sustainability Policy (**Attachment A**) to include not only environmental factors but also social, and governance factors. This proposed policy aims to provide a clear direction and framework for advancing the agency towards a resilient, greener, and more energy-efficient system.

Key Components of San Francisco Bay Ferry's Sustainability Policy

1. *Pioneering Environmental Responsibility and Electrification:* Climate change poses a growing global threat, intensifying concerns about transportation's environmental impact.

It is responsible for over 25% of the nation's greenhouse gas emissions. In the Bay Area alone, transportation contributes 40% of statewide emissions. Adhering to strict federal and state emission standards, San Francisco Bay Ferry consistently exceeds benchmarks and aims to remain an environmental frontrunner. Continuing in that path, WETA will develop and implement electric vessel technology and achieve higher reductions in air pollutants while protecting our environmental resources.

2. *Enhancing Transit Resilience:* Resilience reflects the ability of a transit system to “bounce back” and return to normal level of transit services after a disruptive experience. San Francisco Bay Ferry has a legislative mandate to operate and coordinate emergency water transit when regional transportation systems are disrupted due to disaster or other events. Crisis management is stressful, and clear procedures need to be in place to respond effectively during those times. Preparedness initiatives such as SamTrans' disaster recovery plan and VTA's Climate Vulnerability assessment emphasize the shared commitment to ensuring transit system resilience across the Bay Area.
3. *Ensuring Equitable Services:* Environmental justice involves assessing the environment's impact on everyone, including low-income communities and communities of color. San Francisco Bay Ferry prioritizes equitable services and supports regional efforts such as the low-income fare discount program (Clipper START). Furthermore, equity and accessibility encompass crucial strategies for achieving racial equity and enhancing workforce and community accessibility. San Francisco Bay Ferry's focus on workforce development, talent retention, and providing a safe transit network aligns with the goals of other regional transit agencies.
4. *Enhancing Sustainability through Strategic Reporting:* The development of a sustainability plan and regular annual reports to monitor progress are crucial to track the environmental impact, maintain accountability, engage with the community, comply with regulations, and continuously improve operations toward a more sustainable future.

Outreach Plan

The outreach efforts that helped shape the draft Sustainability Policy include 2050 Business Plan stakeholder outreach, staff input, and a comprehensive review of peer agency best practices. Pending adoption of a final policy, staff will initiate an outreach process to support development of a sustainability plan consistent with the proposed policy. These outreach efforts will include coordination with Blue & Gold Fleet, other water transit operators, Harbor Safety Committee, and other interested parties, such as The Marine Mammal Center and Bay Area Transit Agency Sustainability Working Group.

Next Steps

Staff invites the Board to provide feedback on the proposed draft Sustainability Policy. All feedback received will be incorporated into a revised final policy that will be presented to the Board as early as September for consideration. Pending approval of a final Sustainability Policy, staff will begin the proposed outreach process for developing a multi-year sustainability plan that will be subsequently developed over the course of approximately eight months.

Fiscal Impact

There is no fiscal impact associated with this informational item.

END

ATTACHMENT A

DRAFT WETA SUSTAINABILITY POLICY

July 11, 2024

The purpose of the Water Emergency Transportation Authority's (WETA) Sustainability Policy is to identify a broad range of environmentally friendly practices supporting the planning, design, construction, operation, and maintenance of the WETA system. This policy aims to ensure that WETA mandates are sustainable and protect the environment, infrastructure, and future quality of life in the Bay Area and beyond. This policy seeks to foster a greener WETA system that is closely aligned with regional and statewide climate and resilience goals.

1. Continue industry leadership role in promoting environmentally friendly and sustainable water transit service.
 - a. Leverage the Pilot Service Program to partner with public and private entities to advance research and development of new water transit technologies.
 - b. Advocate for and support rules and regulations that balance agency interests of feasibility and impact.
 - c. Participate in the development and exchange of industry best practices through engagement with trade, academic, and commercial stakeholders.

2. Achieve near-term reduction and long-term elimination of emissions generated by WETA.
 - a. Transition 2/3rd of fleet to Zero Emission Vessels (ZEVs) by 2035 and 100 percent of fleet by 2050.
 - i. All new expansion routes shall deploy ZEVs, if feasible.
 - ii. All current vessels in the WETA fleet will be replaced with ZEVs upon the end of their useful life.
 - b. Provide shoreside infrastructure required to support ZEVs at all current and future ferry facilities.
 - c. Periodically update existing plans, such as the Climate Action Plan, to achieve comprehensive zero emission capability, including WETA fleet, facilities, and agency personnel.

3. Protect and conserve natural resources, wildlife, and habitat.
 - a. Site future terminals and routes in locations that do not negatively impact or traverse environmentally sensitive shoreline or open water areas.
 - b. Site future terminals and routes in locations that do not require extensive or frequent dredging.

- c. Continue coordination with appropriate stakeholders (such as the Marine Mammal Center) to reduce the risk of vessel collisions with marine mammals.
 - d. Identify and implement feasible technologies to reduce underwater noise.
 - e. Establish and execute a comprehensive waste reduction and recycling initiative at WETA, incorporating audits, waste segregation, staff training, and ongoing monitoring, with the aim of attaining systemwide zero-waste.
4. Maximize resilience to climate-related network disruptions and regional disasters, natural or man-made.
- a. Integrate adaptive strategies into operational planning, considering rising sea levels, extreme weather events, and other climate-related hazards.
 - b. Perform periodic risk assessments to evaluate vulnerabilities, assess potential consequences, and adjust strategies to address evolving climate risks.
 - c. Upgrade or construct terminals and other key system facilities to Essential Facility Standards when feasible.
 - d. Prioritize the use of renewable energy sources to enhance system energy self-sufficiency and minimize susceptibility to climate disruptions.
 - e. Maintain a flexible fleet strategy to adapt to changing weather or service issues, aiming for interoperability when possible.
 - f. Establish comprehensive disaster recovery strategies outlining data-related procedures and responsibilities, for both during and after disruptive events.
5. Integrate equity and environmental justice as fundamental core values into WETA planning, execution, culture, and business strategy.
- a. Deliver cost-effective, quality, and safe services for all, irrespective of race, color, national origin, income or ability.
 - b. Prioritize system expansion to benefit equity priority communities and avoid the concentration of potential negative effects relating to noise, air quality, traffic, and other environmental factors in these areas.
 - c. Promote workforce diversity through inclusive recruitment and retention, ensuring fair career advancement free from discrimination or bias for all staff.
 - d. Participate in programs that promote equitable employment and skill development to support industry expansion (such as the Working Waterfront Coalition program)
 - e. Collaborate with community organizations, nonprofits, and advocacy groups to address equity, accessibility, and environmental concerns.
 - f. Advance inclusivity by providing affordable fare structures and promoting active modes of terminal access for healthy, livable communities.
6. Strengthen systemwide environmental initiatives, oversight, and adaptation.

- a. Adopt a Sustainability Action Plan that sets forth performance measures and prioritizes actions items for achieving the goals of WETA's Sustainability Policy.
- b. Establish independent monitoring and assessment through potential partnerships with third party reporting entities such as Green Marine.
- c. Periodically update and adapt the WETA Sustainability Policy to align with evolving agency, regional, and statewide challenges and mandates.