

**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, February 8, 2024 at 1:00 p.m.*

**Hanson Bridgett  
425 Market Street, 26<sup>th</sup> Floor  
San Francisco, CA**

Please allow time to check-in with building lobby security.  
You may be asked to present photo ID to access the 26<sup>th</sup> floor.  
*and*

**Videoconference**

Join WETA BOD Zoom Meeting  
**<https://us02web.zoom.us/j/89718217408>**  
**Meeting ID: 897 1821 7408**

**Password: 33779**  
Dial by your location  
+1 669 900 6833 US (San Jose)  
+1 929 205 6099 US (New York)

***The full agenda packet is available for download at [weta.sanfranciscobayferry.com](http://weta.sanfranciscobayferry.com)***

**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. Alameda BayPass
    - ii. Customer Experience Enhancement
    - iii. State of San Francisco Bay Ferry
    - iv. Main Street Terminal Rehabilitation Project Update
  - b. Monthly Review of Financial Statements
  - c. Federal Legislative Update
  - d. State Legislative Update
    - i. Regional Transportation Revenue Measure
  - e. Monthly Operations, Ridership, and Recovery Report
6. CONSENT CALENDAR **Action**
  - a. Approve Board Meeting Minutes – December 7, 2023
  - b. Approve WETA's 2024 Legislative Program

**Water Emergency Transportation Authority  
February 8, 2024 Meeting of the Board of Directors**

---

- c. Approve Contract Award for the MV *Dorado* Jet Work and Dry Dock to Marine Group Boat Works, LLC
  - d. Authorize the Resolution of Local Support with the Metropolitan Transportation Commission for \$3,750,000 in Transit Station Public Charging Capital Grants Program Funds for the Richmond Ferry Terminal EV Charging Infrastructure Project
  - e. Authorize the Filing of an Application with the Metropolitan Transportation Commission for \$841,000 in Regional Measure 3 Capital Funds
  - f. Authorize Release of a Request for Qualifications for On-Call Civil and Electrical Engineering Consulting Services to Support Development of Shoreside Infrastructure for Ferry System Electrification
7. BGF AMEND AGREEMENT WITH BLUE & GOLD FLEET FOR OPERATION OF ESTUARY WATER SHUTTLE PILOT PROJECT **Action**
8. ADJUST FISCAL YEAR 2023/24 CAPITAL BUDGET FOR ALAMEDA MAIN STREET TERMINAL REHABILITATION PROJECT **Action**
9. WORKING WATERFRONT COALITION UPDATE **Information**
10. AGENCY BRANDING **Information**
11. PUBLIC COMMENTS FOR NON-AGENDA ITEMS

ADJOURNMENT

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

**PUBLIC COMMENTS** WETA welcomes comments from the public.

*If you know in advance that you would like to make a public comment during the meeting, please email [BoardOfDirectors@watertransit.org](mailto: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](mailto: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: February 8, 2024

RE: Executive Director's Report

**Award of Transit Station Public Charging Grant**

In January, a Joint MTC Planning Committee with the ABAG Administrative Committee recommended an award of \$3,750,000 to fund a WETA-proposed project to install the purchase and installation of ten (10) Level 2 charging ports in the parking lot at the Richmond Ferry Terminal. The utility and electrical grid upgrades will simultaneously support the infrastructure improvements necessary for both the EV chargers and future electric ferry vessels to minimize redundant and expensive electrical development costs. An item on today's agenda provides further details about the project and the award. The award brings the total raised for SF Bay Ferry's REEF Program to over \$120 million.

**Main Street Terminal Refurbishment Project Update**

Construction of the Main Street Terminal Refurbishment Project was largely completed in December 2023 and service resumed on January 2, 2024. WETA's construction contractor is working to complete several remaining construction tasks. The Project is anticipated to be fully completed and closed out in February 2024.

**2050 Service Vision & Business Plan**

This project is being developed to define a long-term service vision based on input from agency stakeholders, the public, and other parties with an interest in the future of the agency. Over the past three months, staff has convened over 10 meetings with individual cities to review the draft Service Vision and policy concepts that will guide expansion efforts. This work, as well as a summary of initial stakeholder feedback, was presented to the Business Plan Subcommittee in January. Staff will be convening the Community Advisory and Business Advisory Groups this month to further vet the draft Service Vision and is planning to present an update to the full Board in April.

**Fare Coordination and Integration Study – Clipper BayPass Pilot Program**

In 2020, the Fare Coordination and Integration Study (FCIS) was launched by the Bay Area's transit operators and the Metropolitan Transportation Commission (MTC). The study, co-managed by staff from BART and MTC, was launched with the intent to identify changes to the Bay Area's transit fare policies that will improve the passenger experience and grow transit ridership. The study was closely collaborated with a Staff Working Group from the Bay Area transit operators, including WETA.

The outcomes of the study 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 on Clipper. Phase 1 of the pilot began in August 2022, involving UC Berkeley, San Francisco State University, Santa Rosa Junior College, San Jose State University, and twelve affordable housing properties in the mid-Peninsula.

Phase 2 of the pilot began in January 2024, with the participation of the first three employers, including University of California at San Francisco (UCSF) employees, City of Menlo Park employees, and residents and employees of Alameda Transportation Management Association (TMA) member organizations. The pilot will eventually involve up to 10 employers. MTC has allocated \$1 million of regional funds to offset impacts associated with Phase 2. The pilot was launched on January 15th for Alameda TMA and will

continue till January 14th 2025. Approximately 1,700 individuals across Alameda TMA's membership (businesses and housing properties) will now have access to BayPass.

### **Regional Network Management Council**

On January 22, WETA's Executive Director joined the Regional Network Management (RNM) Council for their third meeting. The RNM was created by MTC to help guide implementation of the region's Transformation Action Plan, which includes near-term and long-term actions to better integrate the Bay Area's transit network. The RNM Council received a report on the development of prototype signage for the Regional Mapping & Wayfinding Project (RWMP); an update on the Transit 2050+ plan efforts to identify needs, gaps, and opportunities for the region's transit system; and a presentation summarizing a study trip to Switzerland taken by Bay Area transit leaders and advocates including WETA's Executive Director.

### **Real-Time Terminal Updates**

Staff has completed the rollout of real-time next departure information at all terminals in the San Francisco Bay Ferry system. These displays now give ferry passengers accurate information about upcoming departure times as well as Rider Alerts affecting that terminal in real-time. This signage update brings San Francisco Bay Ferry in line with industry norms on terminal or station-based real-time information and is made possible by the real-time transit information system approved by the Board in 2022.

Staff has worked with consultants to pilot, test, improve, and implement the real-time information across the system. The next phase of real-time data implementation will happen with the website redesign project.

### **Coffee Promotion**

On January 17, San Francisco Bay Ferry announced its Free Coffee Pay It Forward campaign. In partnership with S&P Concessions and Blue & Gold Fleet, free coffee is available on all weekday morning trips on all routes while supplies last.

As a part of the promotion, San Francisco Bay Ferry is recruiting passengers to participate in its Pay It Forward campaign through virtual food drives with the Food Bank of Contra Costa and Solano and the Alameda County Community Food Bank. QR codes are positioned near the coffee stations, allowing passengers to easily donate if they choose. Passengers have donated hundreds of dollars already. The agency received a high level of positive media attention for the campaign in January.

### **MTC North Bay Bridge Tour**

On Friday, January 5, WETA facilitated a tour of the Carquinez and Benicia-Martinez Bridges for MTC staff, CalTrans staff, and Assemblymember Lori Wilson and her team. During the tour, MTC staff shared a brief history and provided updates on the bridges to Assemblymember Wilson. The vessel made stops at each bridge for our guests to get a unique water-view perspective of the bridges. The tour lasted approximately an hour and a half, and all attending offices expressed gratitude for WETA's coordination and support.

### **State of San Francisco Bay Ferry Event**

On Thursday January 25, WETA hosted an event to showcase San Francisco Bay Ferry's annual report. WETA's Board Chair and Executive Director provided an update on progress made to develop a world-class ferry system in the Bay Area, ferry expansion plans, as well as an overview of advancing WETA's commitment to transition at least 50% of our vessel fleet to zero emissions by 2035. Over 100 stakeholders attended the event, including representatives from WETA's state and federal legislative delegations, elected officials and staff from cities with ferry service as well as cities being considered for future expansion, funding and regulatory agency staff, regional stakeholders, business community members and many others.

\*\*\*END\*\*\*

**MEMORANDUM**

**TO: Board Members**

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

**SUBJECT: Review of FY 2023/24 Financial Statements Ending December 31, 2023**

**Recommendation**

There is no recommendation associated with this informational item.

**Financial Statements Summary**

This report provides a summary of financial activity for the first six months of the Fiscal Year. Actual revenue and expense are reflected as of December 31 against the Fiscal Year 2023/24 approved budget. Revenue and expense to date for operations is \$28.8 million and is well within approved amounts. The summary table below shows the high-level comparison, with 50% of the fiscal year completed. As mentioned in the last report, the mix of revenues for operations will change through the fiscal year, with federal revenue being utilized heavily earlier in the year and bridge tolls providing a greater subsidy toward the end of the year.

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		
<b>Revenue:</b>				
Fare Revenue	\$ 5,500,726	\$ 6,535,128	\$ 12,757,159	51%
Federal - COVID-19 Relief Funds	13,539,016	14,399,072	20,214,365	71%
Bridge Toll Revenues	7,152,226	5,865,080	25,759,450	23%
State Operating Assistance	N/A	-	3,238,254	0%
Contra Costa Measure J	1,854,625	1,880,858	3,761,720	50%
Other Revenue	197,812	140,243	2,696,074	5%
<b>Total Operating Revenues</b>	<b>\$ 28,244,405</b>	<b>28,820,381</b>	<b>\$ 68,427,022</b>	<b>42%</b>
<b>Expense:</b>				
Ferry Services (all)	\$ 26,649,868	\$ 27,437,640	\$ 64,481,828	43%
Planning & Administration	1,594,537	1,382,741	3,945,194	35%
<b>Total Operatings Expenses</b>	<b>\$ 28,244,405</b>	<b>\$ 28,820,381</b>	<b>\$ 68,427,022</b>	<b>42%</b>
<b>Farebox Recovery % (Regular Service)</b>	<b>21%</b>	<b>24%</b>		

Capital Budget expenses, as shown below, are \$17.7 million for the year. A later item on the Agenda requests approval of a capital budget adjustment to reflect the expenditures related to the Alameda Main Street Rehabilitation project in Fiscal Year 2023/24. This summary shows the budget including that amendment. Further refinement of projects related to anticipated capital expense is ongoing at the staff level and a more complete report will be provided in advance of the budget presentation in May.

<b>Capital Budget vs. Actual</b>	<b>FY2023/24 Actual Current YTD</b>	<b>FY2023/24 Approved Budget*</b>	<b>% of FY 2023/24 Budget</b>
<b>Revenue:</b>			
Federal Funds	\$ 10,576,558	\$ 34,198,787	31%
State Funds	2,819,394	19,291,217	15%
Bridge Toll Revenues	3,017,103	20,017,064	15%
Other Revenues	1,307,436	4,471,710	29%
<b>Total Capital Revenues</b>	<b>\$ 17,720,490</b>	<b>\$ 77,978,778</b>	<b>23%</b>
<b>Expense:</b>			
<b>Total Capital Expenses</b>	<b>\$ 17,720,490</b>	<b>\$ 77,978,778</b>	<b>23%</b>

*\*Reflects Additional authorization for Main Street Project*

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

### **Investment Report**

In order to comply with Government Code § 53607, this report contains the monthly balances held in both the Local Agency Investment Fund (LAIF) and our commercial bank. The total balance in these two institutions is \$20,632,434. Also attached this month is the quarterly earnings report for LAIF.

### **Fiscal Impact**

There is no fiscal impact associated with this informational item.

\*\*\*END\*\*\*

**San Francisco Bay Area Water Emergency Transportation Authority**  
**FY 2023-24 Operating & Administration Revenue and Expense**  
**Through the Month Ending 12/31/23**

% of Year Elapsed

50%

	Dec-23 Actual	Year - To - Date		Total FY2023-24 Budget	Total Budget
		FY2022-23 Actual	FY2023-24 Actual		
<b>OPERATING EXPENSE</b>					
<b><u>FERRY OPERATIONS:</u></b>					
<b>Harbor Bay Ferry Service (AHBF)</b>					
Vessel Crew Labor	\$167,656	\$765,011	849,858	\$1,825,501	47%
Vessel Fuel	70,064	\$607,574	511,357	1,087,800	47%
Vessel Operations & Maintenance	71,544	\$222,846	243,282	830,241	29%
Facility Operations & Maintenance	67,457	\$308,445	370,042	798,286	46%
System Expense	61,982	\$350,591	376,445	1,008,100	37%
<b>Total Harbor Bay Farebox Recovery - AHBF</b>	<b>\$438,703</b>	<b>\$2,254,466</b>	<b>\$2,350,983</b>	<b>\$5,549,929</b>	<b>42%</b>
	<b>17%</b>	<b>16%</b>	<b>21%</b>	<b>15%</b>	
<b>Alameda/Oakland Ferry Service (AOFS)</b>					
Vessel Crew Labor	\$352,077	\$2,057,785	\$2,035,473	\$4,381,204	46%
Vessel Fuel	160,146	\$1,616,084	1,459,391	2,952,600	49%
Vessel Operations & Maintenance	102,265	\$604,863	383,638	1,169,544	33%
Facility Operations & Maintenance	175,597	\$871,059	956,129	2,056,349	46%
System Expense	159,928	\$1,011,677	1,029,223	2,545,914	40%
<b>Total Alameda/Oakland Farebox Recovery - AOFS</b>	<b>\$950,014</b>	<b>\$6,161,468</b>	<b>\$5,863,854</b>	<b>\$13,105,611</b>	<b>45%</b>
	<b>20%</b>	<b>24%</b>	<b>29%</b>	<b>26%</b>	
<b>Vallejo Ferry Service (Vallejo)</b>					
Vessel Crew Labor	\$452,671	\$2,340,306	\$2,407,256	\$4,928,854	49%
Vessel Fuel	450,410	\$3,672,913	3,438,556	\$7,148,400	48%
Vessel Operations & Maintenance	135,468	\$736,174	624,708	\$1,290,015	48%
Facility Operations & Maintenance	311,404	\$1,788,761	1,810,048	4,687,016	39%
System Expense	194,250	\$1,120,294	1,210,222	3,141,546	39%
<b>Total Vallejo Farebox Recovery - Vallejo</b>	<b>\$1,544,203</b>	<b>\$9,658,448</b>	<b>\$9,490,789</b>	<b>\$21,195,831</b>	<b>45%</b>
	<b>27%</b>	<b>27%</b>	<b>30%</b>	<b>28%</b>	
<b>South San Francisco Ferry Service (SSF)</b>					
Vessel Crew Labor	\$167,656	\$563,460	\$820,879	\$1,642,951	50%
Vessel Fuel	80,073	\$426,186	507,961	777,000	65%
Vessel Operations & Maintenance	123,032	\$189,479	317,222	929,482	34%
Facility Operations & Maintenance	64,818	\$319,300	359,626	761,156	47%
System Expense	43,600	\$202,908	244,320	860,610	28%
<b>Total South San Francisco Farebox Recovery - SSF</b>	<b>\$479,180</b>	<b>\$1,701,332</b>	<b>\$2,250,008</b>	<b>\$4,971,200</b>	<b>45%</b>
	<b>5%</b>	<b>7%</b>	<b>7%</b>	<b>6%</b>	
<b>Richmond Ferry Service (Richmond)</b>					
Vessel Crew Labor	\$301,781	\$1,618,100	\$1,582,989	\$3,285,903	48%
Vessel Fuel	130,119	\$1,124,758	1,019,451	2,175,600	47%
Vessel Operations & Maintenance	109,585	\$285,637	350,406	1,136,367	31%
Facility Operations & Maintenance	148,394	\$615,159	802,474	1,720,952	47%
System Expense	102,415	\$474,161	571,081	1,898,232	30%
<b>Total Richmond Farebox Recovery - Richmond</b>	<b>\$792,293</b>	<b>\$4,117,815</b>	<b>\$4,326,402</b>	<b>\$10,217,053</b>	<b>42%</b>
	<b>11%</b>	<b>10%</b>	<b>13%</b>	<b>10%</b>	

(continued on next page)



**San Francisco Bay Area Water Emergency Transportation Authority**  
**FY 2023-24 Operating & Administration Revenue and Expense**  
**Through the Month Ending 12/31/23**

% of Year Elapsed

50%

	Dec-23 Actual	Year - To - Date		Total FY2023-24 Budget	Total Budget
		FY2022-23 Actual	FY2023-24 Actual		
<b>OPERATING EXPENSE (continued)</b>					
<b>Seaplane Lagoon Ferry Service (SPL)</b>					
Vessel Crew Labor	\$234,718	\$957,678	\$1,097,930	\$2,190,602	50%
Vessel Fuel	110,100	\$775,829	726,142	1,398,600	52%
Vessel Operations & Maintenance	71,484	\$314,833	231,494	745,262	31%
Facility Operations & Maintenance	93,203	\$303,483	494,178	1,018,718	49%
System Expense	80,351	\$404,515	482,124	1,351,283	36%
<b>Total Seaplane Lagoon Farebox Recovery - SPL</b>	<b>\$589,857</b>	<b>\$2,756,339</b>	<b>\$3,031,869</b>	<b>\$6,704,465</b>	<b>45%</b>
	25%	18%	25%	18%	
<b>Sub-Total Ferry Operations (Ongoing Service)</b>	<b>\$4,794,250</b>	<b>\$26,649,868</b>	<b>\$27,313,905</b>	<b>\$61,744,087</b>	<b>44%</b>
<b>Farebox Recovery</b>	20%	21%	24%	21%	
<b>Hydrogen Demostration Project (Sea Change)</b>	\$13,936	-	\$ 123,735	<b>\$1,737,741</b>	7%
<b>Oakland Estuary Demonstration Project</b>		N/A	-	<b>\$1,000,000</b>	0%
<b>Subtotal Ferry Operations (All)</b>	<b>\$4,808,186</b>	<b>\$26,649,868</b>	<b>\$27,437,640</b>	<b>\$64,481,828</b>	<b>43%</b>
<b>PLANNING &amp; ADMINISTRATION:</b>					
Wages and Fringe Benefits	\$207,681	\$1,025,305	\$1,063,789	\$2,437,349	44%
Professional & Other Services	74,582	852,637	571,640	2,046,600	28%
Information Tech., Office, Supplies	-	40,770	8,880	148,800	6%
Utilities/Communications	1,342	9,173	9,007	31,700	28%
Insurance	1,929	12,588	13,104	25,508	51%
Dues, Memberships, Misc.	7,000	30,297	52,155	123,440	42%
Leases and Rentals	22,549	122,000	127,374	267,040	48%
Admin Overhead Expense Transfer	(82,885)	(498,232)	(463,208)	(1,135,242)	41%
<b>Sub-Total Planning &amp; Gen Admin</b>	<b>\$232,198</b>	<b>\$1,594,537</b>	<b>\$1,382,741</b>	<b>\$3,945,194</b>	<b>35%</b>
<b>Total Operating Expense</b>	<b>\$5,040,384</b>	<b>\$28,244,405</b>	<b>\$28,820,381</b>	<b>\$68,427,022</b>	<b>42%</b>
<b>OPERATING REVENUE</b>					
Fare Revenue	\$939,581	\$5,500,726	\$6,535,128	\$12,757,159	51%
Federal Operating Assistance	2,923,691	13,539,016	14,399,072	20,214,365	71%
Regional - Bridge Toll	845,242	7,152,226	5,865,080	25,759,450	23%
State Operating Assistance		N/A	-	3,238,254	0%
Regional - Contra Costa Measure J	313,477	1,854,625	1,880,858	3,761,720	50%
Other Revenue	18,393	\$197,812	140,243	2,696,074	5%
<b>Total Operating Revenue</b>	<b>\$5,040,384</b>	<b>\$28,244,405</b>	<b>\$28,820,381</b>	<b>\$68,427,022</b>	<b>42%</b>

**San Francisco Bay Area Water Emergency Transportation Authority**  
**FY 2023/24 Capital Revenue and Expense**  
**Through the Month Ending 12/31/23**

Project Description	Dec-23 Total	Total Project Budget	Prior Year Expense	Total FY2023/24 Budget	Year-To-Date FY2023/24 Actual	Total Future Year	% of Total Project Budget
<b>CAPITAL EXPENSES:</b>							
<b>FACILITIES:</b>							
<b>Electrification</b>							
Zero Emission Float Electrification	\$ 73,311	\$ 15,055,880	\$ 276,292	\$ 13,007,000	\$ 152,044	\$ 1,772,588	3%
Shoreside Electrical Initiative (Planning Phase)		2,541,685		2,417,000	-	124,685	0%
<b>Terminal Improvement</b>							
Terminal Rehabilitation - Alameda Main Street*	1,940,643	9,760,000	1,779,132	7,980,868	6,036,230	0	80%
Passenger Float Rehabilitation - South San Francisco		908,500	601,192	190,250	-	117,058	66%
Terminal Dredging - Vallejo	-	2,842,000	-	2,842,000	1,735,968	-	61%
Terminal Reconfiguration - Vallejo	49,022	16,696,000	62,059	440,117	168,369	16,193,824	1%
Central Bay Terminal Expansion		1,849,000	937	550,000	-	1,298,063	0%
Passenger Float Rehabilitation - Pier 9		1,362,000	-	1,362,000	-	-	0%
Mission Bay Ferry Landing Project		6,000,000	-	6,000,000	-	-	0%
Berkeley Pier/Ferry Project		3,000,000	-	3,000,000	-	-	0%
Oakland Expansion Feasibility		900,000	-	900,000	-	-	0%
Temporary Floats (emergency)		445,000	-	445,000	-	-	0%
<b>FERRY VESSELS:</b>							
<b>Vessel Construction</b>							
New Commuter Class High-Speed Vessels - (Two)	300,945	30,115,000	26,449,977	2,557,000	2,116,071	1,108,023	95%
All Electric Expansion Small Vessels	255	13,250,450	106,893	2,000,000	50,235	11,143,557	1%
Replacement Vessels - MV Bay Breeze and Solano	385,284	37,902,400	11,652,246	7,359,400	5,268,043	18,890,754	45%
Replacement Vessel - MV Intintoli	9,863	26,446,700	377,522	7,370,000	151,504	18,699,178	2%
Replacement Vessel - MV Mare Island	1,767	26,500,000	-	4,120,000	9,716	22,380,000	0%
Vessel Acquisition - 28' Workboat		240,000	-	240,000	-	-	0%
<b>Vessel Rehabilitation and Refurbishment</b>							
Vessel Engines Conversion - Gemini Class Vessels **		N/A**	-	N/A**	88,573	-	0%
Vessel Mid-Life Refurbishment - MV Gemini	918	4,488,000	-	4,488,000	918	-	0%
Vessel Waterjet System Upgrade - Pyxis Class Vessels	210,981	700,000	-	350,000	210,981	350,000	30%
Vessel Mid-Life Refurbishment & Engine Overhaul - MV Pisces		4,679,000	-	4,354,000	8,381	325,000	0%
Vessel Quarter Life Refurbishment - MV Hydrus		2,252,000	-	238,700	-	2,013,300	0%
Engine Overhauls - FY22/FY23	-	2,235,000	907,191	1,129,943	402,109	197,867	59%
Engine Overhauls - FY24	-	2,010,000	-	1,900,000	912,162	110,000	45%
Major Waterjet Projects	7,129	1,404,500	-	1,404,500	408,002	-	29%
Spare Parts	1,185	1,333,000	-	1,333,000	1,185	-	0%
<b>Total Capital Expenses</b>	<b>\$2,981,302</b>	<b>\$214,916,115</b>	<b>\$42,213,440</b>	<b>\$77,978,778</b>	<b>\$17,720,490</b>	<b>\$94,723,896</b>	
<b>CAPITAL REVENUES:</b>							
Federal Funds	\$2,045,754	\$112,540,737	\$12,109,513	\$34,198,787	\$10,576,558	\$66,232,437	20%
State Funds	148,276	54,168,310	22,276,784	19,291,217	2,819,394	12,600,309	46%
Regional - Bridge Toll	397,427	42,878,054	6,626,505	20,017,064	3,017,103	16,234,485	22%
Local	389,846	5,329,014	1,200,638	4,471,710	1,307,436	(343,334)	47%
<b>Total Capital Revenues</b>	<b>\$2,981,302</b>	<b>\$214,916,115</b>	<b>\$42,213,440</b>	<b>\$77,978,778</b>	<b>\$17,720,490</b>	<b>\$94,723,897</b>	

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

**San Francisco Bay Area Water Emergency Transportation Authority**  
**December 31, 2023 Investment Report**

	Dec-23
Bank of America (Checking)	\$2,642,010
Bank of America (Prop 1B)	587,549
Bank of America (Measure B/BB)	8,244,669
Local Agency Investment Fund (LAIF)	9,158,206
<b>Total</b>	<b>\$ 20,632,434</b>



MALIA M. COHEN  
California State Controller

LOCAL AGENCY INVESTMENT FUND  
REMITTANCE ADVICE

Agency Name SAN FRANCISCO BAY AREA WATER

Account Number



As of 01/12/2024, your Local Agency Investment Fund account has been directly credited with the interest earned on your deposits for the quarter ending 12/31/2023.

Earnings Ratio		.00010932476863589
Interest Rate		4.00%
Dollar Day Total	\$	521,348,247.20
Quarter End Principal Balance	\$	9,158,205.90
Quarterly Interest Earned	\$	56,996.28

**TO: WETA Board Members**

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

**SUBJECT: WETA Federal Legislative Board Report – February 2024**

This report covers the following topics:

- Update on FY24 Appropriations Process
- Seeking Additional Funding Through the FY25 Appropriations Process
- WETA Working to Advance Ferry Service Expansion Act

### **Update on FY24 Appropriations Process**

The big news since our last report to the Board is that Congressional leaders reached a deal on the top line spending numbers for all 12 appropriations bills. Recall that one of the primary things holding up the FY24 appropriations process has been the fact that Senate Appropriators were adhering to spending levels agreed to in the legislation that increased the nation's borrowing limit last year, while the House appropriators were seeking further cuts. The process was stuck as long as the Senate and House disagreed on the top line numbers.

With topline spending numbers finally agreed to, House and Senate appropriators can work to reconcile differences between the various appropriations bills, including the Transportation-HUD Appropriations bill, which provides funding for public ferries through the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). This process will take several weeks to complete since the House and Senate remain far apart on funding levels for many key programs (e.g. recall that while the Senate bill includes additional funding for the FTA 5307(h) program, the House bill does not) and the House appropriations bills include conservative policy riders that will not be agreed to in the Senate and will need to be negotiated away.

The Department of Transportation is currently operating under a Continuing Resolution (CR) that expires on March 1<sup>st</sup>. We are hopeful that House and Senate appropriators can resolve their differences by that time and that Congressional leaders can avoid having to take up and pass a year-long CR. As discussed in previous reports, while a year-long CR would lock in funding levels from last fiscal year (which included a \$15,000,000 increase for the FTA 5307(h) Passenger Ferry Grant Program), it is likely that in passing a year-long CR, that Congress would strip out all the earmarked projects (i.e. Congressionally Directed Spending), including the \$3 million that was included in the FY24 House Transportation-HUD Appropriations for WETA to reconfigure the Vallejo Ferry Terminal.

## **Seeking Additional Funding Through the FY25 Appropriations Process**

The FY25 appropriations process will be starting in the next several weeks. Normally, the appropriations process kicks off when the President delivers his budget request to Congress in early February. We assume the President's budget will be delayed given that Congress hasn't yet wrapped up the FY24 process, and that the FY25 process will start late. We are working with WETA staff to identify a project for which to seek Congressionally Directed Spending and we will be working with the Public Ferry Coalition to advocate for additional funding for public ferries in the FY25 bill.

## **WETA Working to Advance Ferry Service Expansion Act**

Congressman John Garamendi (D-CA) and Senator Maria Cantwell (D-WA) are planning to re-introduce the Ferry Service Expansion Act in the coming weeks. This legislation was introduced in the 117<sup>th</sup> Congress and would:

- Increase funding for the Federal Highway Administration's Ferry Boats and Ferry Terminal Facilities Formula Program and the Federal Transit Administration's Passenger Ferry Grant Program.
- Provide a one-time \$1.25 billion investment in federal transit funding for passenger ferries serving urbanized areas – this funding was supposed to be included in the Bipartisan Infrastructure Law (BIL) and was left out due to a drafting error.
- Make all Census Bureau-designated rural areas nationwide eligible for Ferry Service for Rural Communities Program established under the Bipartisan Infrastructure Law (BIL)

Congressman Garamendi and Senator Cantwell would like this to be a bi-partisan bill (as would we), and they have asked WETA and the Public Ferry Coalition to help them identify Republican members of the House and Senate that would be willing to take the lead on this bill. We are asking PFC members that have operations in states or districts represented by Republican Senators or House members to reach out to those members and ask them to take a leadership role on this legislation. After the legislation is formally introduced, we will work with the Public Ferry Coalition to recruit other members of the House and Senate to co-sponsor the bill.

We don't expect the bill to be taken up by Congress this year. The intent is to build up a strong base of support (and put members of Congress on record supporting the bill) so that we are prepared to advocate for public ferry funding as we go into the next surface transportation reauthorization process. The current surface transportation bill (which was part of the BIL), expires on September 30<sup>th</sup>, 2026.

Respectfully Submitted,  
Peter Friedmann and Ray Bucheger



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

January 29, 2024

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

FM: Matt Robinson, Partner  
Michael Pimentel, Legislative Advocate

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

---

### ***General Update***

The Legislature returned to Sacramento on January 3 to convene the second year of the two-year 2023-24 Legislative Session. Immediately upon their return, the Legislature's policy committees began to hear and act on bills introduced in the first year of the two-year session that did not move out of their first house (these bills are commonly referred to as "two-year bills"). Per the adopted 2024 Legislative Calendar, two-year bills still in their first policy committee are required to be acted on by January 22 to remain active, and all two-year bills must pass their first house by January 31. For more information about key legislative and budget deadlines, see the adopted 2024 Legislative Calendar, which is available [here](#).

### ***Governor Newsom Releases Proposed FY 2024-25 Budget***

On January 10, Governor Newsom released his proposed [Fiscal Year \(FY\) 2024-25 budget](#), based on the latest economic forecasts available to the Governor and his Department of Finance. Responding to a \$37.9 billion budget deficit, the \$291.5 billion budget proposes to implement a series of funding delays and shifts (between fund sources) to maintain the state's commitments to addressing its top priorities. Specific to public transportation, the Governor's proposed budget preserves the \$5.1 billion for transit operations and capital projects included in the Budget Act of 2023-24 but delays the appropriation of some of this critical funding to address the state's budget problem. Specifically, the Governor's proposed budget:

- Holds harmless the \$2 billion appropriated to the population-based Transit and Intercity Rail Capital Program in FY 2023-24.
- Holds harmless the \$1.1 billion appropriated to the Zero-Emission Transit Capital Program between FY 2023-24 and FY 2027-28.
- Extends the appropriation timeline for the \$2 billion that the state committed to appropriate to the population-based TIRCP in FY 2024-25 by instead appropriating \$1 billion in FY 2024-25 and the remaining \$1 billion in FY 2025-26.

The maintenance of these funds is supported by a shift of \$261 million in General Fund expenditures to the Greenhouse Gas Reduction Fund.

Additionally, the Governor's proposed budget delays the appropriation of a portion of funding for TIRCP Cycle 6 (i.e. funding committed in FY 2022-23 that was awarded at the beginning of calendar year 2023 for new and existing transit projects) by applying an analysis of the cashflow needs of award recipients. The Governor's proposed budget also modifies the \$10 billion commitment to zero-emission vehicles and infrastructure made in the Budget Acts of 2021-22 and 2022-23. Chiefly, the Governor's proposed budget includes \$38.1 million in cuts to various zero-emission vehicle programs, \$475.3 million in fund shifts from the General Fund to Greenhouse Gas Reduction Fund for various zero-emission vehicle programs, and delays \$600 million in Greenhouse Gas Reduction Fund expenditures in various zero-emission vehicle programs.

### **Metropolitan Transportation Commission Approves Pursuit of Regional Transportation Measure, Identifies Framework for Investment**

On January 24, the Metropolitan Transportation Commission (MTC) voted to pursue state legislation to enable Bay Area voters to consider a new regional transportation measure as early as November 2026. With this action, MTC also approved a framework for the enabling legislation, which outlines funding categories and potential revenue options, and which aims to generate \$1 billion annually. Funding categories included in this framework include: transit transformation, focused on sustaining and expanding transit service and supporting the transition to zero-emission technologies; safe streets, focused on bike and pedestrian infrastructure, safe routes to transit, and fixing potholes; connectivity, focused on relieving bottlenecks in the transportation network; and climate resilience, focused on funding planning, design, and/or construction activities that protect transportation infrastructure from climate change.

Bill language to expand on the framework will be introduced and amended into SB 925, the "spot bill" for the regional transportation measure in mid-February. The bill is expected to be heard in its first policy committee in the State Legislature in March.

### ***Assembly Speaker Rivas Announces Committee Rosters***

On November 21, Assembly Speaker Robert Rivas (D-Salinas) announced his much-anticipated changes to policy and fiscal committee chairs in the Assembly. On the heels of that announcement, on December 27, 2023, the Speaker further announced the full rosters for the Assembly's various policy and fiscal committees. You can find those rosters [here](#).

### ***California State Senate Announces Timeline for Leadership Transition***

On December 4, 2023, the California State Senate announced that incoming Senate President pro Tempore Mike McGuire (D-Healdsburg) will take the gavel from current Senate President pro Tempore Toni Atkins (D-San Diego) on February 5, 2024. Following his inauguration as Senate President pro Tempore, Senator McGuire will name his new Senate leadership team and likely appoint new chairs to various Senate committees.

### ***CalSTA Releases Solicitation for Transit Transformation Task Force***

The California State Transportation Agency's Transit Transformation Task Force (Task Force) will meet next on February 29. An agenda for the meeting has not yet been published.

As we reported to you last year, [SB 125 \(Committee on Budget and Fiscal Review\)](#) required the California State Transportation Agency to establish the Task Force by January 1, 2024. The Task Force is required to include transit operators (small and large/urban and rural), local governments, MPOs/RTPAs, advocacy organizations, legislative committee staff, and Caltrans, and includes participation from WETA Executive Director Seamus Murphy. The Task Force will focus on developing policy recommendations that will increase transit ridership and improve transit for users. CalSTA is required to prepare a recommendations report based on the task force's efforts to the Legislature by October 31, 2025. The report is required to cover numerous elements.

### ***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 is a two-year bill.**

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

The bill would authorize the legislative body of a multijurisdictional, cross-county agency, as specified, to use alternate teleconferencing provisions if the eligible legislative body has adopted an authorizing resolution, as specified. The bill would also require the legislative body to provide a record of attendance and the number of public comments on its internet website within 7 days after a teleconference meeting, as specified. The bill would require at least a quorum of members of the legislative body to participate from locations within the boundaries of the territory over which the local agency exercises jurisdiction. The bill would require the legislative body to identify in the agenda each member who plans to participate remotely and to include the address of the publicly accessible building from each member will participate via teleconference. The bill would prohibit a member from participating remotely pursuant to these provisions unless the remote location is the member's office or another location in a publicly accessible building and is more than 40 miles from the location of the in-person meeting. The bill would repeal these alternative teleconferencing provisions on January 1, 2028. **This is a two-year bill.**

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

This bill, which is a "spot" bill for the nine-county regional transportation measure, would state the intent of the Legislature to enact subsequent legislation to authorize the Metropolitan Transportation Commission to propose a revenue measure to the voters in its jurisdiction to fund the operation, expansion, and transformation of the San Francisco Bay area's public transportation system, as well as other transportation improvements.



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

This bill would require the California State Transportation Agency to develop a plan to consolidate all transit agencies that are located within the geographic jurisdiction of the Metropolitan Transportation Commission.

**SB 960 (Wiener) Transportation: Planning: Transit Priority: Multimodal.**

This bill would require the California Department of Transportation to update its transportation asset management plan for the State Highway Operation and Protection Program to prioritize the implementation of comfortable, convenient, and connected facilities for pedestrians, bicyclists, and transit users on all projects in the program, including through investments in complete streets and transit prioritization projects. This bill would also require Caltrans to establish 4-year and 10-year targets for the fast and reliable movement of transit vehicles on state highways and require Caltrans to establish a process to streamline the approval of pedestrian facilities, traffic calming improvements, bicycle facilities, and transit priority projects at locations where a local highway, is above, below, or otherwise intersects with, a conventional state highway.

**AB 610 (Holden) Youth Transit Pass Pilot Program: Free Youth Transit Passes.**

This bill would create the Youth Transit Pass Pilot Program for the purposes of awarding grants to transit agencies for the costs of creating, designing, developing, advertising, distributing, and implementing free youth transit passes to persons attending certain educational institutions, providing free transit service to holders of those passes, and administering and participating in the program. The bill would authorize a transit agency to submit a grant application in partnership with one or more educational institutions and would also authorize grant funds to be used to maintain, subsidize, or expand an existing fare free program. **This bill is being repurposed for another topic, and will no longer address the creation of the Youth Transit Pass Pilot Program.**

**AB 1379 (Papan) Open Meetings: Local Agencies: Teleconferences.**

This bill also provides a broad interpretation of the Brown Act for all legislative bodies to participate in meetings via teleconferencing outside of a declared state of emergency without posting the physical location of members or requiring a quorum to be present at a meeting location but would require a local agency to have a physical meeting location open to the public and follow certain notification procedures and meeting procedures. **This is a two-year bill.**

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

This bill, which is a spot bill, would state the intent of the Legislature to enact subsequent legislation to encourage coordination and collaboration among transit agencies in the San Francisco Bay area.

MEMORANDUM

---

**TO:** Board Members

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

**SUBJECT:** Monthly Operations, Ridership, and Recovery Report – February 2024

**Background**

**Operations**

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

The following metrics are now included in this report:

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

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

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

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

**Ridership Recovery**

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

of weekend service on the Vallejo, Oakland & Alameda, and Richmond routes. WETA relaunched the South San Francisco service in November 2021.

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

## **Discussion**

### **Operations**

#### Highlights:

- Overall, WETA's on-time performance and service reliability remained consistently high from month-to-month in 2023.
- **On-time performance** for 2023 averaged 96.8% systemwide. On-time performance for the month of December averaged 96.1%, nearly the same as compared to November on-time performance of 96.2%.
- In 2023 on-time performance was generally consistent for weekends and weekdays, and across routes, with minor variations from month-to-month.
- **Service reliability** for 2023 averaged 99.4% systemwide, with less than 1% of total scheduled trips cancelled. Service reliability for December averaged 99.7%, roughly the same as November service reliability of 99.9%.
- There was a total of 276 trip segments cancelled in 2023 compared to 47,202 trip segments provided during the year. Cancelled trips represented just 0.6% of total scheduled trips in 2023.
- 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% the other public ferry operators analyzed.
- In January there was an unusual number of vessels out of service for sequential days with equipment failures. Some of these included major failures such as main engines, gear boxes and electrical faults. There were also some minor failures that affected either steering or propulsion which required the vessel to be taken out of service. All these failures require a seaworthy inspection by U.S. Coast Guard following the completion of repairs. The combination of these factors led to some service disruptions and cancellations in early January. Due to the unusual nature of major equipment failures, the Operations team has engaged specialist subcontractors working with manufacturers to assist in identifying root causes to prevent these types of failures in the future.
- On a normal weekday, we utilize 11 vessels to maintain uninterrupted service; and 8 vessels on the weekends. We currently operate a fleet of 16 vessels. At the height of our equipment failures in early January when we had multiple days with service disruptions, we had 7 vessels out of service. To expedite the effort to return these vessels to service, we have engaged several subcontractors and two shipyards in the repair of these vessels. This effort expands WETA's vessel repair capacity by augmenting our existing in-hour engineering services provided by our operator and their maintenance subcontractors. We will continue to take all necessary steps to expedite repairs and bring all vessels back into service as quickly as possible.
- We do not have a conclusive failure analysis of these events, but our experience and expertise lead us to believe that these recent series of failures are not due to lack of maintenance. We

have actively engaged and scheduled an independent third-party audit of our maintenance systems to understand whether there are any areas of the maintenance program that could be improved upon. We will also continue to consult with industry experts to further assess and determine the root causes of these failures.

- On-time performance and reliability data for the month of January will be provided in the March Monthly Operations, Ridership, and Recovery Report.

### **Ridership Recovery**

Year-over-year, SF Bay Ferry ridership in 2023 increased by over 440,000 trips (25%) from 2022 ridership. In 2023, the system saw just over 2.2 million trips. Seasonal variation remains a strong factor in ridership patterns throughout the year. July 2023 saw more than double the ridership of January 2023 likely due to stronger weekend ridership in the summer and more workers deciding to commute in the warmer weather.

SF Bay Ferry remains 5-10% ahead of FY24 budget projections for ridership despite the expected low ridership in December during the holiday season. The Vallejo and Oakland/Alameda routes continue to carry the most passengers in the system on both weekdays and weekends, while the South San Francisco route lags with only 9% farebox recovery fiscal year to date.

### **Recommendations**

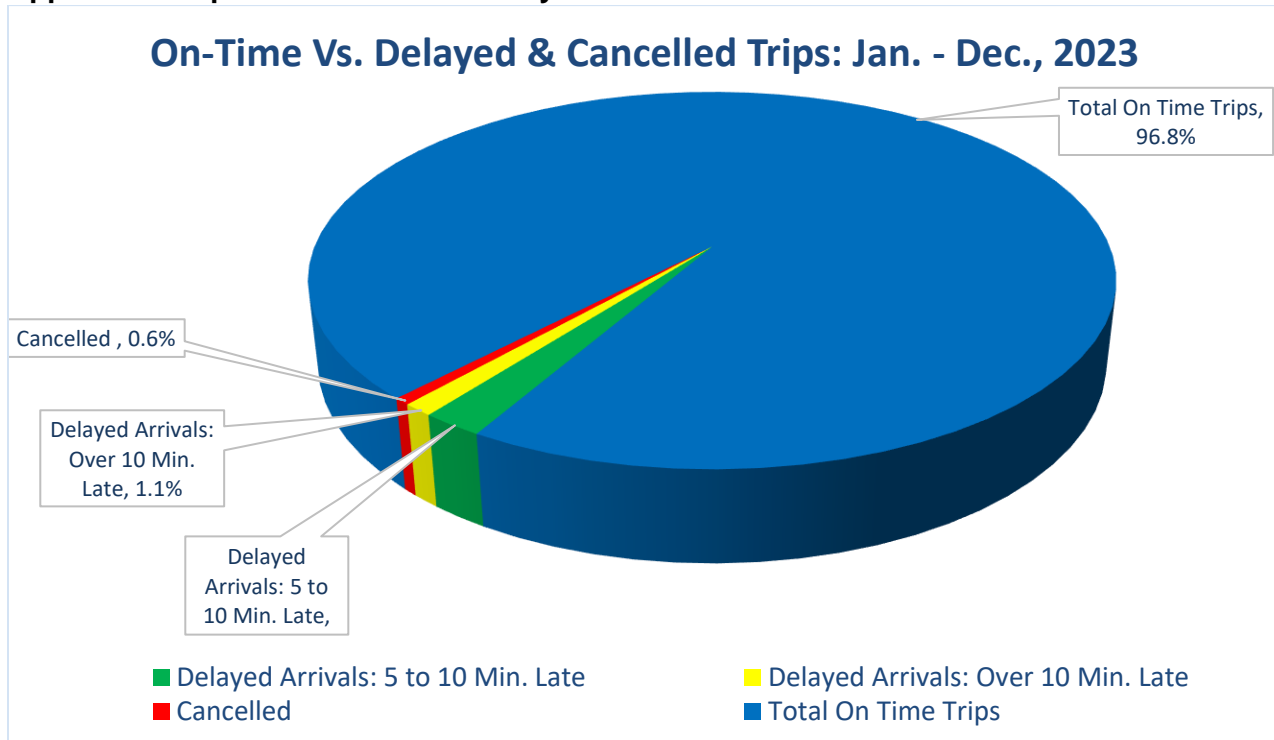
#### **Operations**

None at this time.

#### **Ridership Recovery**

None at this time.

## Appendix A. Operations Data Summary

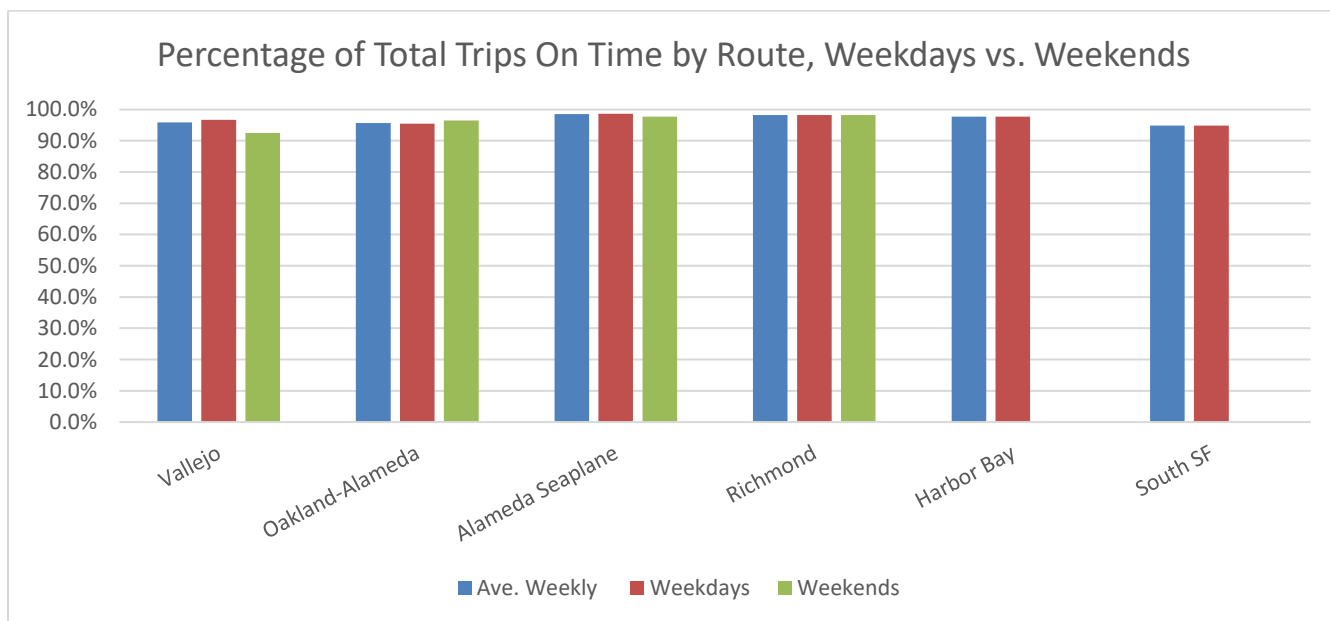


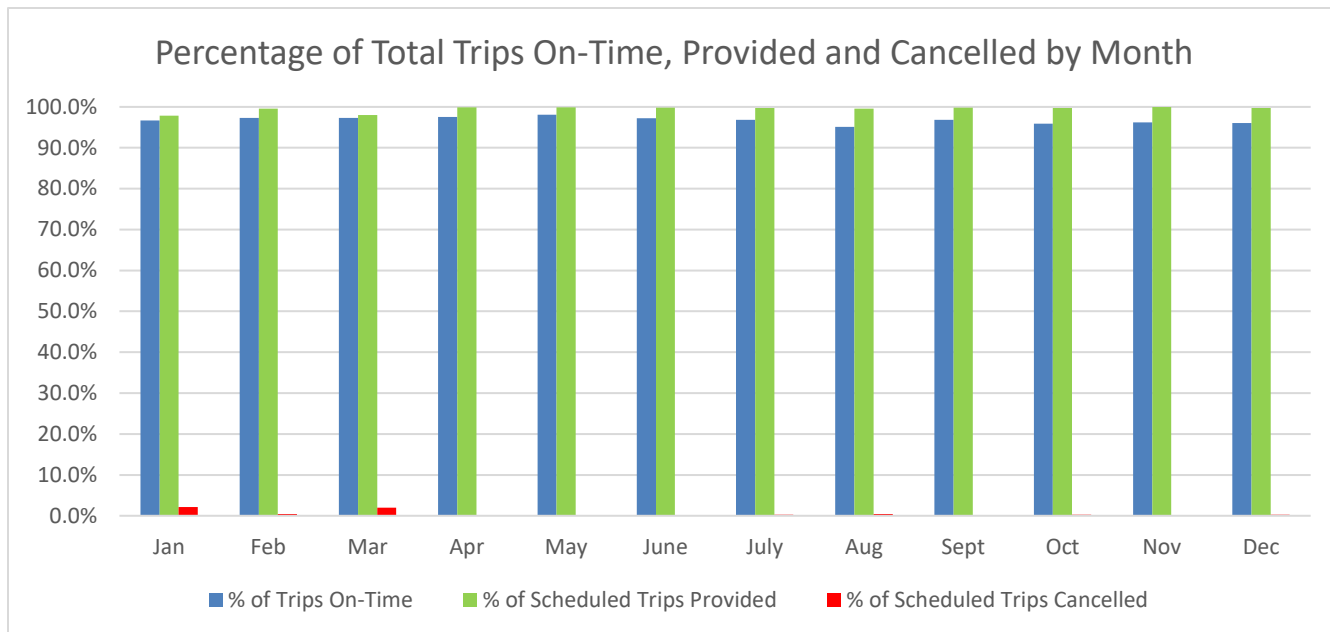
## Percentage of Trips On-Time: Year-to-Date (Jan-Dec. 2023)

Route	Ave. Weekly	Weekdays	Weekends
Vallejo	95.9%	96.7%	92.5%
Oakland-Alameda	95.7%	95.4%	96.5%
Alameda Seaplane	98.6%	98.6%	97.7%
Richmond	98.2%	98.2%	98.3%
Harbor Bay	97.7%	97.7%	Not Provided
South SF	94.9%	94.9%	Not Provided
<b>Total System</b>	<b>96.8%</b>	<b>96.9%</b>	<b>95.8%</b>

**On-Time Performance & Reliability by Month (Jan-Dec. 2023)**

	% of Trips On-Time	% of Scheduled Trips Provided	% of Scheduled Trips Cancelled
January	96.7%	97.9%	2.1%
February	97.3%	99.6%	0.4%
March	97.3%	98.0%	2.0%
April	97.5%	99.9%	0.1%
May	98.1%	99.9%	0.1%
June	97.2%	99.8%	0.2%
July	96.8%	99.7%	0.3%
August	95.1%	99.6%	0.4%
September	96.8%	99.8%	0.2%
October	95.9%	99.7%	0.3%
November	96.2%	99.9%	0.1%
December	96.1%	99.7%	0.3%
<b>Annual Average</b>	<b>96.8%</b>	<b>99.4%</b>	<b>0.6%</b>





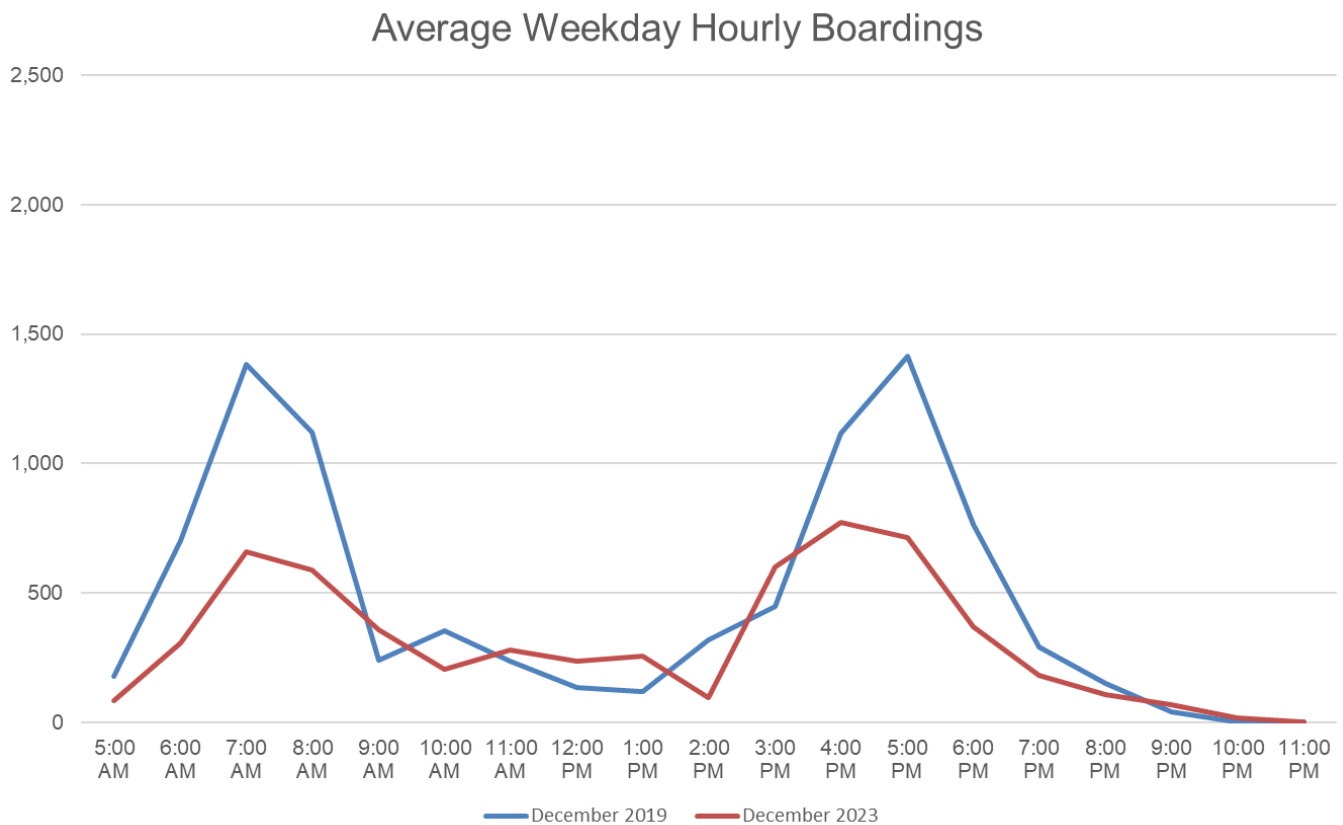
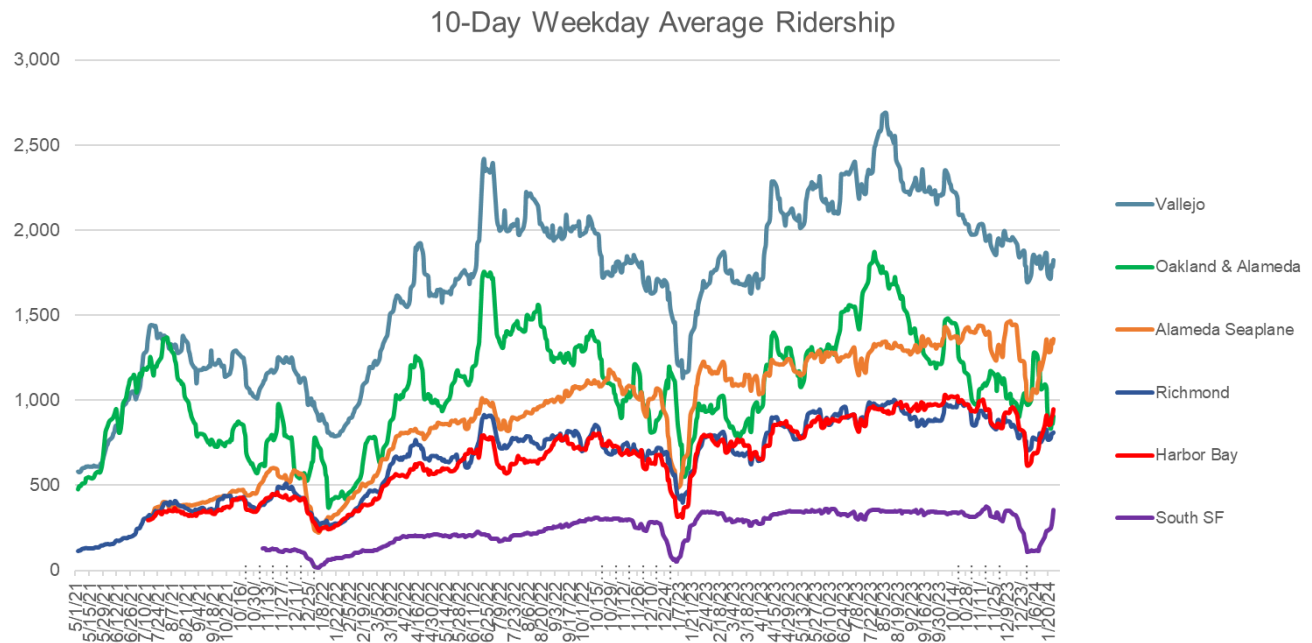
**WETA On-Time Performance & Reliability Compared to Other Ferry Operators, Ave. Annual 2023\***

	% 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%
<b>Average of Comps**</b>	<b>94.4%</b>	<b>98.6%</b>
<b>WETA</b>	<b>96.8%</b>	<b>99.4%</b>
BART (Jan-Sept. only)	72.7%	n/a
MUNI	82.5%	n/a
AC Transit	74.4%	n/a

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

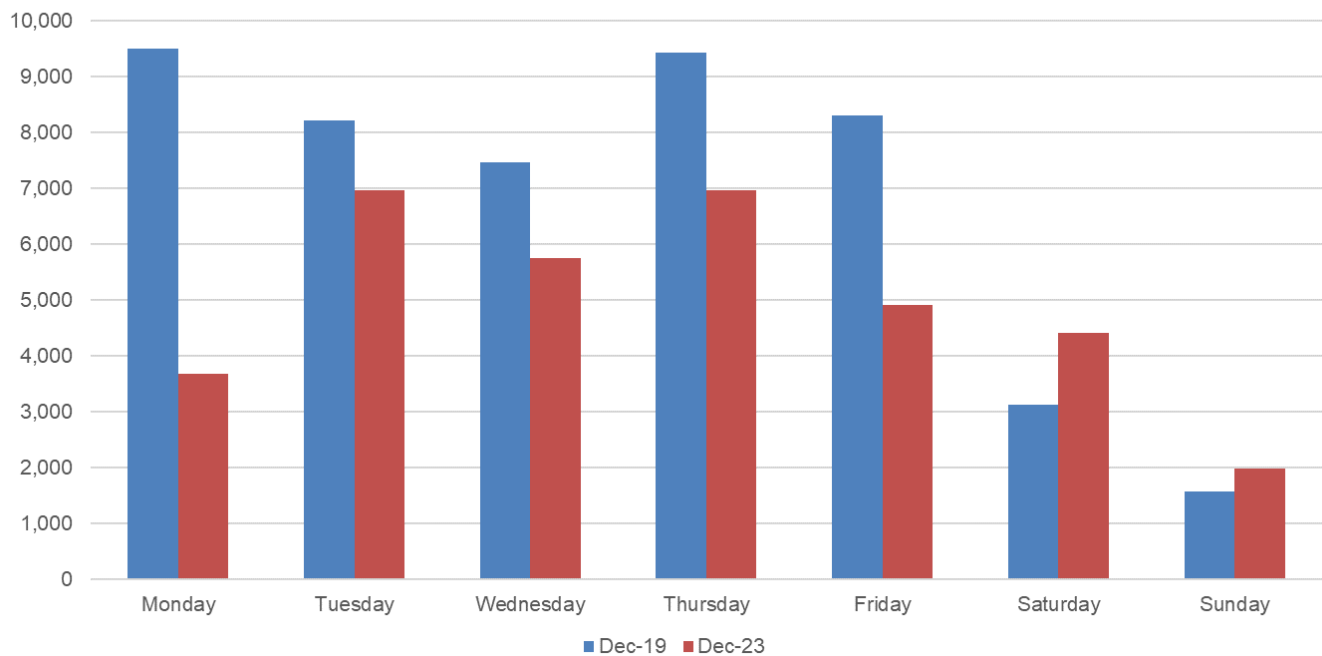
\*\* Average excludes NYC Ferry data as that operator paused reporting on-time performance and reliability figures beginning in August 2023.

## Appendix B. Ridership Recovery Data Summary

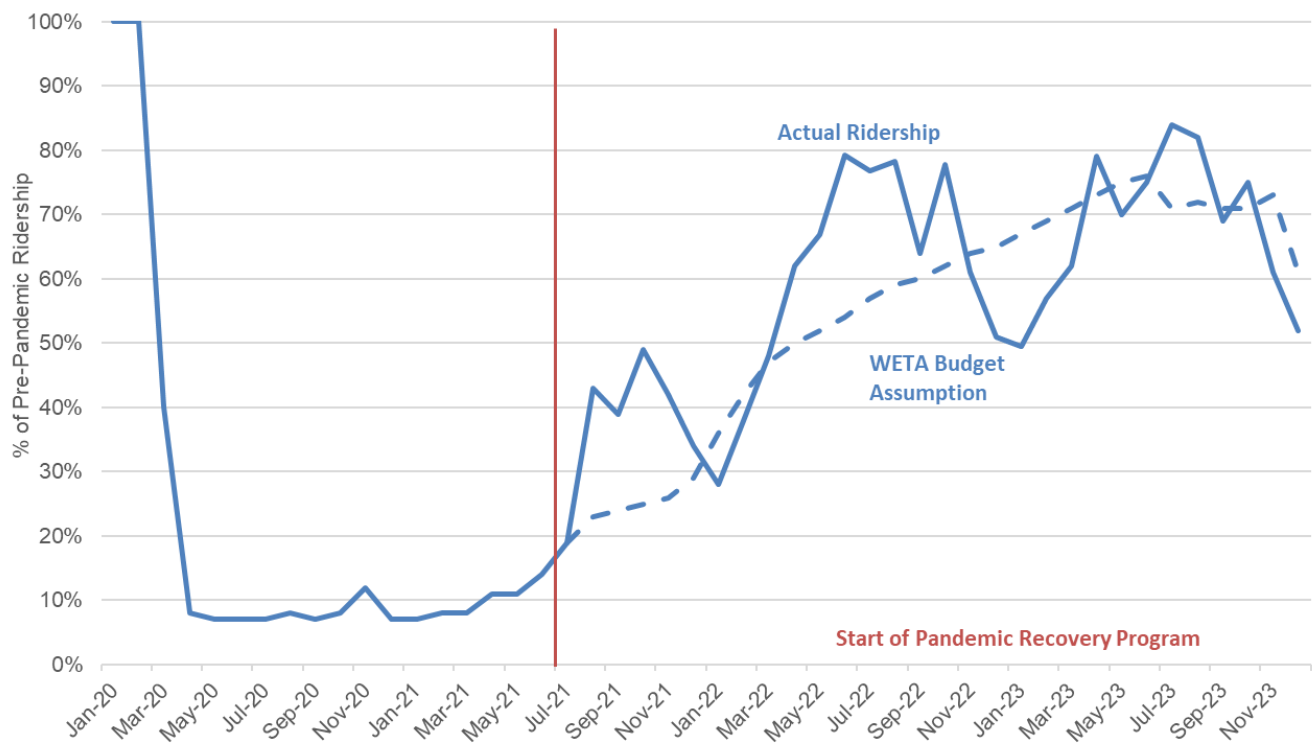




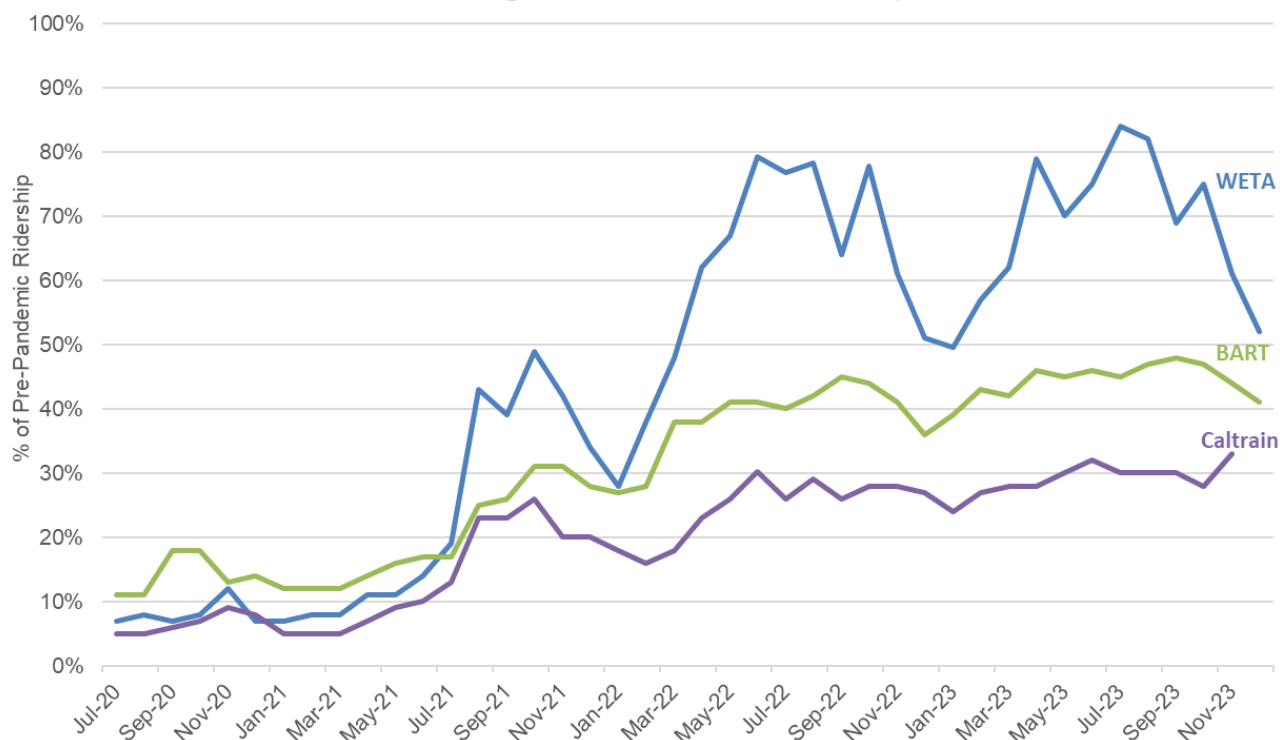
Average Boardings by Day of Week  
Systemwide



Actual vs. Budgeted Ridership



## Regional Transit Ridership



Note: Caltrain ridership for December 2023 will be available following their February 2024 meeting.

### Monthly Operating Statistics Report

December 2023			Oakland & Alameda*	Vallejo*	Richmond	Harbor Bay	Alameda Seaplane	South San Francisco**	Systemwide
Boardings	vs last month	Total Passengers December 2023	33,962	46,199	19,223	15,773	30,327	4,487	149,971
		Total Passengers November 2023	41,629	51,444	22,311	18,809	34,099	6,844	175,136
		Percent change	-18.42%	-10.20%	-13.84%	-16.14%	-11.06%	-34.44%	-14.37%
	vs same month last year	Total Passengers December 2023	33,962	46,199	19,223	15,773	30,327	4,487	149,971
		Total Passengers December 2022	33,470	40,509	15,590	12,101	18,674	3,991	124,335
		Percent change	1.47%	14.05%	23.30%	30.34%	62.40%	12.43%	20.62%
	vs prior FY to date	Total Passengers Current FY To Date	360,763	379,334	141,459	115,327	176,898	39,842	1,213,623
		Total Passengers Last FY To Date	314,543	331,758	116,516	85,830	125,078	31,254	1,004,979
		Percent change	14.69%	14.34%	21.41%	34.37%	41.43%	27.48%	20.76%
		Avg Weekday Ridership December 2023	1,698	2,310	961	789	1,516	224	7,499
Ops Stats	Passengers Per Hour December 2023	79	66	43	90	134	45	72	
	Revenue Hours December 2023	430	703	452	175	227	99	2,086	
	Revenue Miles December 2023	6,203	19,822	6,039	3,612	3,795	3,082	42,553	
	Peak hour utilization, AM – December 2023	16%	36%	24%	25%	34%	18%	26%	
	Peak hour utilization, PM – December 2023	28%	47%	26%	31%	34%	15%	30%	

\* Includes special event ridership to/from Oracle Park and/or Chase Center

\*\* Service suspended on the South San Francisco route until November 2021

\*\*\*END\*\*\*

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

*[December 7, 2023]*

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 1:02 p.m.

**2. ROLL CALL**

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

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 expressed interest in pursuing more pilot programs such as the Alameda Estuary shuttle to determine the viability of exploring new services by capitalizing on the relationships with maritime partners with available vessels and existing marina facilities. He said that the service could be funded by Regional Measure 3 (RM 3) and that he would put together a subcommittee to look at the alternatives if the directors were interested.

**4. REPORTS OF DIRECTORS**

Director Alba recognized the efforts of the Working Waterfront Coalition for leading a tour at Fremont High School to explore the training programs that were offered.

Director DelBono reported that he had the opportunity to ride the all-electric ferry at Niagara Falls to learn about its operations and the Douro River Taxi in Porto, Portugal. He expressed his interest in being part of the subcommittee to explore new pilot services. Director DelBono expressed his appreciation for WETA's response to getting people home when someone walked into the transbay tube.

Director Dew expressed her interest in participating in the new pilot service discussion. She added that Vallejo was looking to put together a Project Labor Agreement (PLA) to fund workforce development programs like those offered at Fremont High School. She thanked Bobby Winston and Sal Vaca for joining the tour.

**5. REPORTS OF STAFF**

Executive Director Seamus Murphy said that Government and Regulatory Affairs Manager Lauren Gularte was working with the Working Waterfront Coalition Board to help advance many initiatives including electrification needs, the expansion of offshore wind, and the availability of captains and deckhands to operate ferry services.

Mr. Murphy said that WETA was dedicating \$2 million a year to future budgets to explore future pilot services, new vessel technologies, and the enhancement of existing services. He welcomed the involvement of the Board to talk about the direction for exploring pilot services.

Chair Wunderman thanked Directors DelBono and Dew for their interest and appointed them to the pilot program subcommittee.

Mr. Murphy acknowledged Ms. Gulate for her involvement related to Asia-Pacific Economic Cooperation (APEC) and Customer Experience Specialist Rafael Regan for leading the decorating efforts for the Alameda 47<sup>th</sup> Annual Lighted Yacht Parade.

Mr. Murphy introduced Marine Project Engineer Jan Rybka who worked as a Marine Engineer Logistician with the U.S. Coast Guard.

Mr. Murphy said Federal Transit Administration Administrator Nuria Fernandez recently visited San Francisco and made the announcement for the \$200 million plus ferry grants that were awarded in the Bay Area. He noted that \$117 million has been raised over the last few years to help advance phase one of the electrification program. He thanked Chief Financial Officer Erin McGrath and Grants Manager Jennifer Raupach for leading the effort with the help of Operations and Maintenance Manager Timothy Hanners and Senior Planner/Project Manager Chad Mason.

Mr. Murphy said he had the opportunity visit Auckland, New Zealand to discuss the similarities between the San Francisco Bay Ferry and Auckland Transport's network and zero-emissions program. He noted that Mr. Chad Mason also visited Norway to check out the latest and greatest shoreside charging infrastructure and strategies, which will be considered by WETA as it transitions to a zero-emission fleet.

Mr. Murphy introduced EV Maritime (EVM) CEO Michael Eaglen. He said that Mr. Eaglen connected Mr. Murphy to the private sector operator that is contracted through Auckland Transport to operate the service. EVM was building the vessels that would operate on Auckland Transport's mid-harbour services.

Mr. Eaglen introduced himself and provided some background on EVM. He stated that EVM's model was to invest in the development of standardized vessel platforms and to assist operators and municipalities by supporting shipyards globally while enabling manufacturing locally. He said that EVM was in the process of constructing two high-speed, fully electric, 200-passenger ferries for commuter services in Auckland with a New Zealand shipyard partner that would be delivered by the end of 2024.

Mr. Eaglen shared his presentation on the Auckland Commuter Ferry Service and provided data on the emissions of fast ferries compared to diesel buses and information on the EVM200 Electric Fast Ferry (EVM200). He said that EVM had profiled the requirements of vessels for ten world cities including San Francisco and said the EVM200 was comparable to the vessels being designed for the WETA.

Mr. Eaglen said the EVM200 would displace around 200,000 gallons of diesel consumption annually for about 2,000 tons of basic annual emissions.

Mr. Eaglen closed his presentation by stating that Auckland and San Francisco were leading the world in maritime decarbonization.

Chair Wunderman thanked Mr. Eaglen for his presentation and his leadership.

Before introducing Mr. Mason, Mr. Murphy added that the hydrogen space would be a zero-emission solution for longer routes such as Vallejo.

Mr. Mason shared his presentation on shoreside infrastructure from his visit to Norway. He said that along with various stakeholders, public ferry operators, and several consultants, he was able to see the technology in operation in various services and applications.

Mr. Murphy stated that he was in contact with Artemis Technologies who was producing full foil technology which was the closest to having a vessel that would meet the passenger requirements for WETA's system but was not Jones Act compliant. He added that Navier Boat produced full foil vessels in the US but did not have a vessel that met the passenger requirements for WETA.

The Directors thanked Mr. Eaglen and Mr. Mason for their informative presentations.

Mr. Mason provided a construction update and shared his presentation on the Alameda Main Street Ferry Terminal Refurbishment Project stating that WETA was on target to resume operations and reopen the facility on January 2. He shared images from the dilapidated pier removal, waterside pile driving using impact pile driving that required extra permitting and environmental review, landside pile driving, new bridge support structure, new bridge and gangway outfitting, and passenger float fabrication and launch.

Public Information and Marketing Manager Thomas Hall provided a ridership update on the service changes that tied in with the Alameda Main Street closure. He said that 25 of the 43 enrolled passengers in the rideshare voucher program used vouchers, totaling 292 trips.

Mr. Murphy thanked Mr. Mason and Mr. Hall for their reports and introduced Transportation Planner Gabriel Chan and Operations Analyst Joe Ramey to provide the monthly operations, ridership, and recovery report. Mr. Chan said that WETA was still on track with the ridership projections and that weekends were performing strongly. Mr. Ramey stated that on-time performance for October was down due to the volume of passengers during Fleet Week weekend in which WETA was transporting two and a half to three times the normal volume.

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

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

Chair Wunderman thanked staff for the reports.

## **6. CONSENT CALENDAR**

Director DelBono made a motion to approve the consent calendar:

- a. Approve Board Meeting Minutes – November 2, 2023
- b. Approve Board of Directors Meeting Schedule for Calendar Year 2024
- c. Authorize Release of an Invitation for Bids for the North Bay Operations Office Renovation
- d. Approve Sole Source Contract Award to HamiltonJet Inc. for a Spare Series 810 Waterjet

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

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

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

## **7. RECEIVE THE INDEPENDENT AUDITOR'S REPORT FOR THE FISCAL YEAR ENDING JUNE 30, 2023**

Ms. McGrath introduced the item stating that the annual financial statements include all the liabilities, construction in progress of approximately \$39 million, and operating revenue up from \$8.2 to \$10 million representing a 33 percent increase over the prior year. She added that COVID relief funds in the amount of \$25.4 million were utilized last year.

Ms. McGrath stated that the financial statements for the last five years were posted on the website. She introduced Maze & Associates Shareholder Vikki Rodriguez who provided a high-level overview. Ms. Rodriguez said that Maze & Associates issued an unmodified opinion on all the reports which is the highest level of assurance that can be provided. Ms. Rodriguez noted that areas of audit included activities and areas of higher risk.

Ms. Rodriguez said that an interim phase audit was performed in June looking at the internal control environment to gain an understanding of the environment and the different procedures and testing the controls followed by a final phase in October which included testing balances from the general ledger and performing the compliance audit. She said that no material weaknesses or significant deficiencies were detected and thanked Ms. McGrath and Accountant Sherry Saephanh for making the process a smooth one.

Ms. McGrath clarified that Regional Measure 3 (RM 3) was not listed as a major funding source as no RM 3 funds were used during the fiscal year, in response to Chair Wunderman's inquiry.

Director Dew asked for funding percentages for pension and OPEB liabilities. Ms. McGrath said the percentages varied and stated that WETA did not have any unfunded liability in its CalPERS pension program. Ms. Rodriguez added that the funded ratios were reflected in the supplementary information section of the audit report.

Director Dew made a motion to adopt Resolution No. 2023-45 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. VESSEL NAMING POLICY**

Mr. Hall presented this item on the vessel naming policy. He said that the feedback received was incorporated into the policy. Mr. Hall reminded the Board that the goal of the policy was to provide guidance on leveraging interest in WETA's ferries through public participation that celebrates the Bay Area and maritime.

Mr. Hall noted that WETA would find ways to include the Board in the process and that final Board approval of a vessel name was added to the policy.

Chair Wunderman thanked Mr. Hall for making the adjustments. He commented that it was a more inclusive way for the public to be involved and have some ownership over characteristics of the fleet.

Director Alba made a motion to adopt Resolution No. 2023-46 approving this item.

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

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

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

## **9. REVIEW AND PROVIDE INPUT ON WETA'S DRAFT 2024 LEGISLATIVE PROGRAM**

Government and Regulatory Affairs Specialist Terence Candell presented this informational item requesting input on the 2024 legislative program. He said that staff worked with state and federal legislative representatives, Shaw Yoder Antwih Schmelzer & Lange (Shaw Yoder) and FBB Federal Relations to develop a regional, state, and federal legislative program for 2024.

Mr. Candell explained that the program establishes the principles that guide the legislative and regulatory advocacy efforts during the calendar year. He said that the strategies were updated to maximize the utilization of funds.

Chair Wunderman expressed his concern that WETA take a position and get its fair share of funding. Mr. Murphy said that WETA would be monitoring and participating in the conversations for the legislative authorization for a funding measure and assured Chair Wunderman that staff would seek the Board's feedback and approval before any position was taken on either legislation, expenditure plan, or principles.

Chair Wunderman commented that although WETA is not at risk of being on a fiscal cliff in the near term, he wanted to make certain any funds were guarded and not diverted.

Mr. Murphy said that WETA was engaging with a broad stakeholder outreach in working on the business plan service vision to focus on the need to work collaboratively with stakeholders to obtain support for any future regional funding measures for expansion and operation of future services.

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

#### **10. PUBLIC COMMENTS FOR NON-AGENDA ITEMS**

Red and White Group Managing Director and Partner Tyler Foster voiced his concern that WETA's sightseeing services such as the Richmond scenic route and the Lighted Yacht Parade seemed to go against the mandate to provide water transportation and emergency coordination services and violate WETA's establishment and funding mandates. Mr. Foster urged the Board to consider the effects of any sightseeing efforts and to stop competing directly with commercial operators using below cost pricing and government funding.

Chair Wunderman said that he did not believe it was the intention of WETA to be a tourist service or to compete with the private operators.

WETA Attorney Steven Miller of Hanson Bridgett suggested that no discussion or comments be made on non-agenda items.

With all business concluded, Chair Wunderman wished guests a safe and happy holiday and adjourned the meeting at 2:37 p.m. in honor of Mavrik Marine President and CEO Zachery Battle.

- Board Secretary

\*\*\*END\*\*\*



**MEMORANDUM**

---

**TO: Board Members**

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

**SUBJECT: Approve WETA's 2024 Legislative Program**

**Recommendation**

Approve WETA's 2024 Legislative Program.

**Discussion**

Staff has worked with our state and federal legislative representatives, Shaw Yoder Antwih Schmelzer & Lange (Shaw-Yoder) and FBB Federal Relations to develop a state, regional and federal legislative program for 2024, provided as **Attachment A**. The program establishes the principles that will guide WETA's legislative and regulatory advocacy efforts during the calendar year. It is intended to be broad enough to cover the wide variety of issues that are likely to be considered during that time and flexible enough to allow WETA to respond swiftly and effectively to unanticipated developments. Adoption of the program will provide our state and federal delegation and regional partners with a clear statement of WETA's priorities and will provide a guide for staff and our legislative representatives in carrying out our legislative efforts.

The legislative program is structured to guide WETA's actions in support of the following general principles:

1. Build awareness about WETA programs and services among key regional, state and federal decision makers;
2. Preserve and enhance funding opportunities to maintain and expand WETA programs and services;
3. Seek regulatory reform that streamlines project delivery and maximizes WETA's ability to meet ferry service demands; and
4. Support WETA projects including:
  - WETA 2050 Service Vision & Business Plan
  - Transition to zero emissions fleet
  - Mission Bay Terminal construction and service expansion
  - Treasure Island Service Expansion
  - Berkeley Service Expansion
  - Redwood City Service Expansion

Issues covered by the 2024 Legislative Program fit within two primary categories: 1) funding opportunities and 2) legislative, regulatory and administrative issues. These categories include a detailed list of legislative initiatives and a corresponding set of advocacy strategies that WETA will implement. To support the programs, WETA staff and legislative consultants will employ a variety of engagement strategies including direct advocacy with policymakers and relevant agencies, coalition-based engagement and public communications to build awareness about specific issues.



With the changing legislative landscape, WETA staff created the 2024 Legislative Program by updating the *strategies* under each *issue/background* section. These updates continue to be in line with the guiding principles and ensure that WETA's legislative strategies remain relevant and effective. Staff has included information about a new regional funding measure to support transit operations which is currently in the beginning stages of development and anticipated to be on the 2026 ballot.

WETA positions on issues not covered in the 2024 Legislative Program will be guided by the four principles listed above. Should recommendations emerge that call for advocacy on issues outside of these principles, WETA staff will confer with the Board Chair to determine appropriate direction, which may include bringing recommendations to the full Board for consideration. WETA's legislative representatives will provide monthly updates to the Board on the status of WETA positions, relevant issues, outreach activities, strategy, and results.

Staff is seeking Board approval for this final version of the 2024 legislative program.

**Fiscal Impact**

There is no fiscal impact associated with this informational item.

\*\*\*END\*\*\*

## **2024 Regional, State, and Federal Legislative Program San Francisco Bay Area Water Emergency Transit Authority**

### **Introduction**

The 2024 Legislative Program establishes the principles that will guide the San Francisco Bay Area Water Emergency Transportation Authority's (WETA) legislative advocacy efforts through the 2024 calendar year. Legislative and regulatory actions have the potential to significantly benefit WETA's programs and services, but can also present challenges that threaten WETA's ability to meet ferry service demands.

The program is intended to be broad enough to cover the wide variety of issues that are likely to emerge and flexible enough to allow WETA to respond swiftly and effectively to unanticipated developments.

### **Principles**

The 2024 Legislative Program is organized to guide WETA's actions and positions in support of four primary principles:

1. Build awareness about WETA programs and services among key regional, state and federal decision makers;
2. Preserve and enhance funding opportunities to maintain and expand WETA programs and services;
3. Seek regulatory reform that streamlines project delivery and maximizes WETA's ability to meet ferry service demands;
4. Support WETA projects including:
  - WETA 2050 Service Vision & Business Plan
  - Transition to zero emissions fleet
  - Mission Bay Terminal
  - Treasure Island Service Expansion
  - Berkeley Service Expansion
  - Redwood City Service Expansion

### **Advocacy Process**

Issues covered by the 2024 Legislative Program fit within two primary categories: 1) funding opportunities and 2) legislative, regulatory and administrative issues. These categories include a detailed list of legislative initiatives and a corresponding set of advocacy strategies that WETA will implement.

WETA positions on issues not covered in the categories below will be guided by the four principles listed above. Should recommendations emerge that call for advocacy on issues outside of these principles, WETA staff will confer with the Board Chair to determine appropriate direction, which may include bringing recommendations to the full Board for

## ***Attachment A***

consideration. WETA's legislative representatives will provide monthly updates to the board on the status of WETA positions, relevant issues, outreach activities, strategy, and results.

WETA staff and legislative consultants will employ a variety of engagement strategies to support the 2024 Legislative Program, including:

Direct Advocacy: WETA will engage state and federal policy makers directly; submit correspondence and provide public testimony that communicates and advances WETA's legislative priorities and positions.

Coalition Engagement: WETA will engage relevant stakeholders to build coalitions of support that amplify WETA's advocacy efforts and expand WETA's influence beyond the Bay Area. These efforts will include engagement of transit advocacy organizations, suppliers and shipyards, employers, labor organizations and other stakeholders that would benefit from advancement of WETA's 2024 Legislative Program.

Public Communications: WETA will build public awareness about the agency's advocacy priorities by actively seeking media attention and maximizing the use of social media to highlight the need for actions consistent with the 2024 Legislative Program.

## Regional and State Legislative Program

### Funding Opportunities

<i>Issue / Background</i>	<i>Strategy</i>
<p><b>Regional Funding Measures</b></p> <p>In June 2018, 55% of Bay Area voters passed Regional Measure 3 (RM3), which increased bridge toll revenues to support transit and traffic relief improvements. RM3 included an expenditure plan that provided WETA with \$300 million in capital funds and \$35 million per year in operating subsidy. RM3 funding was not released until 2023 due to a lawsuit that upheld its distribution. While WETA now has access to RM3 funds, due to the loss of ridership and associated fare revenue from the multi-year COVID 19 pandemic and the rise of inflation, these funds have a shortened runway. Based on expansion plans in WETA's Bay Ferry 2050 study, RM3 funding will only last until 2034/2035. It is critical to start advancing plans to secure the next round of funding to support regional ferry service.</p> <p>MTC has started to collaborate with transit agencies and other stakeholders to develop to seek authorizing legislation for a regional transportation funding measure in 2026.</p>	<ul style="list-style-type: none"> <li>• Participate in the planning efforts for a regional funding measure to ensure that WETA programs and services are included.</li> <li>• Support planning for additional regional funding opportunities that maximize investment in WETA programs and services.</li> <li>•</li> </ul>

<i>Issue / Background</i>	<i>Strategy</i>
<p><b>State Transit Operations Funding</b></p> <p>While Congress stepped in within months of the onset of the COVID-19 pandemic to provide billions of dollars in COVID relief assistance, this assistance is running out and there will not be an appetite for additional aid in a divided Congress. Ridership, while on the upswing, is still below 2019 levels yet costs to run transit systems are subject to the same inflation pressures affecting the rest of the economy. Transit systems across California are facing multi-million-dollar shortfalls as they approach the day when their federal COVID relief funds run out. WETA will have fully expended COVID relief funds by the beginning of FY 25. Luckily, WETA will not be facing an immediate deficit since the lawsuit holding up Regional Measure 3 funds has been dismissed and WETA now has access to RM3 funds. However, other transit agencies across the Bay Area are facing immediate deficits. The State committed \$5.1 billion in the 2023-2024 budget to provide bridge funding to transit agencies facing a deficit while the region prepares to put a transportation ballot measure forward to voters in 2026 or 2028 to provide long term operations funding. This funding will flow to regions and transit agencies over four years – from FY 2023-24 through FY 2026-27 – and require annual appropriations in the state budget. Until this funding is fully appropriated and a plan for a regional measure is developed, WETA will support the annual appropriation of committed funding and continue to support strategies to seek short-term state funding for transit operations.</p>	<ul style="list-style-type: none"> <li>• Work to ensure committed funding is included in the state budget and participate in state and regional efforts to award committed funds through the processes established in the 2023-24 budget.</li> <li>• In coordination with MTC, the California Transit Association, and other Bay Area transit agencies and advocacy groups, continue to advocate for additional short-term state funding to support transit operations to bridge the gap between the expenditure of federal COVID relief funds and the creation of new, permanent funding to support transit operations.</li> <li>• Continue to work with MTC and our transit agency partners to ensure that MTC’s advocacy program includes long-term investment in transit operating funds for WETA’s continued operating needs.</li> <li>• Participate in CalSTA’s Transit Recovery Task Force and support the California Transit Association’s efforts in the Task Force to explore and identify long-term funding options.</li> <li>• Build coalition of support for the allocation of funds to State programs that support WETA projects and plans in addition to direct allocations to WETA priority projects.</li> <li>• Seek transit funding equity by ensuring water transit is eligible for all programs available to other transit modes.</li> </ul>

<i>Issue / Background</i>	<i>Strategy</i>
<p><b>Enhancing Equity</b></p> <p>In July 2021, WETA implemented the Pandemic Recovery Program (PRP) guided by core principles focused on enhancing equity and access to ferry service and increasing service levels to expand access to transit dependent riders and incentivizing demand to support the region’s economic recovery. The PRP expanded service and temporarily reduced fares. In July of 2022 the WETA Board extended the PRP for an additional year, and in 2023 these lower fares were permanently adopted.</p>	<ul style="list-style-type: none"> <li>• Work with transit coalitions to identify and advance opportunities for new operating funding to enhance equity and expand access to transit dependent riders.</li> <li>• Advocate for the preservation and expansion of current programs that make transit more affordable and accessible to low-income riders.</li> </ul>
<p><b>SB 1 Gas Tax Funding</b></p> <p>In 2017, the State enacted SB 1, which authorized more than \$700m per year for public transit. This was the largest increase in dedicated transit funding in more than 40 years. In addition to augmenting the State Transit Assistance program, SB1 created new programs such as the State of Good Repair (SGR) program that have benefitted WETA. Complimentary to SB 1 is ACA 5 (passed by voters in June 2018), which protects new and existing sources of transit funding from future diversions by the Legislature.</p>	<ul style="list-style-type: none"> <li>• Oppose the elimination or diversion of any State or regional funds that support WETA.</li> <li>• Identify and advocate for opportunities to secure investment from ongoing SB1 programs to support WETA’s priorities.</li> <li>• Monitor efforts to study alternative funding mechanisms that would shift the state away from its reliance on fuel taxes to fund transit and transportation (e.g. VMT fees).</li> </ul>
<p><b>State Transit Assistance Funds</b></p> <p>State Transit Assistance (STA) funds are generated by a sales tax on fuel and diesel fuel. The amount of money available for transit agencies varies from year to year based on fluctuations in diesel prices. STA funds are appropriated by the State Controller’s Office (SCO) and allocated to WETA through a grant agreement with MTC. The formula used by the SCO allocates 50% of the funds according to population and the remaining 50% is allocated according to operator revenues from the prior fiscal year.</p> <p>The Fiscal Years 2020-21, 2021-22, and 2023-24 State Budget included relief measures to ensure that STA funds are not decreased during the pandemic due to lower reported operating revenues due to reduced ridership. These relief measures will expire in FY 2025-26.</p>	<ul style="list-style-type: none"> <li>• Participate in CalSTA’s Transit Recovery Task Force and support the California Transit Association’s efforts in the Task Force to pursue TDA reform and the review of performance measures for transit.</li> <li>• Work with MTC and regional transit partners to secure continued STA funding that WETA is eligible to receive and oppose efforts to change the distribution formula in a way that disadvantages WETA service and/or capital programs.</li> </ul>

<i>Issue / Background</i>	<i>Strategy</i>
<p><b>Cap-and-Trade Revenues – Greenhouse Gas Reduction Fund</b></p> <p>In 2012, the State began implementing the cap-and-trade market-based compliance system approved as a part of the California Global Warming Solutions Act of 2006 (AB 32). Since the program began selling allowances, the program has generated billions of dollars. In 2014, legislation was enacted creating a long-term funding plan for cap-and-trade which dedicates 60 percent of cap-and-trade revenues to transportation. The remaining 40 percent is subject to annual appropriation through the state budget process. In 2017, the legislature extended the program from 2020 to 2030. WETA is eligible for funding through the Low Carbon Transit Operations Program (LCTOP), the Transit and Intercity Rail Capital Program (TIRCP), and various new programs for zero-emission commercial harborcraft and ferries at the California Air Resources Board. TIRCP was created to fund capital improvements for transit agencies that significantly reduce emissions, vehicle miles traveled, and congestion. There have been five cycles of TIRCP funding, awarding \$6.6 billion in funding throughout the state. WETA has been awarded three TIRCP grants, totaling \$37.8 million to support the agency's efforts to transition to zero emissions.</p>	<ul style="list-style-type: none"> <li>• Monitor efforts to extend the Cap and Trade program beyond 2030 and any impacts the 2030 date will have on upcoming TIRCP cycles.</li> <li>• Work with the Administration to secure appropriation of cap-and-trade revenues to support WETA's capital needs, including the agency's efforts to transition to zero emission vessels.</li> <li>• Support legislation and regional action that makes WETA's emissions-reducing projects and services eligible for investment from relevant programs.</li> <li>• Work to direct additional revenues to programs that support WETA priorities, including efforts to secure funding from the remaining discretionary funds.</li> <li>• Identify and develop a project related to the agency's efforts to transition to zero emissions and have it ready to submit for the next cycle of TIRCP funding and forthcoming funding opportunities at CARB.</li> <li>• Continue to work with our legislative advocates to secure additional funding in future TIRCP cycles.</li> </ul>
<p><b>Emergency Response Funding</b></p> <p>WETA's enabling legislation directs the agency to provide comprehensive water transportation and emergency coordination services for the Bay Area region. Despite this mandate, no operating funds have been received by WETA to support this requirement. A new State Assembly Select Committee was created to evaluate how transportation infrastructure and systems are prepared to respond in emergencies. The committee is chaired by Assemblymember Lori Wilson, and WETA has worked productively with her office to discuss how the agency can be helpful in guiding the work of the committee.</p>	<ul style="list-style-type: none"> <li>• Work with partner organizations to advocate for funding that enhances WETA's ability to effectively carry out the responsibilities detailed in the agency's Emergency Response Plan.</li> <li>• Advocate for the inclusion of enhanced emergency response capability to be included as criteria in relevant discretionary grant opportunities.</li> <li>• Continue to work with Assm. Lori Wilson and her office to advance WETA's opportunities for emergency response funding and support the accomplishment of the two previous strategies.</li> </ul>

<i>Issue / Background</i>	<i>Strategy</i>
<p><b>Other funding opportunities</b></p> <p>Transit agencies have increasingly partnered with private sector entities to create investment in infrastructure and enhanced or expanded services. WETA is poised to offer transit solutions that support new waterfront development, job growth, and congestion relief that local jurisdictions and private sector entities will benefit from.</p>	<ul style="list-style-type: none"><li>• Support policies that facilitate public private partnerships that advance the implementation of WETA capital projects and operation of enhanced services.</li><li>• Advocate for policies and projects that benefit WETA priorities through the creation of transit-oriented development and first and last mile connections.</li><li>• Support other innovative funding strategies and policies that will enhance investment opportunities and revenues that support WETA programs and services.</li></ul>



Legislative, Regulatory and Administrative Issues	
Issue / Background	Strategy
<p><b>General</b></p> <p>Every year a variety of policies are pursued that would affect regulations governing transportation-related service operations, administration, planning and project delivery. In addition, opportunities exist to reform or update existing regulations that are outdated or can be improved to address potential burdens on transportation agencies without affecting regulatory goals.</p>	<ul style="list-style-type: none"> <li>• Support opportunities to remove barriers to, and improve the ability to conduct, safe, efficient transportation operations, administration, planning and project delivery, including alternative project delivery methods that provide flexibility to the agency.</li> <li>• Oppose efforts to impose unjustified and burdensome regulations or restrictions on WETA's ability to conduct efficient transportation operations, administration, planning and project delivery efforts.</li> <li>• Support efforts to advocate against Dept. of Labor 13c related FTA funding delays.</li> <li>• Work with the maritime community to increase the capacity and availability of local shipyard services.</li> </ul>
<p><b>California Air Resources Board's (CARB) Proposed Amendments to the Commercial Harbor Craft (CHC) Regulations</b></p> <p>CARB approved amendments to the Commercial Harbor Craft Regulations in March 2022. The regulations set standards to reduce toxic and criteria emissions to protect public health. The new regulations are effective January 1, 2023.</p>	<ul style="list-style-type: none"> <li>• Continue to work with CARB to ensure implementation of the CHC regulations are operationally feasible and in line with WETA's plan to comply with the CHC regulations by transitioning a portion of the fleet to zero emissions.</li> <li>• Work with CARB and the California Energy Commission to identify, expand, and streamline funding opportunities to implement WETA's plan to comply with the CHC regulations.</li> </ul>
<p><b>Streamlining Environmental Clearance &amp; Permitting</b></p> <p>Projects located in or adjacent to the bay require permits from up to fourteen different regulatory agencies. Many of these agencies do not review permits concurrently which can add up to two years to the project timeline.</p> <p>The complexity of the permitting process creates time delays in the development of ferry projects. A modernized process would minimize unnecessary delays.</p>	<ul style="list-style-type: none"> <li>• Explore opportunities to modernize the permitting process, without compromising the effectiveness of the review as an environmental protection policy.</li> </ul>

<i>Issue / Background</i>	<i>Strategy</i>
<p><b>Bridge Toll Revenue Requirements</b></p> <p>WETA’s use of certain bridge toll revenues is subject to meeting and maintaining a minimum level of farebox recovery. Pandemic impacts and challenges during recovery have compromised the ability for all agencies to maintain pre-pandemic farebox recovery ratios. Additionally, efforts to refocus services on equity and enhancing access for riders from all income levels have led many agencies to reconsider the value of farebox recovery as a metric for the successful delivery of services.</p>	<ul style="list-style-type: none"> <li>• Advocate for relaxed farebox recovery requirements tied to the use of regional bridge toll revenues.</li> <li>• Given the uncertain timeframe for the return of pre-pandemic ridership levels, advocate for the creation of new funding to support the increased subsidy needed to maintain service during recovery.</li> </ul>
<p><b>Regional Transit Integration and Transformation Action Plan</b></p> <p>During the pandemic, MTC appointed a Blue Ribbon Task Force to facilitate transit survival and recovery, and to assess options for improving integration of the region’s transit network. The Task Force recommended proceeding with near-term, already underway efforts to improve integration and evaluating longer-term options for more transformational change.</p>	<ul style="list-style-type: none"> <li>• Advocate that new funding be identified to support implementation of longer-term transformational policy recommendations.</li> <li>• Support efforts to better integrate and connect regional transit services.</li> </ul>
<p><b>State Sales and Use Tax Exemption for the Purchase of Zero Emission Public Transportation Ferry Vessels</b></p> <p>WETA proposed legislation in 2023 that would amend Section 6377 of the Revenue and Taxation Code to exempt any zero-emission public transportation ferry technology sold to a city, county, city and county, transportation or transit district, or other public agency that provides transit services to the public, from state sales and use taxes on the technology’s sale, storage, use, or other consumption. Due to the state’s financial position and the loss of tax revenue, this bill was unsuccessful in 2023. Staff is working to reintroduce this bill in 2024. The adoption of this bill would affect the replacement and conversion of half of WETA’s fleet, exempting and saving WETA close to \$15 Million in state sales and use tax.</p>	<ul style="list-style-type: none"> <li>• Sponsor the legislation to exempt ferry procurements from state sales tax.</li> <li>• Petition transit allies that would benefit from this legislation to support and advocate for the State legislature to adopt the proposed legislation.</li> <li>• Lobby and work with the appropriate legislative bodies that can provide the best guidance and support for passing and enacting the proposed tax code amendment.</li> </ul>

Federal Legislative Program	
Funding Opportunities and Challenges	
Issue / Background	Strategy
<p><b>Increase Funding for the Federal Highway Administration (FHWA) Construction of Ferry Boats and Ferry Terminal Facilities Formula Program (FBP)</b></p> <p>FHWA distributes funding to eligible public ferry systems based on a formula that accounts for the number of passengers and vehicles carried by each ferry system and the total route nautical miles serviced by each system. The Infrastructure Investment and Jobs Act (IIJA) increased funding for the FHWA formula program from \$80,000,000 per year to:</p> <p>\$110,000,000 for FY 22;  \$112,000,000 for FY 23;  \$114,000,000 for FY 24;  \$116,000,000 for FY 25; and  \$118,000,000 for FY 26.</p> <p>After the passage of the IIJA, Congressman John Garamendi (D-CA) and Senator Patty Murray (D-WA) introduced the Ferry Service Expansion Act, which WETA helped to develop, and which would increase funding for the FHWA program to \$160,000,000 per year. We are working with the bill sponsors to have the legislation re-introduced in the current Congress.</p>	<ul style="list-style-type: none"> <li>• Work with Public Ferry Coalition members, organized labor, and other WETA advocates to encourage members of the House and Senate to co-sponsor the Ferry Service Expansion Act.</li> <li>• Engage directly with Congressional leadership and relevant Congressional committees.</li> <li>• Coordinate outreach to Congressional leadership and relevant Congressional Committees by members of the California Congressional delegation.</li> <li>• Work with Public Ferry Coalition members, organized labor, and other WETA advocates, to encourage key Senators and House members to advocate for additional funding outside the Ferry Service Expansion Act.</li> </ul>

<i>Issue / Background</i>	<i>Strategy</i>
<p><b>Seek Funding Excluded from the Infrastructure Investment and Jobs Act (IIJA)</b></p> <p>The Infrastructure Investment and Jobs Act (IIJA) was supposed to include an additional \$1.25 billion for passenger ferry grants but the funding was omitted due to a drafting error. WETA's Congressional champions continue to seek opportunities to include this funding in other legislation (including the annual appropriations bill), although the more time that passes, the more difficult this will be.</p> <p>After the passage of the IIJA, Congressman John Garamendi (D-CA) and Senator Patty Murray (D-WA) introduced the Ferry Service Expansion Act, which WETA helped to develop, and which would provide \$1.25 billion for passenger ferry grants. We are working with the bill sponsors to have the legislation re-introduced in the current Congress.</p>	<ul style="list-style-type: none"> <li>• Work with Public Ferry Coalition members, organized labor, and other WETA advocates to encourage members of the House and Senate to co-sponsor the Ferry Service Expansion Act.</li> <li>• Engage directly with Congressional leadership and relevant Congressional committees.</li> <li>• Coordinate outreach to Congressional leadership and relevant Congressional Committees by members of the California Congressional delegation.</li> <li>• Work with Public Ferry Coalition members, organized labor, and other WETA advocates, to encourage key Senators and House members to advocate for this funding outside the Ferry Service Expansion Act.</li> </ul>
<p><b>Increase Funding for the Federal Transit Administration (FTA) 5307(h) Passenger Ferry Grant Program and Build Support for WETA Grant Applications.</b></p> <p>The FTA 5307(h) ferry grant program provides competitive funding for passenger ferry projects. Program funding was unfortunately not increased as part of the Infrastructure Investment and Jobs Act (IIJA), and annual funding remains at \$30,000,000.</p> <p>After the passage of the IIJA, Congressman John Garamendi (D-CA) and Senator Patty Murray (D-WA) introduced the Ferry Service Expansion Act, which WETA helped to develop, and which would increase funding for the FTA ferry grant program to \$90,000,000 per year. We are working with the bill sponsors to have the legislation re-introduced in the current Congress.</p> <p>WETA seeks funding from the FTA ferry grant program every year.</p>	<ul style="list-style-type: none"> <li>• Work with Public Ferry Coalition members, organized labor, and other WETA advocates to encourage members of the House and Senate to co-sponsor the Ferry Service Expansion Act.</li> <li>• Engage directly with Congressional leadership and relevant Congressional committees.</li> <li>• Coordinate outreach to Congressional leadership and relevant Congressional Committees by members of the California Congressional delegation.</li> <li>• Work with Public Ferry Coalition members, organized labor, and other WETA advocates, to encourage key Senators and House members to advocate for additional funding outside the Ferry Service Expansion Act, including through the annual appropriations process.</li> <li>• Work to identify future projects and work with the Congressional delegation to support WETA grant applications.</li> </ul>

<i>Issue / Background</i>	<i>Strategy</i>
<p><b>Increase Funding for the Electric or Low-Emitting Ferry Grant Program Opportunities and Build Support for WETA Grant Applications.</b></p> <p>The Infrastructure Investment and Jobs Act (IIJA) directs the U.S. Department of Transportation (DOT) to establish a pilot program to provide grants for the purchase of electric or low-emitting (methanol, natural gas, liquified petroleum gas, hydrogen, coal-derived liquid fuels, biofuels) ferries. The IIJA provides \$50 million per year FY22-FY26 (\$250 million total) in advanced appropriations (i.e. guaranteed funding) and authorizes Congress to appropriate an additional \$50 million per year through 2026. WETA will likely seek funding from the Electric or Low-Emitting Ferry Grant Program every year.</p>	<ul style="list-style-type: none"> <li>• Work with Public Ferry Coalition members, organized labor, and other WETA advocates to seek additional funding through the annual appropriations process.</li> <li>• Engage directly with Congressional leadership and relevant Congressional committees.</li> <li>• Coordinate outreach to Congressional leadership and relevant Congressional Committees by members of the California Congressional delegation.</li> <li>• Work to identify future projects and work with the Congressional delegation to support WETA grant applications.</li> </ul>
<p><b>Funding Opportunities Through Other Competitive Grant Programs</b></p> <p>The Infrastructure Investment and Jobs Act (IIJA) provides funding for various other transit grant programs for which WETA is eligible.</p>	<ul style="list-style-type: none"> <li>• Identify possible projects for which to seek funding.</li> <li>• Develop coalitions of support for WETA grant applications.</li> </ul>
<p><b>Funding for Emergency Response</b></p> <p>The Transit Security Grant Program is an annual competitive grant program through the Department of Homeland Security and the Federal Emergency Management Agency (FEMA) which funds transportation infrastructure security activities. WETA is an eligible recipient of this program.</p>	<ul style="list-style-type: none"> <li>• Identify possible projects for which to seek FEMA grant program funding.</li> <li>• Develop coalitions of support for WETA grant applications.</li> </ul>
<p><b>Avoiding Cuts to Transit Funding</b></p> <p>The "Rostenkowski" rule (Sec. 9503(e)(4) of the Internal Revenue Code of 1986) requires the Treasury secretary to withhold transit money from states and transit agencies if the amount of unfunded transit authorizations exceeds projected Highway Trust Fund receipts for the next four years. Waivers have been needed in previous years in order to avert cuts to transit programs. Funding included in the Infrastructure Investment and Jobs Act (IIJA) has likely addressed this issue in the near term.</p>	<ul style="list-style-type: none"> <li>• Support legislation, as needed, to waive the Rostenkowski rule.</li> </ul>

Legislative, Regulatory, and Administrative Issues	
Issue / Background	Strategy
<p><b>General</b></p> <p>Monitor legislation or regulatory action that will affect WETA's ability to provide ferry service, implement its program of projects, administration or funding from federal agencies.</p> <p>Take advantage of opportunities to reform or update existing regulations or processes that are outdated or can be improved to address potential burdens on transportation agencies without affecting regulatory goals.</p>	<ul style="list-style-type: none"> <li>• Support opportunities to remove barriers to, and improve the ability to conduct, safe, efficient transportation operations, administration, planning and project delivery.</li> <li>• Oppose efforts to impose unjustified and burdensome regulations or restrictions on the WETA's ability to conduct efficient transportation operations, administration, planning and project delivery efforts.</li> </ul>
<p><b>Permitting</b></p> <p>Any WETA project on the water requires permits from numerous regulatory agencies. Several federal agencies review such permits sequentially and not concurrently, adding months and sometimes years to project timelines and associated cost for time spent managing the permit review process.</p>	<ul style="list-style-type: none"> <li>• Analyze the time required to obtain permits from federal agencies on past WETA projects and determine the impact of delays on project completion.</li> <li>• Identify strategies to streamline the federal permitting review process.</li> <li>• Work with permitting agencies and the Congressional delegation to seek resolution of specific issues that are causing delay to important projects.</li> </ul>
<p><b>Disadvantaged Business Enterprise Program</b></p> <p>In accordance with the U.S. Department of Transportation (DOT) Disadvantaged Business Enterprise (DBE) regulations, 49 Code of Federal Regulations (CFR) Part 26.21, a recipient of more than \$250,000 of federal funding per fiscal year and, is required to have a DBE Program.</p> <p>DBEs are for-profit small business concerns where socially and economically disadvantaged individuals own at least a 51% interest and control management and daily business operations. The purpose of the DBE Program is to create a level playing field on which DBEs can compete fairly for DOT-assisted contracts by removing barriers to DBEs participating in the bidding, award, and administration of federally funded contracts.</p>	<ul style="list-style-type: none"> <li>• Support changes to the DBE regulations that address specific requirements of ferry operations.</li> <li>• Advocate for FTA to allow out-of-state DBEs to be counted toward WETA's DBE participation.</li> </ul>

<i>Issue / Background</i>	<i>Strategy</i>
<p><b>U.S. Department of Labor Section 13(c) Determination</b></p> <p>On October 28, 2021 the United States Department of Labor (USDOL) released a letter, nullifying their previous 2019 determination on the impact of PEPPRA on collective bargaining rights and prohibiting the further certification of federal transit grants owed to California transit agencies.</p> <p>The State of California, with support by the California Transit Association, secured temporary injunctive relief against implementation of the United States Department of Labor's October 28 determination, permitting federal transit grants to continue to flow to California transit agencies. As of the drafting of this program, this injunctive relief remains in place. WETA has not been previously impacted by this issue due to the agency having no represented public employees.</p>	<ul style="list-style-type: none"><li>• Support State and California Transit Association efforts to secure long-term relief to ensure FTA funding remains available to California agencies.</li></ul>

**SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY**

**RESOLUTION NO. 2024-01**

**APPROVE STATE AND FEDERAL LEGISLATIVE PROGRAMS FOR 2024**

**WHEREAS**, staff has worked with WETA's state and federal legislative representatives, Shaw Yoder Antwih Schmelzer & Lange (Shaw-Yoder) and FBB Federal Relations/Lindsay Hart, LLP (FBB Federal Relations), respectively, to develop state, regional, and federal legislative programs for 2024; and

**WHEREAS**, these legislative programs were presented to the Board of Directors and establish the principles that will guide WETA's legislative and regulatory advocacy efforts during the calendar year; and

**WHEREAS**, adoption of these legislative programs will provide WETA's state and federal delegation and transportation partners with a clear statement of WETA's priorities and will provide a guide for WETA staff and consultants in carrying out WETA's legislative efforts; now, therefore, be it

**RESOLVED**, that the Board of Directors hereby approves the state and federal legislative programs for 2024 included as attachments to the Staff Report that accompanies this Resolution.

**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 February 8, 2024.

YEA:

NAY:

ABSTAIN:

ABSENT:

---

/s/ Board Secretary

2024-01

\*\*\*END\*\*\*



**MEMORANDUM**

---

**TO: Board Members**

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

**SUBJECT: Approve Contract Award for the MV *Dorado* Jet Work and Dry Dock to Marine Group Boat Works, LLC**

**Recommendation**

1. Approve award of MV *Dorado* Jet Work and Dry Dock to Marine Group Boat Works, LLC in the amount of \$459,763.
2. Approve a contract contingency in the amount of \$75,000 which is approximately 15% of the contract price for sight unseen additional work.
3. Authorize the Executive Director to negotiate and execute an agreement with Marine Group Boat Works LLC and take any other required actions to support this work.

**Background**

The MV *Dorado*'s lifetime schedule of the capital maintenance is still to be determined because it is the first of a new class of vessels. However, the only way to determine that schedule is to plan for capital maintenance on a regular basis until a baseline has been established. The proposed capital project includes inspection and servicing of the propulsion system. The manufacturer's representative will be involved in the project and reviewing the water jets to confirm a state of good condition. They will recommend and perform any additional required work that is currently sight unseen. In conjunction with performing the jet inspection and remedial work, the shipyard will perform the required USCG Dry Dock inspections to renew the vessel's Certificate of Inspection (COI).

WETA passenger vessels require a biennial USCG dry dock inspection which includes an extensive hull inspection with emphasis on the waterjets. The MV *Dorado*'s current COI expires on February 29, 2024. The vessel is not allowed to operate in service beyond this date until a successful USCG examination has taken place and a new COI is issued by the USCG.

**Discussion**

On October 12, 2023, the Board authorized the release of a Request for Proposal (RFP) for the MV *Dorado* Jet Work and Dry Dock. WETA staff released an RFP for the MV *Dorado* Jet Work and Drydock on December 19, 2023. WETA received two proposals in response to the RFP from Marine Group Boat Works, LLC and Bay Ship & Yacht Co.

An evaluation committee reviewed the proposals in accordance with the requirements and evaluation criteria in the RFP and determined that both proposals were complete and responsive to the RFP. The results of the evaluation are listed in Table 1.

Table 1

**23-028 - MV Dorado Jet Work and  
Drydock  
Scoring Summary**

	Total	Project Understanding and Approach	Proposers Qualifications and Experience	Price Proposal
Supplier	/ 100 pts	/ 25 pts	/ 25 pts	/ 50 pts
Marine Group Boat Works, LLC	92.33	21.33	23.67	47.33
Bay Ship & Yacht Co, Inc.	86	21.33	24.33	40.33

Staff determined the highest ranked proposer, Marine Group Boat Works, LLC, is qualified to perform the work and their price is fair and reasonable based on the Independent Cost Estimate.

WETA's overall annual Disadvantaged Business Enterprise (DBE) goal for Federal Fiscal Year 2023/24 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 Marine Group Boat Works, LLC and has determined that 0 percent DBE 2023/24 participation and 0 percent SBE participation is anticipated during the performance of this contract.

Staff recommends the Board award a contract to Marine Group Boat Works, LLC for MV *Dorado* Jet Work and Dry Dock in the amount of \$459,763, establish a contract contingency in the amount of \$75,000, and authorize the Executive Director to take any additional actions necessary to support this work. The approximately 15% contract contingency is necessary to account for repairs of unknown conditions that may be found during the dry dock and jet work process.

**Fiscal Impact**

Funding for this agreement is included in the FY 23/24 Capital Budget in the amount of \$534,763. This is funded 80 percent by FTA 20 percent Regional Measure 1 funds.

\*\*\*END\*\*\*

**SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY**

**RESOLUTION NO. 2024-02**

**APPROVE CONTRACT AWARD TO MARINE GROUP BOAT WORKS, LLC FOR THE MV  
DORADO JET WORK AND DRY DOCK**

**WHEREAS**, the WETA Board of Directors authorized the release of a Request for Proposals for the MV *Dorado* Jet Work and Dry Dock (RFP) at its October 12, 2023 meeting; and

**WHEREAS**, staff released the RFP on December 19, 2023; and

**WHEREAS**, in accordance with the RFP, WETA's Administrative Code, and applicable federal procurement requirements, WETA established an evaluation committee that reviewed all proposals received by the RFP's due date; and

**WHEREAS**, based on the requirements and evaluation criteria in the RFP, the evaluation committee determined the proposal received in response to the RFP from Marine Group Boat Works, LLC was complete and responsive to the RFP and Marine Group Boat Works, LLC is qualified to perform the work; and

**WHEREAS**, as required by federal procurement requirements, staff determined Marine Group Boat Works, LLC's price to be fair and reasonable; and

**WHEREAS**, the Executive Director recommends the Board approve a contract award to Marine Group Boat Works, LLC for the MV *Dorado* Jet Work and Dry Dock in the amount of \$459,763 and establish a contract contingency in the amount of \$75,000; now, therefore, be it

**RESOLVED**, that the Board of Directors hereby approves a contract award to Marine Group Boat Works, LLC for the MV *Dorado* Jet Work and Dry Dock in the amount of \$459,763 and establishes a contract contingency in the amount of \$75,000; 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 February 8, 2024.

YEA:

NAY:

ABSTAIN:

ABSENT:

---

/s/ Board Secretary

2024-02

\*\*\*END\*\*\*

**MEMORANDUM**

---

**TO:** Board Members

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

**SUBJECT:** Authorize the Resolution of Local Support with the Metropolitan Transportation Commission for \$3,750,000 in Transit Station Public Charging Capital Grants Program Funds for the Richmond Ferry Terminal EV Charging Infrastructure Project

**Recommendation**

Authorize the Resolution of Local Support with the Metropolitan Transportation Commission (MTC) for \$3,750,000 in 2023 Transit Station Public Charging Capital Grants Program funds for the Richmond Ferry Terminal Electric Vehicles (EV) Charging Infrastructure Project.

**Background**

MTC's *Transit Station Public Charging Program* is a Climate Initiative funded through the One Bay Area Grant 3 (OBAG 3) to implement Plan Bay Area 2050 Environment Strategy 8 (Expand Clean Vehicle Initiatives). On April 14, 2023, MTC approved a set of Transportation Electrification (TE) initiatives and investment amounts to support the implementation of Plan Bay Area 2050 Environment Strategy 8. The total approved investments included \$10 million for the Transit Station Public Charging Program. The program funds the purchase and installation of EV charging equipment to expand access to charging opportunities for both transit service customers and surrounding community members. The grants are intended to improve clean mobility connections at transit hubs and community access to charging infrastructure.

**Discussion**

In October 2023, staff submitted a grant application to install the purchase and installation of ten (10) Level 2 charging ports in the parking lot at the Richmond Ferry Terminal. This application was developed in consultation with the City of Richmond who owns the parking lot. The utility and electrical grid upgrades will simultaneously support the infrastructure improvements necessary for both the EV chargers and future electric ferry vessels to minimize redundant and expensive electrical development costs.

At their January 12, 2024 meeting, the Joint MTC Planning Committee with the ABAG Administrative Committee recommended an award of \$3,750,000 to fund the WETA-proposed project. The total cost of the project proposed is \$4,687,500, funded with \$3,750,000 (80%) from the federal MTC Transit Station Public Charging program, and \$937,500 (20%) from anticipated Regional Measure 3 funds.

As a part of MTC's Policies and Procedures, project applicants are required to adopt resolutions formally authorizing project applications and awards with MTC and providing various assurances. The full list of certifications and assurances are contained in the Board Resolution associated with this item. These certifications and assurances effectively serve as a part of the contract between WETA and MTC for the requested funds.

**Fiscal Impact**

Approval of the resolution provides a commitment to the Richmond Ferry Terminal EV Charging Infrastructure project, funded with \$3,750,000 (80%) from the federal MTC Transit Station Public Charging program, and \$937,500 (20%) from anticipated Regional Measure 3 funds. No expense is anticipated in the current Fiscal Year. Preliminary engineering will be included in the FY 2024/25 Capital Budget within a total project cost of \$4,687,500.

\*\*\*END\*\*\*

# **SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY**

## **RESOLUTION NO. 2024-03**

### **AUTHORIZING THE FILING OF AN APPLICATION FOR FUNDING ASSIGNED TO MTC AND COMMITTING ANY NECESSARY MATCHING FUNDS AND STATING ASSURANCE TO COMPLETE THE PROJECT**

**WHEREAS**, the San Francisco Bay Area Water Emergency Transportation Authority (herein referred to as WETA or Applicant) is submitting an application to the Metropolitan Transportation Commission (MTC) for \$3,750,000 in funding assigned to MTC for programming discretion, which includes federal funding administered by the Federal Highway Administration (FHWA) and federal or state funding administered by the California Transportation Commission (CTC) such as Surface Transportation Block Grant Program (STP) funding, Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding, Carbon Reduction Program (CRP) funding, Transportation Alternatives (TA) set-aside/Active Transportation Program (ATP) funding, and Regional Transportation Improvement Program (RTIP) funding (herein collectively referred to as Regional Discretionary Funding) for the Richmond Ferry Terminal EV Charging Infrastructure Project (herein referred to as Project) for the Carbon Reduction Program (herein referred to as Program); and

**WHEREAS**, the United States Congress from time to time enacts and amends legislation to provide funding for various transportation needs and programs, (collectively, the Federal Transportation Act) including, but not limited to the Surface Transportation Block Grant Program (STP) (23 U.S.C. § 133), the Congestion Mitigation and Air Quality Improvement Program (CMAQ) (23 U.S.C. § 149), the Carbon Reduction Program (CRP) (23 U.S.C. § 175), and the Transportation Alternatives (TA) set-aside (23 U.S.C. § 133); and

**WHEREAS**, state statutes, including California Streets and Highways Code §182.6, §182.7, and §2381(a)(1), and California Government Code §14527, provide various funding programs for the programming discretion of the Metropolitan Planning Organization (MPO) and the Regional Transportation Planning Agency (RTPA); and

**WHEREAS**, pursuant to the Federal Transportation Act, and any regulations promulgated thereunder, eligible project sponsors wishing to receive federal or state funds for a regionally-significant project shall submit an application first with the appropriate MPO, or RTPA, as applicable, for review and inclusion in the federal Transportation Improvement Program (TIP); and

**WHEREAS**, MTC is the MPO and RTPA for the nine counties of the San Francisco Bay region; and

**WHEREAS**, MTC has adopted a Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) that sets out procedures governing the application and use of Regional Discretionary Funding; and

**WHEREAS**, Applicant is an eligible sponsor for Regional Discretionary Funding; and

**WHEREAS**, as part of the application for Regional Discretionary Funding, MTC requires a resolution adopted by the responsible implementing agency stating the following:

- the commitment of any required matching funds; and
- that the sponsor understands that the Regional Discretionary Funding is fixed at the

- programmed amount, and therefore any cost increase cannot be expected to be funded with additional Regional Discretionary Funding; and
- that the Project will comply with the procedures, delivery milestones and funding deadlines specified in the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised); and
- the assurance of the sponsor to complete the Project as described in the application, subject to environmental clearance, and if approved, as included in MTC's federal Transportation Improvement Program (TIP); and
- that the Project will have adequate staffing resources to deliver and complete the Project within the schedule submitted with the project application; and
- that the Project will comply with all project-specific requirements as set forth in the Program; and
- that Applicant has assigned, and will maintain a single point of contact for all FHWA- and CTC-funded transportation projects to coordinate within the agency and with the respective County Transportation Agency (CTA), MTC, Caltrans, FHWA, and CTC on all communications, inquires or issues that may arise during the federal programming and delivery process for all FHWA- and CTC-funded transportation and transit projects implemented by Applicant; and
- in the case of a transit project, the Project will comply with MTC Resolution No. 3866, revised, which sets forth the requirements of MTC's Transit Coordination Implementation Plan to more efficiently deliver transit projects in the region; and

**WHEREAS**, that Applicant is authorized to submit an application for Regional Discretionary Funding for the Project; and

**WHEREAS**, there is no legal impediment to Applicant making applications for the funds; and

**WHEREAS**, there is no pending or threatened litigation that might in any way adversely affect the proposed Project, or the ability of Applicant to deliver such Project; and

**WHEREAS**, Applicant authorizes its Executive Director, or designee to execute and file an application with MTC for Regional Discretionary Funding for the Project as referenced in this resolution; and

**WHEREAS**, MTC requires that a copy of this resolution be transmitted to the MTC in conjunction with the filing of the application.

**NOW, THEREFORE, BE IT RESOLVED** that the Applicant is authorized to execute and file an application for funding for the Project for Regional Discretionary Funding under the Federal Transportation Act or continued funding; and be it further

**RESOLVED** that Applicant will provide any required matching funds; and be it further

**RESOLVED** that Applicant understands that the Regional Discretionary Funding for the project is fixed at the MTC approved programmed amount, and that any cost increases must be funded by the Applicant from other funds, and that Applicant does not expect any cost increases to be funded with additional Regional Discretionary Funding; and be it further

**RESOLVED** that Applicant understands the funding deadlines associated with these funds and will comply with the provisions and requirements of the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) and Applicant has, and will retain the expertise, knowledge and resources necessary to deliver federally-funded transportation and transit projects, and has assigned, and will maintain a single point of contact for all FHWA- and CTC-funded

transportation projects to coordinate within the agency and with the respective County Transportation Agency (CTA), MTC, Caltrans, FHWA, and CTC on all communications, inquires or issues that may arise during the federal programming and delivery process for all FHWA- and CTC-funded transportation and transit projects implemented by Applicant; and be it further

**RESOLVED** that Project will be implemented as described in the complete application and in this resolution, subject to environmental clearance, and, if approved, for the amount approved by MTC and programmed in the federal TIP; and be it further

**RESOLVED** that Applicant has reviewed the Project and has adequate staffing resources to deliver and complete the Project within the schedule submitted with the project application; and be it further

**RESOLVED** that Project will comply with the requirements as set forth in MTC programming guidelines and project selection procedures for the Program; and be it further

**RESOLVED** that, in the case of a transit project, Applicant agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution No. 3866, revised; and be it further

**RESOLVED** that, in the case of a highway project, Applicant agrees to comply with the requirements of MTC's Traffic Operations System (TOS) Policy as set forth in MTC Resolution No. 4104; and be it further

**RESOLVED** that, in the case of an RTIP project, Project is included in a local congestion management plan, or is consistent with the capital improvement program adopted pursuant to MTC's funding agreement with the County Transportation Agency (CTA); and be it further

**RESOLVED** that Applicant is an eligible sponsor of Regional Discretionary Funding funded projects; and be it further

**RESOLVED** that Applicant is authorized to submit an application for Regional Discretionary Funding for the Project; and be it further

**RESOLVED** that there is no legal impediment to Applicant making applications for the funds; and be it further

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

**RESOLVED** that Applicant authorizes its Executive Director, or designee to execute and file an application with MTC for Regional Discretionary Funding for the Project as referenced in this resolution; and be it further

**RESOLVED** that a copy of this resolution will be transmitted to the MTC in conjunction with the filing of the application; and be it further

**RESOLVED** that the MTC is requested to support the application for the Project described in the resolution, and if approved, to include the Project in MTC's federal TIP upon submittal by the project sponsor for TIP programming.



## **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 February 8, 2024.

YEA:

NAY:

ABSTAIN:

ABSENT:

---

/s/ Board Secretary

2024-03

\*\*\*END\*\*\*

MEMORANDUM

---

**TO:** Board Members

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

**SUBJECT:** Authorize the Filing of an Application with the Metropolitan Transportation Commission for \$841,000 in Regional Measure 3 Capital Funds

**Recommendation**

Authorize the Executive Director, or his designee, to execute and submit an application, related assurances and allocation request with the Metropolitan Transportation Commission (MTC) for Regional Measure 3 (RM3) funds in the amount of \$841,000 to support the Shoreside Electrical Initiative project.

**Background**

In 2018, voters passed RM3, raising the toll for all vehicles on the seven State-owned toll bridges in the San Francisco Bay Area by a total of \$3.00, phased in through one-dollar increments. This toll increase is to fund various transportation projects within the region that have been determined to reduce congestion or to make improvements to travel in the toll bridge corridors. RM3 identified specific capital and operating projects and programs eligible to receive RM3 funding including the Ferry Enhancement Program, totaling \$300 million. WETA is the designated recipient of funds under this program. The Shoreside Electrical Initiative project (Project) is eligible for consideration under the Ferry Enhancement Program of the RM 3 Expenditure Plan.

**Discussion**

The RM3 program for the Project includes \$841,000 to perform the preliminary engineering to support environmental review and project approvals for electrification of Alameda Main Street, Seaplane Lagoon, Downtown San Francisco, Treasure Island, and Mission Bay. This phase of the Project will also include environmental review documentation and work efforts for project approvals.

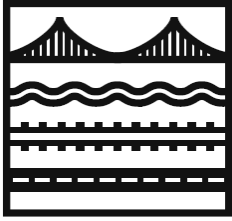
As a part of MTC's RM3 Policies and Procedures, project applicants are required to adopt resolutions formally authorizing project applications with MTC and provide various assurances. The full list of certifications and assurances are contained in the Board Resolution associated with this item. These certifications and assurances effectively serve as a part of the contract between WETA and MTC for the requested funds. The RM3 Initial Project Report for the Shoreside Electrical Initiative project is included as **Attachment A** to this report.

This item allows staff to move forward to request an allocation of RM3 funds from MTC in the amount of \$841,000 for the Project, including a Request for Qualifications (RFQ) for on-call civil and electrical engineering services for the Project, as further described in a separate item on today's Board meeting agenda.

**Fiscal Impact**

The Project is included in the FY 2023/24 Capital Budget at a cost of \$2,451,685 for the preliminary engineering phase of the project, funded with RM3 funds.

\*\*\*END\*\*\*



# Regional Measure 3

## Initial Project Report

### *Project/Subproject Details*

#### Basic Project Information

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

#### Subproject Information

Subproject Number	5.2
Subproject Title	Shoreside Electrical Program
RM3 Funding Amount	\$29,916,000

#### I. Overall Subproject Information

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

San Francisco Bay Area Ferry Water Emergency Transportation Authority (WETA), Port of San Francisco (Port), San Francisco Public Utilities Commission (SFPUC), City of Alameda, and Alameda Municipal Power (AMP).

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

The project would develop shoreside charging infrastructure throughout the WETA system, allowing WETA to operate electric vessels throughout the Central Bay portion of its network: Alameda Main Street, Seaplane Lagoon, Downtown San Francisco, Treasure Island, Mission Bay. The project will provide charging capabilities at both passenger terminals and maintenance facilities, allowing WETA electric vessels to charge during overnight berthing, midday layovers and even between peak trips. Without the project, WETA will be unable to operate electric vessels, meaning that it will eventually be out of compliance with CARB requirements and forced to cease operations. Creating the ability to charge electric vessels will save millions of dollars annually in both fuel and maintenance expenses.



## Regional Measure 3 Initial Project Report

In the upcoming fiscal year, WETA will retain the services of one or more civil and electrical engineering firms to assist with preliminary engineering, permitting, construction procurement and engineering support during construction.

The infrastructure included in this project involves coordination with multiple electric utilities, city partners and permitting agencies. The delivery processes for the Alameda facilities will be substantially different from the SFPUC process for Downtown San Francisco. For the Downtown Terminal, SFPUC is the lead for the grid infrastructure extension required for the project. This includes delivery of the trunk infrastructure from design to construction. WETA will be responsible for the final connection from the charging infrastructure at Gates F and G to the newly extended SFPUC grid. These responsibilities include design, permitting an installation of electrical infrastructure. The project delivery processes for Mission Bay and Treasure Island will be like the process for Downtown San Francisco, except the scope of these grid extensions are much less than that for Downtown Terminal.

For the Alameda facilities, WETA will be responsible for leading the effort with AMP including initial design, environmental review, permitting, construction procurement and construction. AMP will assist with some infrastructure component installation and commissioning the grid extensions.

### **c. Impediments to Project Completion**

The primary impediments to project completion will be complexity involved with multiple utilities and other responsible agencies for review, permitting and construction. Efficient and effective coordination with stakeholders and approving agencies will be of utmost importance to fully understand the requirements and navigate the different processes.

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

A project management team (PMT) composed of WETA staff and its consultants will meet on a regular and as-needed basis to confirm that work proceeds according to budget and schedule and will remediate potential issues. The PMT will establish communication channels with relevant project stakeholders to help monitor evolving conditions for each infrastructure project. A project contingency of 10% for the initial phases of work has been set to draw from to address budget issues that the project management team are unable to remediate.

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

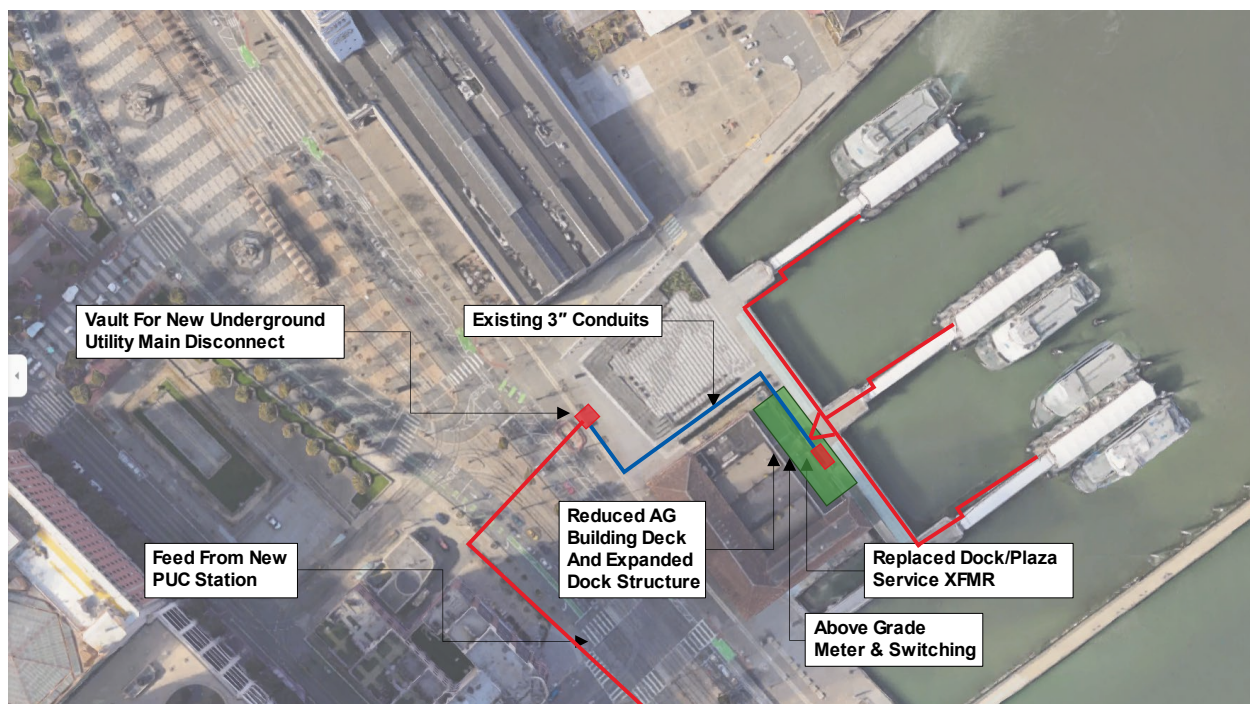
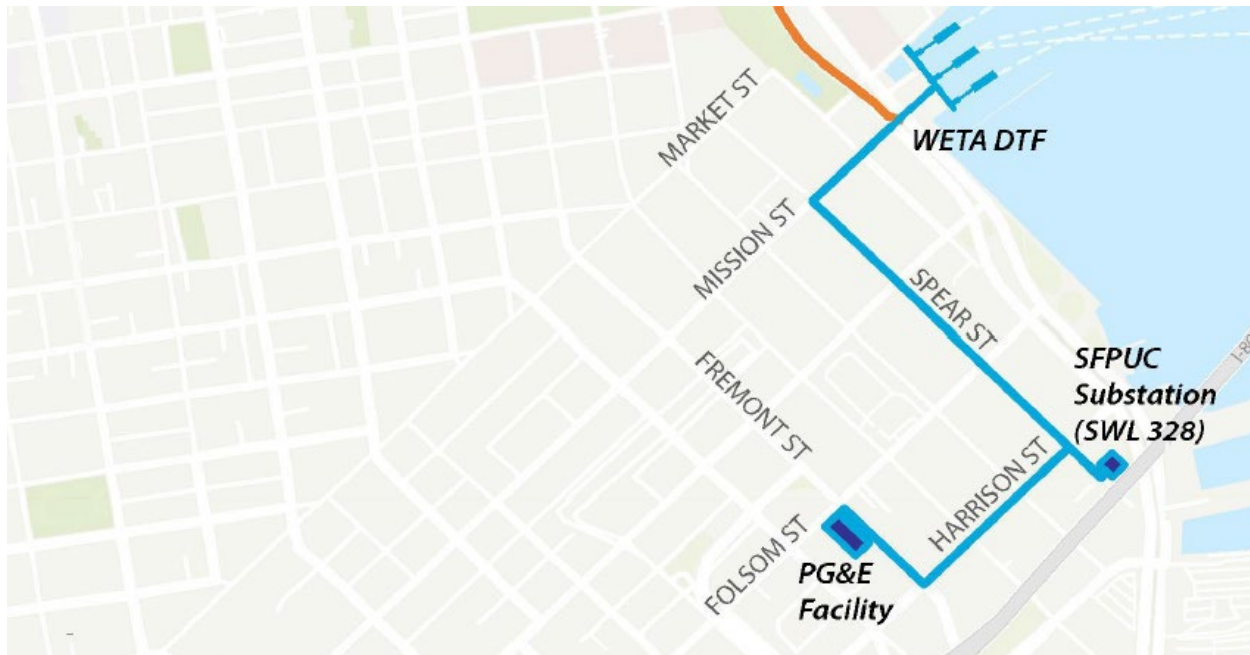
The infrastructure projects include extension of the local electrical grids to each facility, including some extensions of trunk line infrastructure. The respective utilities will own the grid infrastructure up the point where WETA's infrastructure connects, and a meter is installed. WETA will be responsible for maintaining and operating infrastructure from the meter to the charging infrastructure at the facilities.



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

*Draft Infrastructure concepts presented below.*

**Downtown San Francisco Terminal**







### **Treasure Island Terminal**



### **Mission Bay Ferry Landing**





### Main Street Terminal



### Seaplane Lagoon Terminal







## **II. Project Phase Description and Status**

### **a. Environmental/Planning**

Does NEPA apply? Yes ☐ No ☒

Project readiness will rely on close and continued coordination with WETA's partners at the SFPUC and AMP. WETA has submitted an application to SFPUC for electrical service at Downtown San Francisco and the Port has submitted an application for Mission Bay Terminal. WETA has commenced preliminary engineering activities with AMP. Both utilities are engaged in the preliminary engineering process and have dedicated resources to continue those efforts with WETA. Additional preliminary design work will be required for all the infrastructure projects to develop project descriptions adequate for the California Environmental Quality Act (CEQA) environmental review.

The projects will not require a significant or lengthy environmental process. The CEQA review will utilize a statutory exemption created under California Senate Bill 922, that amended California Public Resources Code to streamline transportation projects that significantly advance the state's climate, public safety, and public health goals (PRC, DIVISION 13 - ENVIRONMENTAL QUALITY, CHAPTER 2.6 – General, Section 21080.25). This exemption covers projects including facilities necessary to refuel or maintain zero-emission public transit buses, trains, or ferries.

### **b. Design**

WETA will retain the services of one or more civil and electrical engineering firms to assist with preliminary engineering and design.

### **c. Right-of-Way Activities / Acquisition**

It is not anticipated that right of way acquisition will be required for these infrastructure projects. However, each infrastructure project will require some level of right of way agreement including easements, including construction easements. The right of way requirements will be evaluated during the planning and design phase.

### **d. Construction / Vehicle Acquisition / Operating**

As described above, WETA will have construction responsibilities at varying levels for all the infrastructure projects. WETA will manage construction procurement and construction activities through project delivery. WETA will also retain the services of a construction manager to serve as owner's representative during construction.

WETA will operate service to and from all the facilities included in this project using the agency's fleet of ferry vessels.





### III. Project Schedule

Phase-Milestone	Planned	
	Start Date	Completion Date
Environmental Studies, Preliminary Eng. (ENV / PE / PA&ED)	April 2024	December 2025
Final Design - Plans, Specs. & Estimates (PS&E)	December 2024	June 2026
Right-of-Way Activities /Acquisition (R/W)	TBD	TBD
Construction (Begin – Open for Use) / Acquisition (CON)	January 2025	December 2028

### IV. Project Budget

#### Capital

Project Budget	Total Amount - Escalated to Year of Expenditure (YOE)- (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	\$841
Design - Plans, Specifications and Estimates (PS&E)	\$1,576
Right-of-Way Activities /Acquisition (R/W)	\$0
Construction / Rolling Stock Acquisition (CON)	\$27,499
Total Project Budget (in thousands)	\$29,916

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



## Regional Measure 3 Initial Project Report

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

### V. Project Funding

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

### VI. Contact/Preparation Information

#### Contact for Project Sponsor

Name: Chad Mason  
Title: Senior Planner/Project Manager  
Phone: (415) 364-1745  
Email: [mason@watertransit.org](mailto:mason@watertransit.org)  
Mailing Address: Pier 9, Suite 111, The Embarcadero, San Francisco, CA 94111

#### Person Preparing Initial Project Report (if different from above)

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

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

Project Title:	5. Ferry Expansion Program
Subproject Title	Shoreside Electrical Program
Project/Subproject Number:	5.2
Total RM3 Funding:	\$ 29,916,000

(add rows as necessary)

**CAPITAL FUNDING**

Funding Source	Committed? (Yes/No)	Total Amount (\$ thousands)	Amount Expended (\$ thousands)	Amount Remaining (\$ thousands)
<b>ENV</b>				
RM3	No	\$ 841	\$ -	\$ 841
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
ENV Subtotal		\$ 841	\$ -	\$ 841
<b>PSE</b>				
RM3	No	\$ 1,576	\$ -	\$ 1,576
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
PSE Subtotal		\$ 1,576	\$ -	\$ 1,576
<b>ROW</b>				
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
ROW Subtotal		\$ -	\$ -	\$ -
<b>CON</b>				
RM3				
TBD	No	\$ 27,499		\$ 27,499
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
CON Subtotal		\$ 27,499	\$ -	\$ 27,499
Capital Funding Total		\$ 29,916	\$ -	\$ 29,916

**OPERATING FUNDING (Annual)**

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

Regional Measure 3

Initial Project Report - Subproject Report

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

Project Title:	5. Ferry Expansion Program
Subproject Title	Shoreside Electrical Program
Project/Subproject Number:	5.2
Total RM3 Funding:	\$ 29,916,000

(add rows as necessary)

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

Funding Source	Prior	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	Future committed	Total Amount (\$ thousands)	Amount Expended (\$ thousands)	Amount Remaining (\$ thousands)
<b>ENV</b>														
RM-3						\$ 841,000						\$ 841,000		\$ 841,000
												\$ -		\$ -
												\$ -		\$ -
												\$ -		\$ -
												\$ -		\$ -
ENV Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 841,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 841,000	\$ -	\$ 841,000
<b>PSE</b>														
RM-3							\$ 1,576,000					\$ 1,576,000		\$ 1,576,000
												\$ -		\$ -
												\$ -		\$ -
												\$ -		\$ -
												\$ -		\$ -
PSE Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,576,000	\$ -	\$ -	\$ -	\$ -	\$ 1,576,000	\$ -	\$ 1,576,000
<b>ROW</b>														
RM-3												\$ -		\$ -
												\$ -		\$ -
												\$ -		\$ -
												\$ -		\$ -
												\$ -		\$ -
ROW Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>CON</b>														
RM-3												\$ -		\$ -
TBD								\$ 27,499,000				\$ 27,499,000		\$ 27,499,000
												\$ -		\$ -
												\$ -		\$ -
												\$ -		\$ -
												\$ -		\$ -
												\$ -		\$ -
												\$ -		\$ -
CON Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 27,499,000	\$ -	\$ -	\$ -	\$ 27,499,000	\$ -	\$ 27,499,000
RM-3 Funding Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 841,000	\$ 1,576,000	\$ -	\$ -	\$ -	\$ -	\$ 2,417,000	\$ -	\$ 2,417,000
Capital Funding Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 841,000	\$ 1,576,000	\$ 27,499,000	\$ -	\$ -	\$ -	\$ 29,916,000	\$ -	\$ 29,916,000

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

Project Title:	5. Ferry Expansion Program	
Subproject Title	Shoreside Electrical Program	
Project/Subproject Number:	5.2	
Total RM3 Funding:	\$	29,916,000

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

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

Funding Source	Prior	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	Future committed	Total Amount (\$ thousands)
<b>ENV</b>												
RM 3						\$ 341,000	\$ 500,000					\$ 841,000
												\$ -
												\$ -
												\$ -
												\$ -
												\$ -
ENV Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 341,000	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ 841,000
<b>PSE</b>												
RM 3							\$ 350,000	\$ 1,226,000				\$ 1,576,000
												\$ -
												\$ -
												\$ -
												\$ -
												\$ -
PSE Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 350,000	\$ 1,226,000	\$ -	\$ -	\$ -	\$ 1,576,000
<b>ROW</b>												
RM 3												\$ -
												\$ -
												\$ -
												\$ -
												\$ -
												\$ -
ROW Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>CON</b>												
TBD								\$ 2,000,000	\$ 10,000,000	\$ 10,000,000	\$ 5,499,000	\$ 27,499,000
												\$ -
												\$ -
												\$ -
												\$ -
												\$ -
												\$ -
												\$ -
												\$ -
CON Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000	\$ 10,000,000	\$ 10,000,000	\$ 5,499,000	\$ 27,499,000
RM 3 Funding Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 341,000	\$ 850,000	\$ 3,226,000	\$ 10,000,000	\$ 10,000,000	\$ 5,499,000	\$ 29,916,000
Capital Funding Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 341,000	\$ 850,000	\$ 3,226,000	\$ 10,000,000	\$ 10,000,000	\$ 5,499,000	\$ 29,916,000

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

Project Title:

Subproject Title

Project/Subproject Number:

Total RM3 Funding:

5. Ferry Expansion Program

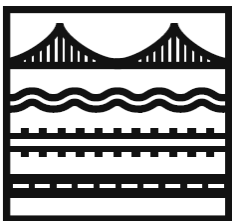
Shoreside Electrical Program

5.2

\$ 29,916,000

1. Direct Labor of Implementing Agency (specify by name and job function)			
	Estimated Hours	Rate/Hour	Total Estimated cost
Project Manager			\$ 170,000
Transportation Planner			\$ -
			\$ -
			\$ -
			\$ -
			\$ -
Direct Labor Subtotal			\$ 170,000
2. Overhead and direct benefits (specify)			
	Rate	x Base	
		\$ -	
		0	
		0	
		0	
		0	
		0	
Overhead and Benefit Subtotal			\$ -
3. Direct Capital Costs (include engineer's estimate on construction, right-of-way, or vehicle acquisition)			
	Unit (if applicable)	Cost per unit	Total Estimated cost
			\$ -
			\$ -
			\$ -
			\$ -
			\$ -
Direct Capital Costs Subtotal			\$ -
4. Consultants (Identify purpose and/or consultant)			
			Total Estimated cost
			\$ 671,000
Constultants Subtotal			\$ 671,000
5. Other direct costs			
			Total Estimated cost
Other Direct Costs Subtotal			\$ -
<b>Total Estimated Costs</b>			<b>\$ 841,000</b>

Comments:



# Regional Measure 3 Allocation Request

## RM3 Project Information

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

## Subproject Information (if different from overall RM3 project)

Subproject Number	5.2
Subproject Title	Shoreside Electrical Program
Subproject Funding Amount	\$29,916,000

## RM3 Allocation History (Add lines as necessary)

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

**Total: \$0.00**

## Current Allocation Request:

Request submittal date	Amount	Phase
1/12/2024	\$841,000	ENV / PE / PA&ED

## I. RM3 Allocation Request Information

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

*This is the first allocation request.*

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

*This phase of the project will include preliminary engineering to support environmental review and project approvals for electrification of Alameda Main Street, Seaplane Lagoon, Downtown San Francisco, Treasure Island, Mission Bay. The phase will also include environmental review documentation and work efforts for project approvals.*

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

*This request is for \$841,000 in RM3 funds for ENV/PE/PA&ED: \$671,000 consulting + \$170,000 staff time.*

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

*Milestone completion date of December 2025.*

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

*N/A – no LONP.*

**f. Request Details**

Amount being requested	\$841,000
Project phase being requested	ENV / PE / PA&ED
Are there other fund sources involved in this phase?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Date of anticipated Implementing Agency Board approval of RM3 Allocation Request resolution for the allocation being requested	02/08/2024
Month/year being requested for MTC commission approval of allocation	March 2024



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

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

*Next allocation request for this project is anticipated for July 2024.*

**Regional Measure 3**

**Allocation Request**

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

Project Title:	5. Ferry Expansion Program
Subproject Title	Shoreside Electrical Program
Project/Subproject Number:	5.2
Total RM3 Funding:	\$ 29,916,000

(add rows as necessary)

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

Funding Source	Phase	Prior	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	Future committed	Total Amount (\$ thousands)	Amount Expended (\$ thousands)	Amount Remaining (\$ thousands)
RM3	ENV					\$ 841,000							\$ 841,000		\$ 841,000
	ENV												\$ -		\$ -
													\$ -		\$ -
													\$ -		\$ -
													\$ -		\$ -
													\$ -		\$ -
ENV Subtotal		\$ -	\$ -	\$ -	\$ -	\$ 841,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 841,000	\$ -	\$ 841,000
RM 3	PSE						\$ 1,576,000						\$ 1,576,000		\$ 1,576,000
	PSE												\$ -		\$ -
													\$ -		\$ -
													\$ -		\$ -
													\$ -		\$ -
													\$ -		\$ -
PSE Subtotal		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,576,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,576,000	\$ -	\$ 1,576,000
RM 3	ROW												\$ -		\$ -
	ROW												\$ -		\$ -
													\$ -		\$ -
													\$ -		\$ -
													\$ -		\$ -
													\$ -		\$ -
ROW Subtotal		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM 3	CON												\$ -		\$ -
TBD	CON							\$ 27,499,000					\$ 27,499,000		\$ 27,499,000
													\$ -		\$ -
													\$ -		\$ -
													\$ -		\$ -
													\$ -		\$ -
													\$ -		\$ -
													\$ -		\$ -
													\$ -		\$ -
													\$ -		\$ -
CON Subtotal		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 27,499,000	\$ -	\$ -	\$ -	\$ -	\$ 27,499,000	\$ -	\$ 27,499,000
RM 3 Funding Subtotal		\$ -	\$ -	\$ -	\$ -	\$ 841,000	\$ 1,576,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,417,000	\$ -	\$ 2,417,000
Capital Funding Total		\$ -	\$ -	\$ -	\$ -	\$ 841,000	\$ 1,576,000	\$ 27,499,000	\$ -	\$ -	\$ -	\$ -	\$ 29,916,000	\$ -	\$ 29,916,000

Regional Measure 3  
Allocation Request  
Cash Flow Plan

Project Title:	S. Ferry Expansion Program
Subproject Title:	Shoreline Electrical Program
Project/Subproject Number:	5.2
Total RM3 Funding:	\$ 29,916,000

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

RM3 Cash Flow Plan for Deliverable Segment - Funding by requested expenditure period																				Future committed (if applicable)	Total Amount (\$ millions)	Amount Expended (\$ millions)	Amount Remaining (\$ millions)
Funding Source(s)	Phase	Prior	Sep-23	Oct-23	Nov-23	Dec-23	2024 Q1 (Jan - March 2024)	2024 Q2 (April - June 2024)	2024 Q3 (July - Sept 2024)	2024 Q4 (Oct - Dec 2024)	2025 Q1 (Jan - March 2025)	2025 Q2 (April - June 2025)	2025 Q3 (July - Sept 2025)	2025 Q4 (Oct - Dec 2025)	2026 Q1 (Jan - March 2026)	2026 Q2 (April - June 2026)	2026 Q3 (July - Sept 2026)	2026 Q4 (Oct - Dec 2026)					
List all funding sources besides RM3								\$ 141,000	\$ 200,000	\$ 250,000	\$ 250,000									\$ 841,000	\$ -	\$ 841,000	
RM 3	ENV																			\$ -	\$ -	\$ -	
Other																				\$ -	\$ -	\$ -	
																				\$ -	\$ -	\$ -	
																				\$ -	\$ -	\$ -	
																				\$ -	\$ -	\$ -	
ENV Subtotal		\$ -								\$ 250,000	\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500,000	\$ -	\$ 841,000
RM 3	PSE										\$ 100,000	\$ 250,000	\$ 500,000	\$ 500,000	\$ 226,000					\$ 1,576,000	\$ -	\$ 1,576,000	
																				\$ -	\$ -	\$ -	
																				\$ -	\$ -	\$ -	
																				\$ -	\$ -	\$ -	
																				\$ -	\$ -	\$ -	
																				\$ -	\$ -	\$ -	
PSE Subtotal		\$ -								\$ -	\$ 100,000	\$ 250,000	\$ 500,000	\$ 500,000	\$ 226,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,576,000	\$ -	\$ 1,576,000
RM 3	ROW																			\$ -	\$ -	\$ -	
																				\$ -	\$ -	\$ -	
																				\$ -	\$ -	\$ -	
																				\$ -	\$ -	\$ -	
																				\$ -	\$ -	\$ -	
																				\$ -	\$ -	\$ -	
ROW Subtotal		\$ -								\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
RM 3	CON																			\$ -	\$ -	\$ -	
TBD	CON														\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 25,499,000	\$ 27,499,000	\$ -	\$ 27,499,000	
																				\$ -	\$ -	\$ -	
																				\$ -	\$ -	\$ -	
																				\$ -	\$ -	\$ -	
																				\$ -	\$ -	\$ -	
																				\$ -	\$ -	\$ -	
																				\$ -	\$ -	\$ -	
																				\$ -	\$ -	\$ -	
CON Subtotal		\$ -								\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 25,499,000	\$ 27,499,000	\$ -	\$ 27,499,000	
RM 3 Funding Subtotal		\$ -								\$ 250,000	\$ 350,000	\$ 250,000	\$ 500,000	\$ 500,000	\$ 226,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,417,000	\$ -	\$ 2,417,000
Capital Funding Total		\$ -								\$ 250,000	\$ 350,000	\$ 250,000	\$ 500,000	\$ 500,000	\$ 726,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 25,499,000	\$ 29,575,000	\$ -	\$ 29,916,000	

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

Project Title:

Subproject Title

Project/Subproject Number:

Total RM3 Funding:

5. Ferry Expansion Program	
Shoreside Electrical Program	
5.2	
\$ 29,916,000	

<b>1. Direct Labor of Implementing Agency (specify by name and job function)</b>				<b>Estimated Hours</b>	<b>Rate/Hour</b>	<b>Total Estimated cost</b>
Project Manager						\$ 170,000
						\$ -
						\$ -
						\$ -
						\$ -
						\$ -
Direct Labor Subtotal						\$ 170,000
<b>2. Overhead and direct benefits (specify)</b>				<b>Rate</b>	<b>x Base</b>	
Overhead					\$ -	
					\$ -	
					\$ -	
					\$ -	
					\$ -	
					\$ -	
Overhead and Benefit Subtotal						\$ -
<b>3. Direct Capital Costs (include engineer's estimate on construction, right-of-way, or vehicle acquisition)</b>				<b>Unit (if applicable)</b>	<b>Cost per unit</b>	<b>Total Estimated cost</b>
						\$ -
						\$ -
						\$ -
Direct Capital Costs Subtotal						\$ -
<b>4. Consultants (Identify purpose and/or consultant)</b>						<b>Total Estimated cost</b>
						\$ 671,000
Constultants Subtotal						\$ 671,000
<b>5. Other direct costs</b>						<b>Total Estimated cost</b>
Other Direct Costs Subtotal						\$ -
<b>Total Estimated Costs</b>						\$ 841,000

Comments:

**SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY**

**RESOLUTION NO. 2024-04**

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

**PROJECT TITLE: PROJECT 5.2 – SHORESIDE ELECTRICAL INITIATIVE**

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

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

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

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

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

**WHEREAS**, the Shoreside Electrical Initiative Project is eligible for consideration in the Regional Measure 3 Expenditure Plan, as identified in California Streets and Highways Code Section 30914.7(a); and

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

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

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

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

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

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

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

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

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

**RESOLVED**, that WETA is authorized to submit an application for Regional Measure 3 funds for the Shoreside Electrical Initiative Project in accordance with California Streets and Highways Code 30914.7(a); and be it further

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

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

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

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

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

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

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

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

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

**RESOLVED**, that WETA authorizes its Executive Director or his designee to execute and submit an allocation request for the design phase with MTC for Regional Measure 3 funds in the amount of \$841,000 for the Shoreside Electrical Initiative project, purposes and amounts included in the project application in the Initial Project Report attached to the staff report that accompanies this resolution; and be it further

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

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

### **CERTIFICATION**

The undersigned, Board Secretary, does hereby certify that the foregoing is a full, true and correct copy of a resolution duly and regularly adopted at a meeting of the San Francisco Bay Area Water Emergency Transportation Authority held on February 8, 2024.

YEA:

NAY:

ABSTAIN:

ABSENT:

---

/s/ Board Secretary

2024-04

\*\*\*END\*\*\*

**MEMORANDUM**

---

**TO: Board Members**

**FROM: Seamus Murphy, Executive Director  
Chad Mason, Senior Planner/Project Manager  
Gabriel Chan, Transportation Planner**

**SUBJECT: Authorize Release of a Request for Qualifications for On-Call Civil and Electrical Engineering Consulting Services to Support Development of Shoreside Infrastructure for Ferry System Electrification**

**Recommendation**

Authorize Release of a Request for Qualifications for On-Call Civil and Electrical Engineering Consulting Services to Support Development of Shoreside Infrastructure for Ferry System Electrification (RFQ).

**Background**

Over the next five years WETA will be developing shoreside electrical infrastructure projects to support transition to zero emissions technology. The primary work scope under this RFQ is to design and support development of electric grid extension projects for existing WETA terminal facilities. Such services could also be utilized to support expansion and retrofit of existing maintenance facilities and provide engineering support for new zero emission facilities. Having the ability to consult with one or more firm(s), on an as-needed basis, to implement our capital plans and future civil and electrical engineering tasks will allow staff to develop a solid foundation of resources as WETA transitions to zero emission service.

**Discussion**

This RFQ would solicit qualifications for civil and electrical engineering services from firms with experience in electrical grid extension for transit electrification projects, in accordance with WETA's Administrative Code and applicable state and federal procurement requirements. Once a qualified on-call list is identified, staff will return to the Board for approval or the on-call list of electrical engineering firm(s).

The work to be provided will include, but will not necessarily be limited to, the following:

- Planning, development, and design of shoreside infrastructure for electrification of WETA facilities;
- Coordination with utility providers including the San Francisco Public Utility Commission, Alameda Municipal Power (AMP) and Pacific Gas and Electric (PG&E);
- Assist with utility service applications for grid extension projects;
- Engineering support services for preliminary engineering, environmental review, and permitting;
- Analytical and modeling support to estimate operating costs of purchasing electricity for zero emission ferry services; and
- Civil and electrical engineering support for relevant capital projects as needed.

**Fiscal Impact**

There is no fiscal impact associated with the release of this RFQ.

\*\*\*END\*\*\*



**MEMORANDUM**

---

**TO: Board Members**

**FROM: Seamus Murphy, Executive Director**  
**Michael Gougherty, Planning & Development Manager**  
**Timothy Hanners, Operations & Maintenance Manager**

**SUBJECT: Amend Agreement with Blue & Gold Fleet for Operation of Estuary Water Shuttle Pilot Project**

**Recommendation**

Authorize the Executive Director to execute a contract amendment with Blue & Gold Fleet to operate the Estuary Water Shuttle Pilot Project for a total amount not to exceed \$2 million for a two-year term.

**Background**

The implementation of pilot projects has emerged as a priority strategy for WETA to test evolving vessel technologies, evaluate ridership demand in emerging markets, and explore innovative business models to create new opportunities for ferry service expansion on San Francisco Bay. Over the past year, the agency has worked with the City of Alameda and its partners to develop the Estuary Water Shuttle Pilot Project. The Estuary Project envisions free water shuttle service linking locations along Alameda's northern waterfront to Jack London Square. This differs from regular San Francisco Bay Ferry service across the Estuary in that it would operate throughout the day, is expected to be free, and is oriented around new developments in Alameda that have smaller, recreational docks. The Project is intended to be a two-year pilot service, with the goal of proving a concept for permanent operation after the pilot has concluded.

In November 2023, the Board authorized the Executive Director to enter into a project agreement with the City of Alameda establishing roles and responsibilities for planning and implementing the Estuary Water Shuttle Pilot Project. WETA's role in the Project is to serve as the designated operator, allowing the service to utilize WETA's existing authority to operate public ferry service in San Francisco Bay. Further, WETA staff will serve as "technical experts," advising the City of Alameda in matters ranging from scheduling, budgeting, vessel maintenance, and daily operations.

Along with the Sea Change hydrogen fuel cell demonstration project, the Estuary Project will be the first of several future pilot projects envisioned by WETA. Future pilot projects will test concepts for operating vessels, constructing landings, leveraging land use development, and overcoming water depth constraints. Ultimately, these pilot projects will offer a range of opportunities for service operators, vessel owners, and shipyards to showcase their capabilities and technologies in the interest of meeting the needs of WETA's partners.

To deliver this broad spectrum of pilot projects, WETA expects to use its full suite of available contracting mechanisms, including its private operator on-call contract awards, new requests for proposals, its current service operations contract, and in some instances, the Executive Director's contract authority. To oversee agency pilot projects initiatives, the Board has designated a subcommittee to advise, recommend, and oversee staff decisions pertaining to

pilot projects, including which pilots to prioritize and how specific projects should be implemented.

Staff has met with the Committee overseeing pilot projects to receive input on the recommended action described herein.

### **Discussion**

When it sought approval for the project agreement with the City of Alameda last November, staff indicated it would return to the Board with a recommendation to authorize Blue & Gold Fleet to operate the Estuary Water Shuttle Pilot Project. The purpose of this item is to summarize the basis for recommending Blue & Gold Fleet and provide additional details concerning the proposed contract amendment.

Staff initially approached both of its on-call private operators, Blue & Gold Fleet and Prop SF, with a request for proposals to provide both a suitable vessel and crewing for the Estuary Project. Neither firm was able to propose a vessel that met the project's requirements, thus neither proposal was accepted by WETA. Subsequently, the City and its partners made arrangements to purchase their own vessel. Since neither the City nor its partners have a facility available to service and maintain their vessel, WETA agreed that repair and maintenance work could occur at the Central Bay Operations and Maintenance Facility, if necessary.

Given the change in project scope, staff considered additional available contracting mechanisms for implementing the project. After considering these options, staff determined that amending its existing service operations contract with Blue & Gold Fleet would be the most efficient way to meet the needs and schedule of the rescope Estuary Project. Though WETA is not proposing to use its on-call private operator contract awards to support this particular pilot project, on-call private operators will continue to be considered for future pilot projects and emergency response purposes when additional vessel availability is required.

Selecting Blue & Gold Fleet to operate the project through its existing service operations contract offers several advantages because 1) it already provides engineering and maintenance services at the nearby Central Bay Operations and Maintenance Facility; 2) it has immediate access to crew and back-up crew to operate the service; 3) it has extensive experience servicing and maintaining a variety of owner-provided vessel types; and 4) the existing agreement between WETA and Blue & Gold Fleet will allow for the quick mobilization needed to meet the project's anticipated service start in Spring 2024. The City of Alameda and its partners strongly concur with this approach, noting that Blue & Gold Fleet has successfully operated ferry service in Alameda for over 30+ years and has an excellent reputation among City leaders and residents.

The proposed contract amendment with Blue & Gold Fleet would include crewing, operating, fueling, and maintaining the vessel on behalf of WETA and its project partners. Labor and profit rates to operate the Estuary Project would be consistent with similar rates under the existing service operations contract. Project expenses billed to WETA under the contract amendment would be reimbursed by the City of Alameda through grant funds, local matching funds, and employer contributions committed for the project. The City has budgeted up to \$2 million for WETA to secure the services of a private operator for the service over a period of up to 24 months.

Based on the City's available budget and the rationale provided above, staff recommends authorizing a contract amendment with Blue & Gold Fleet for a total amount not to exceed \$2 million to operate the Oakland Estuary Water Shuttle Service for a term of up to 24 months.

**Fiscal Impact**

All expenses incurred by Blue & Gold Fleet for operation of the Estuary Project will be reimbursed by the City of Alameda through grant funds, local matching funds, and employer contributions committed to the project, up to \$2 Million. WETA's expenses for the Project will be limited to a maximum of \$190,000 of in-kind services for its staff time and marketing support for the service.

\*\*\*END\*\*\*

**SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY**

**RESOLUTION NO. 2024-05**

**AUTHORIZE AN AMENDMENT TO AGREEMENT WITH BLUE & GOLD FLEET FOR OPERATION OF OAKLAND ESTUARY WATER SHUTTLE PILOT PROJECT**

**WHEREAS**, at its meeting on November 2, 2023, the WETA Board of Directors authorized the Executive Director to enter into a project agreement with the City of Alameda to establish the roles and responsibilities for planning and implementing the Oakland Estuary Water Shuttle Pilot Project (Project); and

**WHEREAS**, the Project will use a vessel provided by the City and its partners to offer free water shuttle service linking locations along Alameda's northern waterfront with Jack London Square, providing service to new developments in Alameda for an initial pilot period of up to two years; and

**WHEREAS**, implementing the Project will not only provide service to Alameda and Oakland residents, but it will test a concept for possible permanent operation after the pilot term has ended; and

**WHEREAS**, except for up to \$190,000 of WETA's in-kind staff services, all Project expenses are funded by the City of Alameda through grant funds, local matching funds, and employer contributions committed to the Project, in an amount up to \$2 Million; and

**WHEREAS**, after exploring all options for operating the Project, Staff has determined that Blue & Gold Fleet is best suited to provide the necessary crew and maintenance services because (1) it already provides engineering and maintenance services at the nearby Central Bay Operations and Maintenance Facility; (2) it has immediate access to the crew and back up crew necessary to operate the Project service; (3) it has extensive experience servicing and maintaining a variety of owner-provided vessel types; and 4) the existing agreement between WETA and Blue and Gold Fleet will allow for the quick mobilization needed to meet the Project's anticipated service start in Spring of 2024; and

**WHEREAS**, the Executive Director recommends that the Board authorize the Executive Director to enter into an amendment to the agreement with Blue & Gold Fleet to authorize Blue & Gold Fleet to operate the Project service, in an amount up to \$2 Million, with the understanding that WETA's financial commitment will not exceed providing \$190,000 of in-kind services; now, therefore, be it

**RESOLVED**, that the Board of Directors authorizes the Executive Director to enter into an amendment to the agreement with Blue & Gold Fleet to authorize Blue & Gold Fleet to operate the Project service, in an amount up to \$2 Million, with the understanding that WETA's financial commitment will not exceed providing \$190,000 of in-kind services.

## **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 February 8, 2024.

YEA:

NAY:

ABSTAIN:

ABSENT:

---

/s/ Board Secretary

2024-05

\*\*\*END\*\*\*

**MEMORANDUM**

---

**TO: Board Members**

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

**SUBJECT: Adjust Fiscal Year 2023/24 Capital Budget for Alameda Main Street  
Terminal Rehabilitation Project**

**Recommendation**

Approve FY2023-34 budget adjustment for Main Street Rehabilitation project to reflect anticipated actual expense in Fiscal Year 2023/24.

**Background**

The Board reviewed the proposed Fiscal Year 2023/24 budget in May 2023 and approved the budget on June 5, 2023. The Capital Budget authorized \$75 million in anticipated expenses for the year. The total amount of authorized capital projects is \$215 million. Often during the fiscal year, certain capital projects are delivered at a different pace than was anticipated at budget time for a number of reasons. This will not always affect the overall project budget but may affect the authorization provided for the fiscal year for a particular project.

**Discussion**

The Alameda Main Street Terminal Rehabilitation Project (Project) is essentially complete and the terminal reopened in January. At the time the FY 2024 budget was being formulated, it was anticipated that \$4.68 million in Project expense would have accrued before June 30<sup>th</sup> and did not need to be included in the FY 2023/24 budget. However, the actual Project expense through the last Fiscal Year was only \$1.78 million. Thus, the budgeted expense for Fiscal Year 2023/24 was \$2.9 million less than what was needed for the Project.

Today staff requests that the authorization for Fiscal Year 2023/24 for the Alameda Main Street Terminal Rehabilitation Project be adjusted to \$7,980,868 to reflect the actual expenditures occurring in the current Fiscal Year. The overall Project budget itself remains unchanged. This action would increase the overall Capital Budget by \$2.9 million to \$77,978,778. Overall capital spending is anticipated to remain below the original capital budget authorization of \$75 million, however at this time staff is still working with project managers to project overall cash needs for the remainder of the Fiscal Year and are recommending this isolated budget adjustment in order to provide the Board with correct cashflow data for this Project.

**Fiscal Impact**

There is no increase in the overall Project budget for Project. This item provides expenditure authority of \$ 7,980,868 for the Fiscal Year 2023/24 budget for the Main Street Rehabilitation project. This is a fully funded change utilizing the original budget funding provided by FTA and Measure B/BB grants.

\*\*\*END\*\*\*

**SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY**

**RESOLUTION NO. 2024-06**

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

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

**WHEREAS**, the Board adopted the Fiscal Year 2023-2024 (FY 2024) Capital Budget in the amount of \$75,074,912 on June 5, 2023; and

**WHEREAS**, the FY 2024 Capital Budget includes \$4,175,742 for the Alameda Main Street Terminal Rehabilitation Project (Project), which Project began in the last fiscal year and is now essentially complete within the total Project budget; and

**WHEREAS**, at the time the FY 2023-2024 Capital Budget was prepared, some Project activities that were anticipated to be finished last fiscal year were in fact not completed, and therefore require expenditures in FY 2023-2024, resulting in a need to increase the FY 2023-2024 Capital Budget; and

**WHEREAS**, the Executive Director proposes that the Board amend the FY 2024 Capital Budget to add \$2,900,000 to fund Project activities in the current fiscal year that were originally planned to be completed in the last fiscal year (and which were included in the last fiscal year's budget); now, therefore, be it

**RESOLVED**, that the Board of Directors hereby adopts an amendment to the FY 2024 Capital Budget in the amount of \$2,903,866, increasing the FY2024 Capital Budget from \$75,074,912 to \$77,978,778 to fund the Alameda Main Street Terminal Rehabilitation Project, with the understanding that (a) the Alameda Main Street Terminal Rehabilitation Project overall project budget is unchanged, and that (b) total spending is anticipated to remain below the original capital budget authorization. .

**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 February 8, 2024.

YEA:

NAY:

ABSTAIN:

ABSENT:

---

/s/ Board Secretary

2024-06

\*\*\*END\*\*\*

**MEMORANDUM**

---

**TO: Board Members**

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

**SUBJECT: Working Waterfront Coalition Update**

**Recommendation**

This is an informational item. Staff is providing an update on the progress of the Working Waterfront Coalition's (WWC) program initiatives, including the "TWIC Project," strategies to outreach to younger populations and leveraging grant opportunities.

**Background**

The Bay Area is currently facing a significant shortage of ship maintenance and repair workers, and is expected to experience a shortage of deckhands, engineers and captains in the coming years. The Working Waterfront Coalition is an industry-led workforce development initiative inclusive of unions, workforce boards, and community groups, aiming to establish a skilled workforce pipeline and address the shortage of maritime professionals crucial for the operation and expansion of comprehensive regional ferry service.

The WWC has secured \$5 million in grant funds to date to support participants aged 18 and up, with additional grant opportunities being explored for younger populations. Through partnerships with community-based organizations, workforce development boards and probation departments in Alameda, Contra Costa, and Solano, the WWC has secured a full suite of wrap-around services to ensure the success of the program's participants. These services include access to child-care, nutrition assistance, general resources, soft skill development, legal assistance, and more. First source hiring agreements will be in place with WWC employers, and administrative support services will assist participants in securing well-paying jobs. The first cohort of participants is scheduled to enter this paid apprentice training program this spring/summer at WETA's maintenance facilities in Alameda and Vallejo.

**Discussion**

The Working Waterfront Coalition focuses on recruiting and training a new generation of workers via innovative outreach targeted at low income and disadvantaged communities as well as re-entry populations. Particular emphasis is placed on assisting applicants in navigating complex application and credentialing procedures that are required to work independently in most maritime positions. Transportation Worker Identification Credential (TWIC) cards are required by the Maritime Transportation Security Act for workers who need access to secure areas of the nation's maritime facilities and vessels. The Transportation Security Agency (TSA) conducts a security threat assessment (background check) to determine a person's eligibility to hold a TWIC card.

For the re-entry population in the WWC, obtaining a TWIC card will require working with county probation departments and legal teams. This process is expected to take several months. The re-entry population that the WWC is targeting for this program is not able to wait for several months before they can start the program and receive a paycheck. To overcome this barrier, the WWC developed a strategy to place re-entry participants waiting for a TWIC card into positions shadowing existing employees, allowing them to receive training as well as a paycheck while they wait for their TWIC cards. This strategy, coined the TWIC Project, will leverage Alameda County AB-109 funds provided through county probation departments to fund the payment of wages for these re-entry participants while they are employed in shadow positions. Blue & Gold Fleet, WETA's contracted operator and



WWC member, has identified Guest Assistant Representatives (GARs) as a position for a TWIC Project pilot. Currently there are two GARs during peak periods that assist passengers with information and directions at WETA's Downtown San Francisco Ferry Terminal. As of late January, two WWC TWIC Project participants will be shadowing the Blue & Gold Fleets GARs at WETA's Downtown San Francisco Ferry Terminal. A strong partnership with the Lao Family Community Development and Alameda County probation department has allowed the TWIC project to achieve the goals of the WWC program at no-cost for Blue & Gold Fleet or WETA. Other WWC employers are working to identify additional positions that could be a good fit for the TWIC Project.

The WWC has also been making progress on outreach and communications strategies. Work has started to develop a website to host information on the various types of maritime jobs available in the bay area, advertise open positions, and break down the siloed and sparse information on how to get involved in the maritime industry. The WWC communications team has been riding WETA's vessels and visiting other WWC member's businesses to film professionally produced 'TikTok' videos showcasing the daily activities of various maritime positions that are specifically tailored to young people. The website should be up and running within the next couple months.

#### **Leveraging the WWC in grant applications:**

While work is underway to start the first cohort of WWC apprentice training that will take place at WETA's Alameda and Vallejo maintenance facilities, the WWC is still actively developing partnerships and leveraging various grant opportunities to bolster the program.

WWC staff, in partnership with the Port of Oakland, AmNav, and CSU Maritime, has prepared an application to the California Air Resource Board for funding to secure an E-Tugboat as part of their broader electrification strategy. If funded, WWC staff will collaborate with CSU Maritime to modify their curriculum for entry-level Coast Guard certifications, incorporating sustainability and zero-emissions components. This training will be provided to 54 WWC training participants over a two-year period.

WETA partners with many jurisdictions and localities when developing grant applications. Many state and federal granting agencies are increasingly evaluating applications on how projects will benefit disadvantaged and low-income communities and support workforce development. WETA has already included information about the WWC in several different grant applications and is currently exploring the opportunity to partner with the Port of SF on an Environmental Protection Agency Clean Ports grant to fund the Port of SF and WETA project to extend electrical capacity to the Downtown San Francisco Ferry Terminal to support WETA's zero emission vessels.

#### **Conclusion**

The support of the governing bodies of the Working Waterfront Coalition members is instrumental in ensuring the success and sustainability of the WWC initiatives. In addition to publicly supporting and advocating for ongoing WWC initiatives and highlighting the potential positive impacts of the program on the regional economy, employment, and ferry services, staff is also studying other ways WETA might support this important and worthwhile project, including:

- Providing free ferry tickets for participating trainees to go to/from training programs
- Collaborating with the Port of San Francisco and Golden Gate Ferry improving and expanding engagement with small/DBE businesses
- Collaborating with the WWC on upcoming grant opportunities

#### **Fiscal Impact**

There is no fiscal impact associated with this informational item.

\*\*\*END\*\*\*

**MEMORANDUM**

---

**TO: Board Members**

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

**SUBJECT: Agency Branding**

**Recommendation**

There is no recommendation associated with this informational item.

**Background**

In recent months, the Board has expressed an interest in discussing considerations around the formal name of the agency and branding decisions as it pertains to the use of “Water Emergency Transportation Authority” or “WETA” versus San Francisco Bay Ferry. Staff has developed discussion points for Board discussion to guide the creation of brand usage guidelines for internal and external use.

The agency’s legal name as express in its enabling legislation is “San Francisco Bay Area Water Emergency Transportation Authority,” commonly abbreviated as “WETA.” In 2011, in preparation of launching unified East Bay ferry service with the transition of municipal services in Vallejo and Alameda to WETA control, the Board of Directors adopted the public-facing brand of “San Francisco Bay Ferry” for the ferry service it provided.

In the ensuing years, the agency has focused on using “San Francisco Bay Ferry” or “SF Bay Ferry” in its passenger-facing communication and marketing while continuing to use “WETA” in other settings. This branding bifurcation has led to a great deal of confusion among stakeholders (especially those outside the region and those outside the transit world), industry partners, and the public. In the most extreme cases, there has been ignorance among important stakeholders that “WETA” even runs ferry service due to the prominence of the word “emergency” in the agency’s official name. The WETA brandmark, such as it is, consists of only words “Water Emergency Transportation Authority” and the acronym “WETA” with no reference, visual or otherwise, to ferry service.

The San Francisco Bay Ferry brand enjoys positive sentiment and increasingly high awareness. In a 2022 survey, 98% of passengers rated their sentiment of the San Francisco Bay Ferry brand as positive. Thanks to service improvements and marketing efforts since 2019 with the successful launch of Richmond ferry service followed by the agency’s Pandemic Recovery Program (PRP), media coverage and social media attention for San Francisco Bay Ferry has increased dramatically. The brandmark for San Francisco Bay Ferry, established by the Board in 2011 and adjusted slightly over time, enjoys positive reception, and reflects the nature of the service as an abstracted image of a ferry.

Changing the legal name of the agency, were it desirable, would require successful legislation and a heavy administrative workload to change various accounts and contracts under the agency’s current name.

Many local transit agencies have arcane legal names that are not otherwise known widely or used in public settings. For example, the legal name for County Connection is the Central Contra Costa Transit Authority. Tri Delta Transit is the consumer name for the East Contra Costa Transit Authority. Caltrain is the well-known consumer name for service provided by the Peninsula Corridor Joint Powers Board. Consistent public self-identification has helped these agencies avoid confusion around their transit service.

WETA's enabling legislation does have a second mandate in addition to the operation and expansion of water transit in the Bay Area. This mandate revolves around coordinating and providing emergency water transit in the event of major transportation disruptions in the Bay Area. This part of the agency's mission is important to consider when changing the brand strategy.

### **Discussion**

Staff proposes the following for Board and public feedback:

- **Use the "SF Bay Ferry" brand in nearly all public communication, including with stakeholders.** This is a wide-ranging plan. Staff seeks feedback on the depth to which a pivot to nearly exclusive use of the "SF Bay Ferry" brand should be implemented. Details would be laid out in an internal guidance document. The guidance could include changing staff email addresses, replacing business cards and office signage, eliminating references to "WETA" in all public-facing, non-legal documents, and minimizing or eliminating use of the "WETA" logo.
- **Proactively communicate agency identification adjustments to partners and stakeholders.** Staff would communicate its identification adjustments with regional partners such as the Metropolitan Transportation Commission and local funding agencies in hopes of minimizing use of "WETA" in public documents and discussion going forward. Industry is an important stakeholder group, and so the agency would work to highlight "SF Bay Ferry" in lieu of "WETA" in various procurements, contract award announcements, and industry-related outreach.
- **Develop a branding guide for pilot services that reflects potential use of non-branded vessels.** Pilot services that may or may not operate on SF Bay Ferry vessels and may or may not be staffed by SF Bay Ferry crews present an additional challenge in terms of branding given concerns about providing a consistent service across all services. Staff proposes to develop a branding guide that reflects each new pilot service as "An SF Bay Ferry Pilot" with any needed adjustments to account for partnership requirements. "WETA" would not appear in the public branding of these pilot services.

### **Fiscal Impact**

There is no fiscal impact associated with this informational item. Any costs associated with changes made because of Board direction on this item will be covered in current or future budgets adopted by the Board.

\*\*\*END\*\*\*