

Members of the Board

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

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

Thursday, May 4, 2023 at 1:00 p.m.

**Port of San Francisco
Pier 1
San Francisco, CA
and**

Videoconference

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AGENDA

1. CALL TO ORDER
2. ROLL CALL/PLEDGE OF ALLEGIANCE
3. PUBLIC HEARING ON PROPOSED FISCAL YEAR 2024-2028 FARE PROGRAM ***Timed Item
1:00 p.m.***
4. REPORT OF BOARD CHAIR ***Information***
 - a. Chair's Verbal Report
5. 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.
6. REPORTS OF STAFF ***Information***
 - a. Executive Director's Report on Agency Projects, Activities and Services
 - i. Transit and Intercity Rail Capital Program Grant Award
 - ii. Sea Change Hydrogen Vessel Demonstration Project
 - iii. Contra Costa Transportation Authority Ferry Study
 - b. Monthly Review of Financial Statements
 - c. Federal Legislative Update
 - d. State Legislative Update
 - e. Monthly Ridership and Recovery Report
7. CONSENT CALENDAR ***Action***
 - a. Approve Board Meeting Minutes – March 2, 2023
 - b. Approve Board Meeting Minutes – April 17, 2023
 - c. Approve Transfer of State Transit Assistance funds to the Metropolitan Transportation Commission for the Blue Ribbon Task Force Action Plan

**Water Emergency Transportation Authority
May 4, 2023 Meeting of the Board of Directors**

- d. Authorize Submission of an Allocation Request to the California Department of Transportation for FY 2022/23 Low Carbon Transit Operations Program Grant Funds
- e. Authorize Release of an Invitation for Bid for Dredging and Marine Construction Services for the Terminal Dredging - Vallejo Project
- f. Authorize Release of a Request for Proposal for the Bay Breeze Engine Swap Work
- g. Authorize Release of Two Separate Requests for Proposals for the MV Lyra and MV Intintoli Dry Dock Work
- h. Authorize Release of a Request for Proposal for the Acquisition of a 28' Work Boat
- i. Authorize Purchase of Insurance Policies for Fiscal Year 2023-24
- j. Approve Amendment No. 1 to Agreement #21-028 with Pacific Power Group, LLC
- k. Approve Amendment No. 2 to Agreement #22-004 with Pacific Power Group, LLC

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|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|
| 8. <u>ADOPT WETA FARE POLICY AND FISCAL YEAR 2024-28 FARE PROGRAM</u> | Action |
| 9. <u>APPROVE CONTRACT AWARD TO KIMLEY-HORN AND ASSOCIATES, INC. FOR VALLEJO FERRY TERMINAL RECONFIGURATION PROJECT, ENVIRONMENTAL REVIEW AND PERMITTING SERVICES</u> | Action |
| 10. <u>AWARD CONTRACTS FOR ON-CALL PILOT AND EMERGENCY FERRY SERVICES AND OPERATIONS TO PROPSF, LLC AND BLUE & GOLD FLEET, LP</u> | Action |
| 11. <u>DRAFT FINAL WETA ZERO EMISSIONS PLAN</u> | Information |
| 12. <u>REVIEW PROPOSED FISCAL YEAR 2023/24 BUDGET AND SALARY SCHEDULE</u> | Information |
| 13. <u>PUBLIC COMMENTS FOR NON-AGENDA ITEMS</u> | |

ADJOURNMENT

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

PUBLIC COMMENTS WETA welcomes comments from the public.

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

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

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

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

AGENDA ITEM 1
CALL TO ORDER

AGENDA ITEM 2
ROLL CALL/PLEDGE OF ALLEGIANCE

AGENDA ITEM 4
REPORT OF BOARD CHAIR

AGENDA ITEM 5
REPORTS OF DIRECTORS

NO MATERIALS

MEMORANDUM

TO: Board Members

FROM: Seamus Murphy, Executive Director
Kevin Connolly, Planning & Development Manager
Michael Gougherty, Senior Planner/Project Manager
Arthi Krubanandh, Transportation Planner

SUBJECT: Public Hearing on Proposed Fiscal Year 2024-28 Fare Program

Background/Discussion

The purpose of this item is to conduct a formal public hearing to receive comments on the proposed Fiscal Year 2024-28 Fare Program.

On March 2, 2023, a summary of the proposed fare program along with a description of the proposed fare changes was presented to the Board and the Board authorized the release of the program for public feedback. Details about the fare program were posted on the WETA website, notices were posted on all vessels, and on social media. Solicitation of public comments extends through May 3, 2023.

The proposed FY2024-28 fare program is developed based on the proposed new Fare Policy and based on the Board's direction. The new Fare Policy is guided by the core principles set in the Pandemic Recovery Program and will guide current and future fare decisions.

The proposed FY2024-28 fare program defines annual fare adjustments for both regular and special event services (service from Vallejo and Oakland/Alameda to basketball and baseball games in San Francisco) over a five-year period. The first fare adjustment of the FY2024-28 Fare Program will be effective on July 1, 2023, at the beginning of FY2024, with subsequent increases at the start of each fiscal year until FY2028.

Speakers will be asked to clearly state their name and city of residence for the record and to keep their comments to three minutes or less. Once all public comments are received the hearing will be closed.

The Board will consider approval of the final Program and the new Fare Policy as a regular agenda item later today. Staff recommendation includes a revision based on the Board's feedback from the March meeting. The revision is discussed in detail as a part of that item. The Board may use feedback received as a part of this public hearing to suggest additional revisions.

END

TO: WETA Board Members

FROM: Seamus Murphy, Executive Director

DATE: May 4, 2023

RE: Executive Director's Report

Transit and Intercity Rail Capital Program (TIRCP) Grant Award

The California State Transportation Agency (CalSTA) announced on April 24 that WETA will receive the full \$13.8 million requested in the agency's application for TIRCP funding. The funds will be used to support upgrading electric capacity at WETA's Main Street and Downtown San Francisco terminals and at the agency's Central Bay Operations and Maintenance Facility. WETA has now secured over \$94 million in grant funds to support its transition to zero-emission vessels.

2050 WETA Service Vision and Business Plan

This effort will create a long-term plan for the expansion of regional ferry service and emergency water transportation response capabilities on San Francisco Bay. The plan will include definition of a 2050 service vision and corresponding business plan that will inform WETA planning, budget, and operational decisions as it is phased in over time. The business plan has been under development throughout calendar year 2022 with public and stakeholder outreach helping to shape the analysis and service vision. The Business Plan is anticipated to be finalized in the second half of calendar year 2023.

May 2023 Update: The WETA Board participated in a Board Workshop on April 17 that presented a range of possible future network profiles for the WETA system and an analysis of their resiliency and performance in five of the six focus areas for the Business Plan. Staff presented a recommended service scenario that was an optimized version of the Core Network scenario. The workshop was attended by many of the stakeholders that have participated in the Business Plan process thus far. Next, the Board will be asked to adopt a service vision at the June meeting and the Business Plan effort will then turn to implementation.

Sea Change Hydrogen Vessel Demonstration Project

Staff has completed nearly all of the agreements necessary to conduct the board-approved demonstration of the Sea Change vessel for a period of 6 months beginning in June 2023. The vessel arrived in the Bay Area in March and WETA staff have been collaborating with Blue and Gold Fleet, the vessel owners, the Port of San Francisco, the Coast Guard, and other public safety/regulatory agencies to prepare for fueling and sea trials. The vessel will be fueled at Pier 68. Once sea trials and crew training are complete, the vessel will operate between Pier 41 and the Downtown Terminal from 10am-4pm, 7 days per week. It will also be available to organizations or individuals interested reserving the vessel for onboard events. The details of this private event availability are being developed.

Washington DC Advocacy Trip

Staff participated in the Bay Area Council's Washington DC advocacy trip on March 6-9. In addition to attending two full days of Bay Area Council coordinated meetings with federal representatives, WETA also met with staff from Senator Padilla, Senator Feinstein, Senator Murray, Congresswoman Lee, as well as meetings with Congressman Garamendi and Mullin to advocate for \$3 million to support the Vallejo Ferry Terminal reconfiguration project and WETA's two programmatic requests to increase funding for the FTA Passenger Ferry Grant and Electric/Low Emission Ferry programs.

Contra Costa Transportation Authority Ferry Feasibility Study

The Contra Costa Transportation Authority is working with WETA and cities along the Northern Waterfront to complete a study that evaluates the potential for ferry service to the area.

May 2023 Update: To kick off the study WETA worked with staff from the City of Hercules, Martinez, Antioch and Pittsburg to coordinate a tour of potential ferry terminal sites along the Carquinez Strait in an area known as the Northern Shoreline. The tour was held on March 13 and was attended by Chair Wunderman, Supervisor Federal Glover, Contra Costa County Transportation Authority Commissioners as well as staff from Assemblymember Wilson, Assemblymember Grayson, State Senator Dodd and Congressman Garamendi's offices. As a part of the tour, WETA hosted a lunch with the Mayor and City Manager of each city to talk about the process of evaluating and initiating ferry service to new locations.

AC Transit Line 78 Pilot

On April 12, the AC Transit Board of Directors decided not to extend the Line 78 pilot service to Seaplane Lagoon. The pilot service began in August 2021 and was free to riders connecting to the ferry. Despite aggressive marketing by WETA and AC Transit, and despite strong ferry ridership on the Seaplane Route, ridership on the Line 78 had been lower than expected, with only 7 riders per trip. The vast majority of ferry riders using a non-automobile connection to the terminal are choosing to travel by bike rather than bus. WETA staff will be evaluating other alternative first-last mile solutions for the Seaplane Lagoon terminal and systemwide.

END

MEMORANDUM

TO: Board Members

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

SUBJECT: Review of FY 2022/23 Financial Statements Ending March 31, 2023

Recommendation

There is no recommendation associated with this informational item.

Financial Statements Summary

This report provides a summary of financial activity through March 31 against the Fiscal Year 2022/23 approved budget. Revenue and expense to date for operations is \$41.6 million which is within anticipated amounts at this point in the year. The summary table below shows the high-level comparison, with 75% of the fiscal year completed.

Operating Budget vs. Actual	Year - To - Date		Annual	
	FY2021/22 Actual	FY2022/23 Actual	FY2022/23 Approved Budget	% of FY 2022/23 Budget
	Prior YTD	Current YTD		
Revenue:				
Fare Revenue	\$5,355,038	\$7,633,896	\$ 11,228,927	68%
Federal - COVID-19 Relief Funds	14,564,257	20,808,805	27,223,251	76%
Bridge Toll Revenues	12,074,795	10,295,377	18,250,000	56%
Contra Costa Measure J	2,738,479	2,781,958	3,709,330	75%
Other Revenue	69,170	108,627	1,300,000	8%
Total Operating Revenues	\$34,801,740	\$41,628,662	\$ 61,711,508	67%
Expense:				
Ferry Services	\$33,261,041	\$ 39,481,823	\$58,311,508	68%
Planning & Administration	1,540,699	2,146,839	3,400,000	63%
Total Operatings Expenses	\$34,801,740	41,628,662	\$61,711,508	67%
Farebox Recovery %	16%	19%		

Capital Budget expenses, as shown below, are \$8.5 million for the year. A financial summary is shown below.

Capital Budget vs. Actual	FY2022/23 Actual Current YTD	FY2022/23 Approved Budget	% of FY 2022/23 Budget
Revenue:			
Federal Funds	\$4,157,239	\$25,171,292	17%
State Funds	4,106,412	10,379,421	40%
Bridge Toll Revenues	837,464	7,142,670	12%
Other Revenues	266,339	4,091,525	7%
Total Capital Revenues	\$9,367,454	\$46,784,908	20%
Expense:			
Total Capital Expenses	\$9,367,454	\$46,784,908	20%

The financial reports attached show the more detailed operating, administrative, and capital activity for the month of March, 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 \$21,758,029. Also included this month is the quarterly report for WETA's balance in LAIF.

Fiscal Impact

There is no fiscal impact associated with this informational item.

END

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San Francisco Bay Area Water Emergency Transportation Authority
FY 2022-23 Operating & Administration Revenue and Expense
Through the Month Ending 03/31/23

% of Year Elapsed

75%

	Mar-23 Actual	Year - To - Date		Total FY2022-23 Budget	Total Budget
		FY2021-22 Actual	FY2022-23 Actual		
OPERATING EXPENSE					
<u>FERRY OPERATIONS:</u>					
Harbor Bay Ferry Service (AHBF)					
Vessel Crew Labor	\$110,030	\$1,142,181	1,161,136	\$1,551,680	75%
Vessel Fuel	69,719	\$634,996	801,520	1,087,800	74%
Vessel Operations & Maintenance	49,487	\$339,435	363,013	542,008	67%
Facility Operations & Maintenance	55,524	\$365,149	467,094	793,813	59%
System Expense	54,998	\$488,443	520,469	779,790	67%
Total Harbor Bay	\$339,758	\$2,970,204	\$3,313,232	\$4,755,091	70%
Farebox Recovery - AHBF	19%	10%	16%	11%	
Alameda/Oakland Ferry Service (AOFS)					
Vessel Crew Labor	\$305,638	\$2,924,122	\$3,135,677	\$4,999,858	63%
Vessel Fuel	220,776	\$1,839,828	2,318,130	2,797,200	83%
Vessel Operations & Maintenance	92,039	\$540,312	909,502	1,185,911	77%
Facility Operations & Maintenance	151,252	\$1,091,842	1,292,502	2,329,236	55%
System Expense	169,171	\$1,330,185	1,509,466	2,798,211	54%
Total Alameda/Oakland	\$938,876	\$7,726,290	\$9,165,277	\$14,110,416	65%
Farebox Recovery - AOFS	20%	20%	21%	23%	
Vallejo Ferry Service (Vallejo)					
Vessel Crew Labor	\$317,863	\$3,152,859	\$3,464,837	\$4,482,632	77%
Vessel Fuel	511,271	\$4,501,583	5,194,185	\$7,303,800	71%
Vessel Operations & Maintenance	194,467	\$699,504	1,150,295	\$1,506,018	76%
Facility Operations & Maintenance	250,991	\$2,887,247	2,735,163	3,373,394	81%
System Expense	182,264	\$1,430,899	1,668,097	2,872,318	58%
Total Vallejo	\$1,456,856	\$12,672,092	\$14,212,578	\$19,538,162	73%
Farebox Recovery - Vallejo	24%	21%	25%	27%	
South San Francisco Ferry Service (SSF)					
Vessel Crew Labor	\$134,481	\$482,159	\$919,746	\$1,206,862	76%
Vessel Fuel	69,719	\$259,628	608,268	777,000	78%
Vessel Operations & Maintenance	42,454	\$290,420	309,602	464,549	67%
Facility Operations & Maintenance	52,919	\$366,363	467,501	708,666	66%
System Expense	30,003	\$210,168	297,041	464,576	64%
Total South San Francisco	\$329,576	\$1,608,738	\$2,602,158	\$3,621,653	72%
Farebox Recovery - SSF	6%	3%	7%	8%	
Richmond Ferry Service (Richmond)					
Vessel Crew Labor	\$207,834	\$2,069,451	\$2,351,045	\$3,275,769	72%
Vessel Fuel	174,297	\$1,234,976	1,603,062	2,175,600	74%
Vessel Operations & Maintenance	63,856	\$437,469	466,415	697,397	67%
Facility Operations & Maintenance	107,188	\$741,707	925,024	1,676,668	55%
System Expense	73,595	\$605,452	697,932	1,248,762	56%
Total Richmond	\$626,769	\$5,089,054	\$6,043,478	\$9,074,196	67%
Farebox Recovery - Richmond	11%	8%	11%	8%	

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San Francisco Bay Area Water Emergency Transportation Authority
FY 2022-23 Operating & Administration Revenue and Expense
Through the Month Ending 03/31/23

% of Year Elapsed

75%

	Mar-23 Actual	Year - To - Date		Total FY2022-23 Budget	Total Budget
		FY2021-22 Actual	FY2022-23 Actual		
OPERATING EXPENSE (continued)					
Seaplane Lagoon Ferry Service (SPL)					
Vessel Crew Labor	\$146,706	\$1,202,121	\$1,480,106	\$1,724,089	86%
Vessel Fuel	116,198	\$762,613	1,107,403	1,398,600	79%
Vessel Operations & Maintenance	44,543	\$293,720	469,933	605,118	78%
Facility Operations & Maintenance	54,690	\$361,195	452,592	793,966	57%
System Expense	66,989	\$575,013	604,780	1,001,157	60%
Total Seaplane Lagoon Farebox Recovery - SPL	\$429,126	\$3,194,662	\$4,114,815	\$5,522,930	75%
	23%	12%	19%	18%	
Sub-Total Ferry Operations (Ongoing Service)	4,120,959.86	\$33,261,041	\$39,451,537	\$56,622,448	70%
FAREBOX RECOVERY	19%	23%	19%	20%	
Hydrogen Demostration Project					
Vessel Crew Labor	\$57	Not Applicable	\$57	\$440,460	0%
Vessel Fuel			\$0	417,400	0%
Vessel Operations & Maintenance			\$0	37,500	0%
Facility Operations & Maintenance	3,191		\$3,191	8,700	37%
System Expense			\$27,038	785,000	3%
Total Hydrogen Demonstration	\$3,248	\$0	\$30,286	\$1,689,060	2%
Subtotal Ferry Operations (All)	\$4,124,207	\$33,261,041	\$39,481,823	\$58,311,508	68%
PLANNING & ADMINISTRATION:					
Wages and Fringe Benefits	\$181,340	\$1,275,530	\$1,580,877	\$1,775,164	89%
Professional & Other Services	39,360	735,832	1,011,330	2,466,660	41%
Information Tech., Office, Supplies	38	39,825	58,814	78,000	75%
Utilities	1,879	23,310	14,773	44,700	33%
Insurance	1,855	11,765	18,153	18,829	96%
Dues, Memberships, Misc.	427	32,021	46,823	95,000	49%
Leases and Rentals	20,866	196,498	184,218	250,431	74%
Admin Overhead Expense Transfer	(91,880)	(774,082)	(768,149)	(1,328,784)	58%
Sub-Total Planning & Gen Admin	\$153,885	\$1,540,699	\$2,146,839	\$3,400,000	63%
Total Operating Expense	\$4,278,092	\$34,801,740	\$41,628,662	\$61,711,508	67%
OPERATING REVENUE					
Fare Revenue	\$793,233	\$5,355,038	\$7,633,896	\$11,228,927	68%
Federal Operating Assistance	2,440,657	14,564,257	20,808,805	27,223,251	76%
Regional - Bridge Toll	884,091	12,074,795	10,295,377	18,250,000	56%
Regional - Contra Costa Measure J	309,221	2,738,479	2,781,958	3,709,330	75%
Other Revenue	(149,109)	\$69,170	108,627	1,300,000	8%
Total Operating Revenue	\$4,278,092	\$34,801,740	\$41,628,662	\$61,711,508	67%

San Francisco Bay Area Water Emergency Transportation Authority
FY 2022-23 Capital Revenue and Expense
Through the Month Ending 03/31/23

Project Description	Mar-23 Total	Total Project Budget	Prior Year Expense	Total FY2022-23 Budget	Year-To-Date FY2022-23 Actual	Total Future Year	% of Total Project Budget
CAPITAL EXPENSES:							
FACILITIES:							
Operations and Maintenance Facilities							
North Bay Facility Fuel System Improvement		\$530,450	\$320,152	\$100,000	\$61,971	\$110,298	72%
Central Bay Facility Oil System Modification		383,968	373,268	10,700	5,718	-	99%
Terminal Improvement							
Terminal Rehabilitation - Alameda Main Street*	56,403	9,760,000	507,257	4,943,465	352,694	4,309,278	9%
Shoreside Infrastructure for All-Electric Vessel		5,184,685	124,685	1,924,685	8,000	3,135,315	3%
Passenger Float Rehabilitation - South San Francisco	5,646	908,500	9,995	858,500	292,586	40,005	33%
Terminal Dredging - Vallejo - Surveys & Permitting	13,209	113,000	-	113,000	52,983	-	47%
Terminal Reconfiguration - Vallejo	5,719	550,000	-	550,000	28,252	-	5%
Central Bay Terminal Expansion		550,000	-	550,000	937	-	0%
Passenger Float Rehabilitation - Pier 9		1,362,000	-	1,362,000	-	-	0%
FERRY VESSELS:							
Vessel Construction							
New Commuter Class High-Speed Vessels - (Two)	14,136	30,082,500	24,999,892	3,925,652	1,395,594	1,156,956	88%
Electric Vessels - Expansion - (Two)		9,000,000	-	2,800,000	7,000	6,200,000	0%
Replacement Vessels - MV Bay Breeze and Solano	24,518	36,002,382	4,493,045	12,491,614	2,930,867	19,017,723	21%
Replacement Vessel - MV Intintoli	44,419	26,446,700	62,794	4,000,000	238,418	22,383,906	1%
Replacement Vessel - MV Mare Island		26,500,000	-	2,650,000		23,850,000	0%
Vessel Rehabilitation and Refurbishment							
Vessel Engines Conversion - Gemini Class Vessels	422,052	5,524,100	3,089,137	2,434,963	2,471,565	-	101%
Vessel Engines Overhaul - MV Cetus **	721	434,564	-	434,564	399,148	-	92%
Vessel Engines Overhaul - MV Hydrus**		354,600	-	354,600	435,987	-	123%
Vessel Engines & Gears Overhaul - MV Bay Breeze		491,400	140,768	210,277	263,454	140,355	82%
Vessel Fuel Injectors Overhaul - MV Intintoli	990	127,300	23,855	31,888	77,024	71,557	79%
Test Engine Components Replacement - MV Pyxis		315,000	-	315,000	-	-	0%
Test Engine Components Replacement - MV Vela		250,000	-	250,000	-	-	0%
Vessel Mid-Life Refurbishment - MV Gemini		4,488,000	-	4,488,000	-	-	0%
Vessel Engine Overhaul - MV Intintoli**		356,000	-	356,000	152,713	-	43%
Vessel Engine Midlife Overhaul - MV Argo**		563,000	-	563,000	115,322	-	20%
Vessel Engine Injector Overhaul - MV Mare Island**		132,000	-	132,000	31,709	-	24%
Vessel Waterjet System Upgrade - Pyxis Class Vessels		600,000	-	600,000	-	-	0%
General Diesel Particulate Filter Demonstration Project		335,000	-	335,000	45,000	-	13%
Total Capital Expenses	\$587,813	161,345,149	34,144,848	46,784,908	9,367,454	\$80,415,393	
CAPITAL REVENUES:							
Federal Funds	\$116,358	\$86,969,449	\$4,172,330	\$25,171,292	\$4,157,239	\$57,625,827	10%
State Funds	\$423,968	43,413,075	23,273,415	10,379,421	4,106,412	9,760,238	63%
Regional - Bridge Toll	14,737	23,765,525	5,435,371	7,142,670	837,464	11,187,484	26%
Regional - Alameda Sales Tax Measure B / BB	32,750	5,972,114	1,263,732	4,091,525	266,339	616,858	26%
Total Capital Revenues	\$587,813	\$160,120,163	\$34,144,848	\$46,784,908	\$9,367,454	\$79,190,407	

*Project Budget increase approved February 2023 ** These project budgets managed together in one contract

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

	Mar-23
Bank of America (Checking)	\$1,012,547
Bank of America (Prop 1B)	1,331,699
Bank of America (Measure B/BB)	7,680,095
Local Agency Investment Fund (LAIF)	11,733,688
Total	\$ 21,758,029



MALIA M. COHEN
California State Controller

LOCAL AGENCY INVESTMENT FUND
REMITTANCE ADVICE

Agency Name SAN FRANCISCO BAY AREA WATER

Account Number ~~XXXXXXXXXX~~ 04

As of 04/14/2023, your Local Agency Investment Fund account has been directly credited with the interest earned on your deposits for the quarter ending 03/31/2023.

Earnings Ratio		.00007493902135155
Interest Rate		2.74%
Dollar Day Total	\$	1,108,495,854.40
Quarter End Principal Balance	\$	11,733,687.94
Quarterly Interest Earned	\$	83,069.59

TO: WETA Board Members

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

SUBJECT: WETA Federal Legislative Board Report – May 2023

This report covers the following topics:

- Update on FY24 Federal Appropriations
- Progress on WETA FY24 Programmatic Funding Requests
- Progress on WETA FY24 Congressionally Directed Spending Request

Update on FY24 Federal Appropriations

We have spent much of the past several weeks working with WETA staff to develop spending requests for the FY24 federal appropriations process, including programmatic funding requests related to the Electric or Low-Emitting Ferry Pilot Program and the FTA 5307(h) ferry program, as well as a project-specific funding request for the Vallejo Ferry Terminal. The appropriations process is just that – a process. We worked with WETA staff to fill out appropriations request forms (applications for funding), generate local support letters, meet with members of the Bay Area Congressional delegation (and/or their staff) and then work with these members to help them make the strongest case possible (on our behalf) to the House and Senate Appropriations Committees.

With WETA requests having been submitted to the House and Senate Appropriations Committees by members of the Bay Area Congressional delegation, we are now in waiting mode. Appropriations Subcommittees are continuing to hold budget hearings, even as they begin to write the appropriations bills that will detail how funding is directed to federal government agencies in FY24. We expect the various House and Senate Appropriations subcommittees to begin taking up and passing individual appropriations bills in June, at which point we will gain an initial understanding of what the funding situation may look like for WETA in the next fiscal year.

Progress on WETA FY24 Programmatic Funding Requests

WETA has been working with the Bay Area Congressional delegation to increase funding in FY24 for two federal grant programs that are dedicated to supporting public ferries:

- ***Electric or Low-Emitting Ferry Pilot Program authorized by Section 71102 of the Infrastructure Investment and Jobs Act (IIJA)***: The IIJA provided advanced appropriations for this program (\$50 million per year for five years for a total of \$250 million) and authorized additional funding (another \$50 million per

year for five years for a total of \$250 million additional) which is subject to annual appropriations.

- ***Additional funding for the FTA 5307(h) ferry program:*** WETA has received numerous grants through this competitive grant program, which is only funded at \$30 million per year.

In the House of Representatives, we worked with Congressman Garamendi, who sent a letter to House Appropriations Committee leaders, along with members of Congress that represent other public ferry systems around the country. That letter requested that Congress fund the entire authorized amount of \$50 million for the Electric or Low-Emitting Ferry Pilot Program for FY24 and also asked Congress to increase funding for the FTA 5307(h) ferry program by \$60 million, which would bring total funding for this program to \$90 million in FY24.

In the Senate, WETA worked with Senators Feinstein and Padilla, both of whom submitted similar requests to Senate Appropriations Committee leaders. WETA also submitted a request for funding directly to Washington Senator Patty Murray, given that shipyards in her state will likely benefit from additional contracts should additional funding be provided to these programs. Senator Murray is Chair of the Senate Appropriations Committee. In addition, we are coordinating with the ferry system in Maine on outreach to Senator Susan Collins (R-ME), who is the Vice Chair of the Senate Appropriations Committee.

Progress on WETA FY24 Congressionally Directed Spending Request

WETA also submitted a Congressionally Directed Spending request to Congressman Garamendi and Senators Feinstein and Padilla. WETA is seeking funding to reconfigure the Vallejo Ferry Terminal to eliminate the need for costly dredging at the boat dock. This project is critical to reducing service disruption for passengers, reducing environmental disturbance, and increasing service efficiency for people that live and work in the region. Both Senators submitted this request to the Senate Appropriations Committee on WETA's behalf and Congressman Garamendi submitted the request to the House Appropriations Committee. We are especially grateful to Congressman Garamendi for his support given that House members are limited to making fifteen appropriations requests across all twelve appropriations bills. In other words, Garamendi prioritized WETA's request over many other requests in his Congressional district.

Respectfully Submitted,
Peter Friedmann and Ray Bucheger



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

April 24, 2023

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

FM: Matt Robinson, Partner
Michael Pimentel, Legislative Advocate

RE: **STATE LEGISLATIVE UPDATE – April 2023**

Legislative Update

The Legislature adjourned for Spring Recess on March 30, and reconvened on April 10. Immediately upon legislators' return to Sacramento, key policy committees resumed hearings to discuss legislation introduced in the 2023-24 Regular Session. These policy committees will have until April 28 to hear and report bills *with* a fiscal impact to the state to their respective appropriations committees; they will have until May 5 to hear and report bills *without* a fiscal impact to the state to their respective floors. Similarly, the budget subcommittees with oversight over discrete aspects of the state budget continue to meet to review the Governor's proposed Fiscal Year 2023-24 state budget. These hearings will continue until the release of the Governor's proposed May Revise, the next milestone in the development of the FY 2023-24 state budget, which is expected to occur on May 15. Following the release of the May Revise, budget subcommittee hearings will resume. The Legislative Calendar, which sets the deadlines for the year and can be viewed [here](#).

In this report, we provide an update on WETA's sponsored legislation, the recent announcement of TIRCP grant awards, the statewide effort on transit operations funding, the Senate Select Committee on Bay Area Public Transit, a recent bill related to oil company oversight, and legislation of interest.

WETA's Sponsored Legislation

Since we last reported to you, the WETA-sponsored [AB 321](#) was heard in the Assembly Revenue & Taxation Committee on March 13 and moved to the Committee's "suspense file." As a reminder, this bill would create through January 1, 2029, a sales and use tax exemption for zero-emission ferries purchased by public transit ferry operators.

Under the Assembly Revenue & Taxation Committee's Rules for the 2023-24 Regular Session, any bill estimated to result in an annual revenue loss or gain of \$150,000 or more will be moved to the Committee's suspense file, without prejudice, for further consideration.

Following the initial committee hearing on March 13, we worked with WETA staff, the committee consultant, and Assembly Member Wilson's staff on a series of technical amendments, which are now in print. As of the drafting of this report, the bill remains on the committee's suspense file. On May 1, the Assembly Revenue & Taxation Committee will review all bills on the Committee's suspense file before referring bills to the Assembly Appropriations Committee.

Transit and Intercity Rail Capital Program – Grant Award Announcement

On April 24, Governor Gavin Newsom and the California State Transportation Agency [announced the award of more than \\$690 million to 28 new public transportation projects statewide](#), including \$13.8 million for WETA's San Francisco-Alameda/Oakland Rapid Electric Emission Free Ferry. The grants, which are administered by CalSTA as part of the Transit and Intercity Rail Capital Program (TIRCP), follow \$2.54 billion in January for a total state investment of more than \$3.2 billion in public transportation in just the first four months of 2023. In the lead-up to WETA's submittal of the grant application, we assisted WETA staff in securing support letters for the grant application from WETA's delegation.

Statewide Effort on Transit Operations Funding

The California Transit Association, in partnership with regional partners, continues to lead the statewide effort to secure transit operations funding in the FY 2023-24 state budget. As we reported to you last month, in February, the Association adopted a set of principles that will serve as the basis of the transit industry's forthcoming budget request. The principles commit to a two-track process, focused on addressing our industry's short- and long-term operations funding needs. Under the principles, any short-term transit operations funding the industry secures must be available to address budget shortfalls that would lead to service cuts and/or layoffs as well as to address ridership retention and growth strategies. Any long-term transit operations funding the industry secures must be flexible and available to address a broad range of service needs and will come with a broader set of transit reforms. In March, the Association approved a series of funding proposals for legislative consideration primarily using existing transit revenue sources and capital programs. As of the drafting of this report, the Association is preparing for the release of a new budget letter on April 25. The Association is also turning its attention to working on both near- and long-term suggestions for the Legislature to consider on how best to bring back riders, the possibility of new metrics for gauging transit's success, and appropriate reporting information.

Establishment of Senate Select Committee on Bay Area Public Transit

As you are aware, the Senate Select Committee on Bay Area Public Transit was formed at the request of Senator Wiener. The committee will be comprised of Senators Scott Wiener (serving as Chair), Cortese, Dodd, Laird, McGuire, Skinner, and Wahab, and was recently expanded to include Senator Becker. The first committee meeting will likely occur in mid-May and focus on transit's ridership recovery.

Governor Signs Oil Company Oversight Bill

On March 28, Governor Newsom signed SBx1-2 (Skinner). SBx1-2 creates a dedicated independent oversight body at the California Energy Commission (CEC) and mandates extensive data reporting to the CEC from various specified entities along California's oil and gasoline supply chain. The law authorizes the CEC to establish a maximum gross gasoline refining margin (max margin) and penalty on gasoline sold by refiners in the state if certain findings are made. The law requires various reports and assessments by the CEC to be submitted to the Legislature regarding the current status and future managed decline of transportation fuels. The bill was co-sponsored by Attorney General Rob Bonta and approved by a supermajority in both the Senate and Assembly. The law will go into effect on June 26, the 91st day after the end of the special session. In his [press release](#) around the bill's signing, the Governor stated, "*With this legislation, we're ending the oil industry's days of operating in the shadows. California took on Big Oil and won. We're not only protecting families, we're also loosening the vice grip Big Oil has had on our politics for the last 100 years.*"

Legislation of Interest

SB 273 (Wiener) Tidelands and submerged lands: City and County of San Francisco. (SUPPORT)

Existing law grants to the City and County of San Francisco rights to certain tidelands and submerged lands and establishes the San Francisco Bay Conservation and Development Commission. Under existing law, the State Lands Commission is authorized to approve a mixed-use development on the San Francisco waterfront at Piers 30-32, which would include a multipurpose venue for events and public assembly. This bill would revise those provisions to instead authorize the State Lands Commission to approve a mixed-use development that includes general office use and general retail use.

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 inperson meeting. The bill would repeal these alternative teleconferencing provisions on January 1, 2028.

AB 321 (Wilson) Sales and Use Tax Exemptions: Zero-Emission Public Transportation Ferries. (SPONSOR)

This bill would until January 1, 2034, exempt from those taxes the gross receipts from the sale in this state of, and the storage, use, or other consumption in this state of, zero-emission public transportation ferries.

AB 463 (Hart) Electricity: Prioritization of Service: Public Transit Vehicles. (SUPPORT)

This bill would provide transit agencies with priority access to electricity when facing grid disruptions caused by natural or man-made disasters, rolling blackouts, utility company "Public Safety Power Shutoffs" (PSPS), and increasing demand on California's electrical grid.

AB 557 (Hart) Open Meetings: Local Agencies: Teleconferences.

Beginning on January 1, 2024, this bill would extend the existing teleconferencing/remote-meeting authority that can be used when a declared state of emergency is in effect and would also extend the period for a legislative body to make the required findings related to the continuing state of emergency and social distancing from 30 days to 45 days after the first teleconferenced meeting, and every 45 days thereafter, in order to continue to meet.

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.

AB 761 (Friedman) Transit Transformation Task Force.

This bill would require the Secretary of the California State Transportation Agency, on or before July 1, 2024, to establish and convene the Transit Transformation Task Force to include representatives from the department, the Controller's office, various local agencies, academic institutions, nongovernmental organizations, and other stakeholders. The bill would require the task force to develop a structured, coordinated process for early engagement of all parties to develop policies to grow transit ridership and improve the transit experience for all users of those services. The bill would require the secretary, in consultation with the task force, to prepare and submit a report of findings based on the task force's efforts to the appropriate policy and fiscal committees of the Legislature on or before January 1, 2025.

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.

ACA 1 (Aguiar-Curry) Lower-Vote Threshold,

This measure would authorize a local government, including a special district, to impose, extend, or increase a sales and use tax or transactions and use tax imposed, or a parcel tax, for the purpose of funding the construction, rehabilitation, or replacement of public infrastructure, defined to include improvements to transit and streets and highways and projects for the protection of property from the impacts of sea level rise, as well as for affordable housing, if the proposition proposing that tax is approved by 55% of its voters.

MEMORANDUM

TO: Board Members

FROM: Seamus Murphy, Executive Director
Kevin Connolly, Planning & Development Manager
Gabriel Chan, Transportation Planner

SUBJECT: Monthly Ridership and Recovery Report – March 2023

Background

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. The South San Francisco service was relaunched 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. The Monthly Ridership and Recovery Report presents a status report of the WETA system along with anticipated service adjustments for the upcoming weeks.

Discussion

Overall, ridership has grown consistently under the Plan.

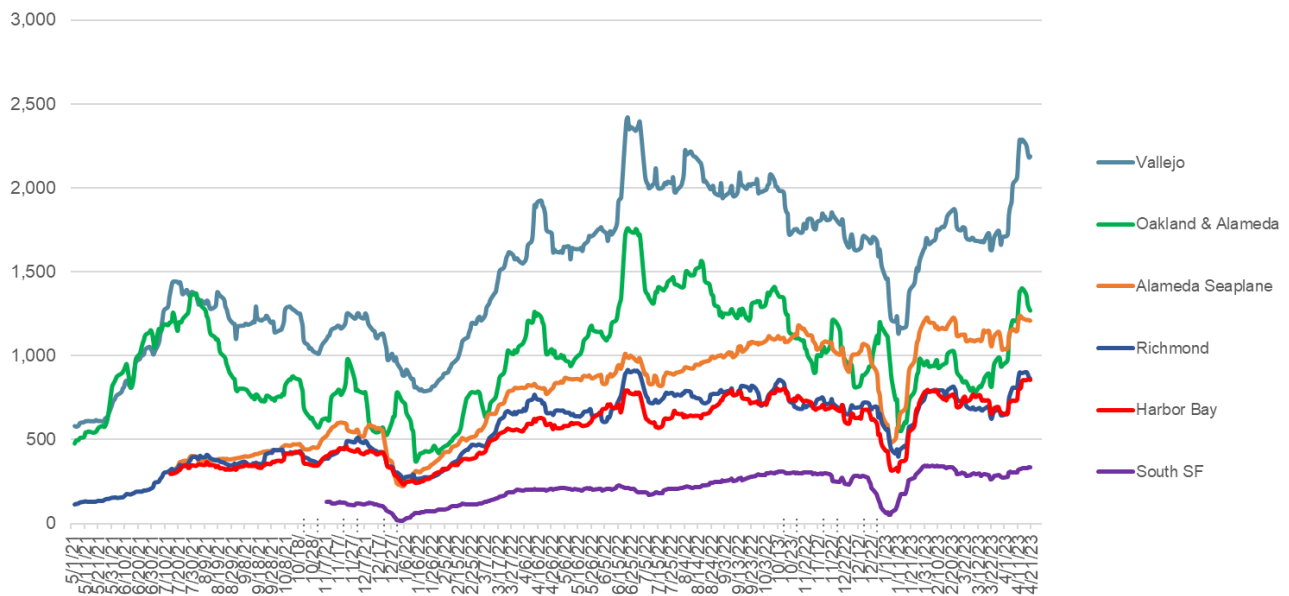
Highlights:

- WETA continues to outperform other regional transit operators in pandemic ridership recovery.
- Since November 2022, ridership has come in below the budget projection.
- March ridership came in under projections likely due to the wetter than normal weather.
- The first weeks of April show a strong rebound.

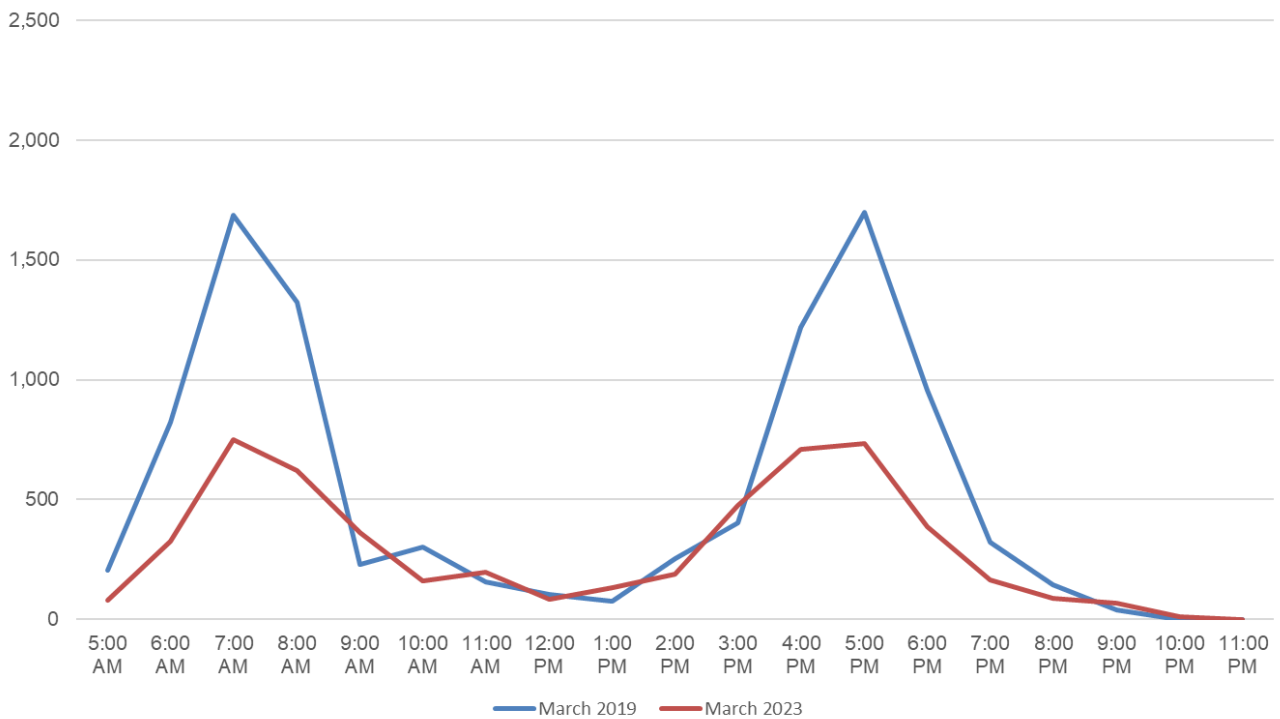
Recommendations

No recommendations at this time.

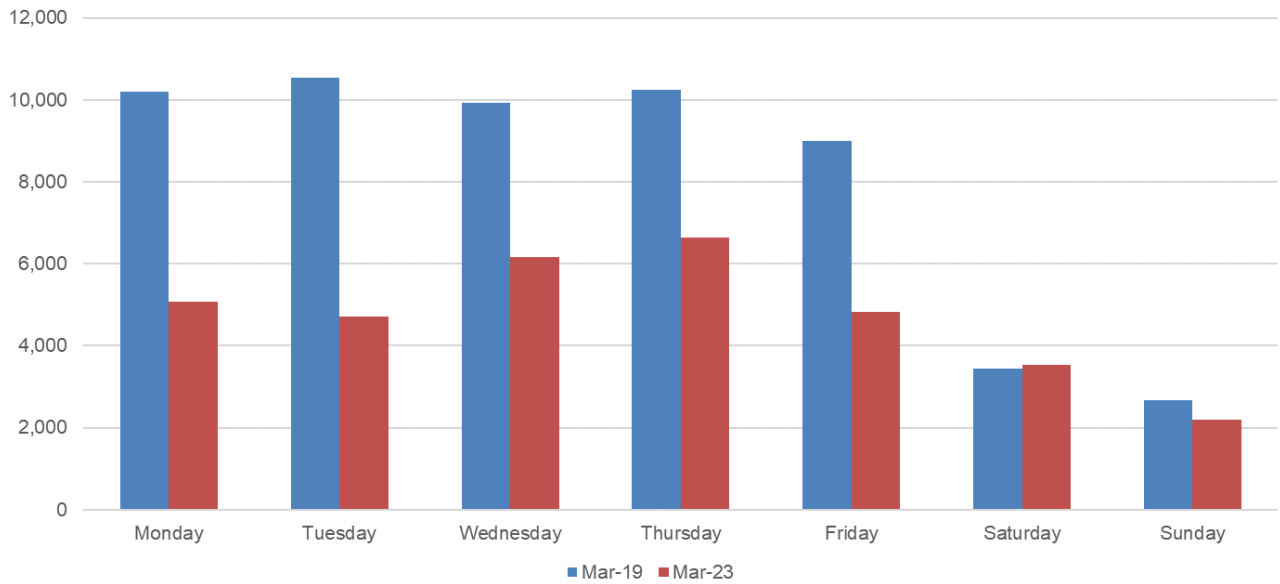
10-Day Weekday Average Ridership



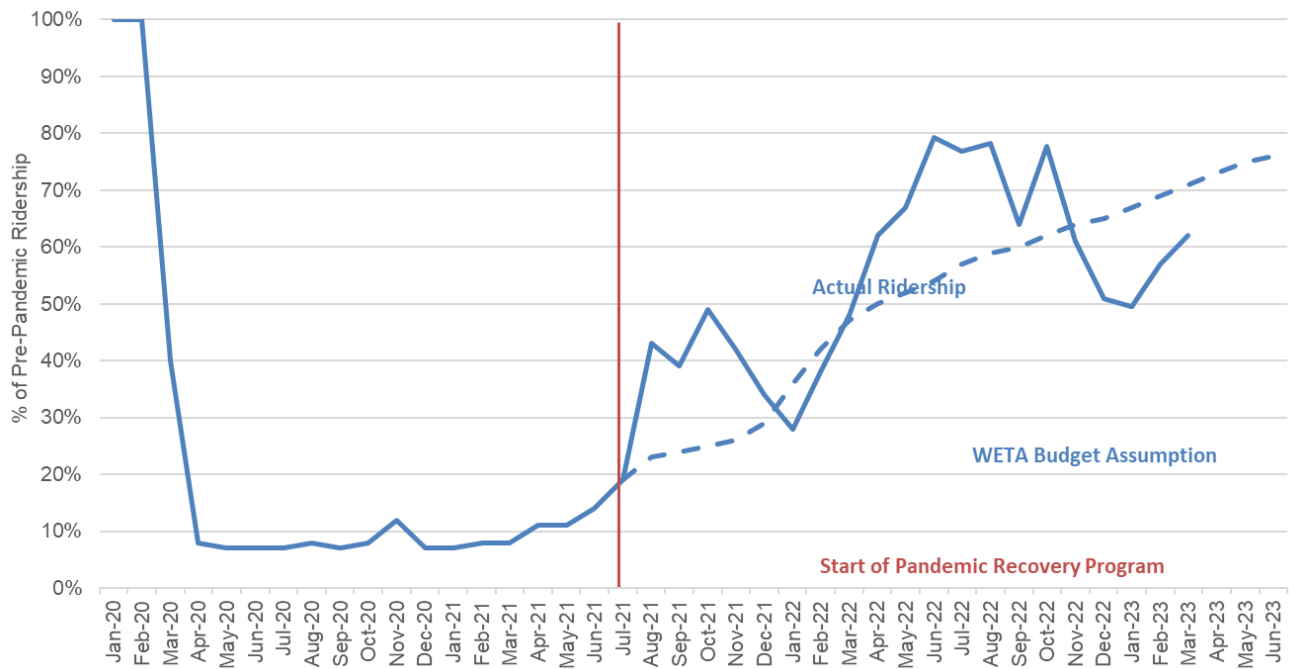
Average Weekday Hourly Boardings



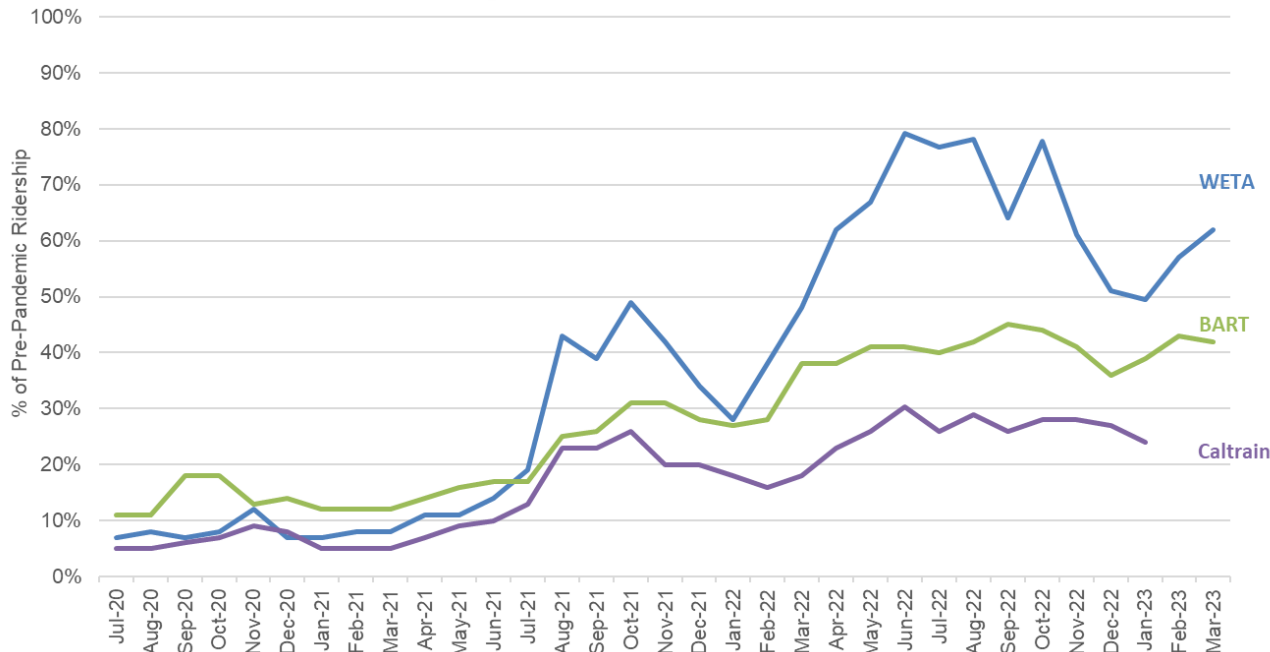
Average Boardings by Day of Week
Systemwide



Actual vs. Budgeted Ridership



Regional Transit Ridership



Note: Caltrain cancelled their April board meeting, so March ridership data is not available yet.

Monthly Operating Statistics Report

March 2023			Oakland & Alameda*	Vallejo*	Richmond	Harbor Bay	Alameda Seaplane	South San Francisco**	Systemwide
Boardings	vs. last month	Total Passengers March 2023	37,490	47,059	17,772	16,451	25,431	6,599	150,802
		Total Passengers February 2023	37,846	42,678	17,127	13,814	21,477	6,004	138,946
		Percent change	-0.94%	10.27%	3.77%	19.09%	18.41%	9.91%	8.53%
	vs. same month last year	Total Passengers March 2023	37,490	47,059	17,772	16,451	25,431	6,599	150,802
		Total Passengers March 2022	35,729	42,560	15,758	12,412	17,074	4,003	127,536
		Percent change	4.93%	10.57%	12.78%	32.54%	48.95%	64.85%	18.24%
	vs. prior FY to date	Total Passengers Current FY To Date	420,302	457,464	166,095	128,883	192,407	49,451	1,414,602
		Total Passengers Last FY To Date	321,402	318,696	100,724	72,157	89,567	10,898	913,444
		Percent change	30.77%	43.54%	64.90%	78.61%	114.82%	353.76%	54.86%
Ops Stats	Avg Weekday Ridership March 2023		1,785	2,241	846	783	1,211	314	7,181
	Passengers Per Hour March 2023		74	61	50	87	115	46	69
	Revenue Hours March 2023		506	766	354	189	220	142	2,178
	Revenue Miles March 2023		7,158	21,258	6,608	4,309	3,641	2,476	45,450
	Farebox Recovery Year-To-Date		22%	25%	10%	16%	18%	7%	19%
	Peak hour utilization, AM – March 2023		49%	43%	21%	26%	35%	30%	34%
	Peak hour utilization, PM – March 2023		28%	52%	24%	30%	35%	25%	32%
Fuel	Fuel Used (gallons) – March 2023								0
	Avg Cost per gallon – March 2023								

* 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

[March 2, 2023]

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

1. CALL TO ORDER

Chair James Wunderman called the meeting to order at 1:05 p.m.

2. ROLL CALL

Chair James Wunderman, Vice Chair Monique Moyer, Director Jessica Alba, Director Jeffrey DelBono, and Director Pippin Dew were in attendance. Director Dew stated that she was participating remotely via videoconference because a contagious illness prevented her from attending the meeting in person.

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 welcomed back new City of Alameda City Manager Jennifer Ott and invited her to say a few words. He said that he looked forward to working with her.

Chair Wunderman thanked Vice Chair Moyer for stepping in for him at the February Board meeting in his absence.

Chair Wunderman said reaching finality on Regional Measure 3 (RM3) was a great reason for celebration. He stated that though RM3 may not solve all future problems, it allows WETA to control its own destiny unlike other Bay Area transit agencies who are struggling to understand their fiscal futures. He said that if WETA could demonstrate fiscal responsibility that it would help mass transit get through this challenging period.

4. REPORTS OF DIRECTORS

Vice Chair Moyer welcomed back Chair Wunderman and thanked him for his leadership on RM3.

Director DelBono said that RM3 gives WETA an advantage for building a future and having a sustainable ferry service.

Chair Wunderman reported that the Bay Area Council conducted an economic report with the support and involvement of CBRE that showed that San Francisco lags behind in economic recovery which included 25 metros using 15 metrics, noting that Austin was number one on several relevant factors.

Director Dew reported that Forbes last month ranked Vallejo number six as the best place to live in California and mentioned the ferry service as one of the factors contributing to its ranking.

5. ADOPT A RESOLUTION RECOGNIZING THE 2023 SAN FRANCISCO BAY FERRY CREW OF THE YEAR

Chair Wunderman stated that the recognition of crew would be postponed to next month when crew could be in attendance in person.

6. REPORTS OF STAFF

Executive Director Seamus Murphy said that RM3 would give WETA the opportunity to present other metrics that can be utilized to measure performance of RM3 investments other than farebox recovery alone. He stated that WETA needed an agreement including a five-year plan with the Metropolitan Transportation Commission (MTC) to access the RM3 funds. He added that ridership, equity, and farebox recovery are some of the measures to be taken into consideration. Mr. Murphy said understanding the needs for Fiscal Year 2023/24 is a big concern.

Mr. Murphy introduced Government and Regulatory Affairs Specialist Terence Candell to provide an update on WETA's Disadvantaged Business Enterprise (DBE) workshop. Mr. Candell reported that WETA hosted a two-hour workshop aimed at breaking down barriers to DBE participation in the marine industry. Participants included shipyards, bonding and insurance experts, DBE firms, and the Federal Transit Administration. WETA Attorney Katherine Tsou from Hanson Bridgett LLP provided information on Buy America requirements.

The Directors thanked Mr. Candell for his presentation and offered their support to encourage DBE participation.

Vice Chair Moyer added that the City of San Francisco offered a surety bond program to help with insurance requirements and thought that a similar program was offered at the federal level.

Government and Regulatory Affairs Manager Lauren Gularte said that WETA participates in the Business Outreach Committee which hosts a DBE certification workshop to assist in completing the forms to become DBE certified.

Director Alba suggested adding the additional requirements specific to the maritime industry in the general land-based workflow charts and offered other ideas to support smaller companies in going through the DBE process.

Chair Wunderman commended the work and proposed further discussion at a future meeting.

Planning and Development Manager Kevin Connolly shared his presentation on ridership and stated that one of the benefits of the Pandemic Recovery Plan is that WETA revisits the ferry schedule and service plan quarterly and adjusts it according to the market, noting a schedule change in April.

Mr. Connolly credited Transportation Planner Arthi Krubanandh and Principal Planner Michael Gougherty for analyzing data gathered from new software to gain efficiencies resulting in savings that were reinvested into additional service.

In response to Chair Wunderman's inquiry, Mr. Connolly clarified that the recent comparison reflecting an increase in ridership on Bay Area Rapid Transit (BART) was during the holiday period the previous month.

In response to Director DelBono, Public Information and Marketing Manager Thomas Hall stated that notification about the additional service would be posted on WETA's website, sent to the email subscription list, displayed onboard vessels, published in the March newsletter, advertised on social media, and sent to homeowner's associations and the Chamber of Commerce.

Vice Chair Moyer expressed her appreciation to all WETA's team members for their creativity and flexibility of maximizing assets.

In response to Vice Chair Moyer's comment, Chief Financial Officer Erin McGrath explained that fare revenue is a month behind ridership adding that fare revenue was higher than anticipated at the beginning of the year but lower than budgeted.

Chair Wunderman commented that he liked the idea of an extended, relaxing ferry ride on the way home.

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

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

7. CONSENT CALENDAR

Director Alba made a motion to approve the consent calendar:

- a. Approve Board Meeting Minutes – February 2, 2023
- b. Designate Authorized Agents to Apply for Federal or State Disaster Assistance Funds
- c. Authorize Release of Request for Proposals for Surveying and Market Research Services

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

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

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

8. APPROVE CONTRACT AWARD TO MAZE & ASSOCIATES FOR INDEPENDENT YEAR-END AUDITING SERVICES

Chief Financial Officer Erin McGrath presented this item recommending approving contract award to Maze & Associates for independent year-end auditing services in an amount not to exceed \$75,100 for a three-year term and included two one-year options to be exercised at WETA's discretion with additional Board approval.

Ms. McGrath said that the procurement was posted on WETA's Bonfire public procurement portal that included 66 registered Certified Public Accountant (CPA) emails and was surprised when the current WETA auditor, Maze & Associates was the only firm to submit a proposal.

Ms. McGrath commented that difficulty in recruiting and retaining staff and overall rising costs have forced firms to be more selective in responding to procurements.

Vice Chair Moyer said that she was pleased with the approach taken and that Maze & Associates was willing to continue the partnership at a fair price.

Vice Chair Moyer made a motion to adopt Resolution No. 2023-09 approving this item.

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

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

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

9. AUTHORIZE RELEASE OF PROPOSED FISCAL YEAR 2024-28 FARE PROGRAM FOR PUBLIC COMMENT

Ms. Krubanandh presented this item recommending authorizing the Executive Director to release the proposed Fiscal Year (FY) 2024-28 Fare Program for public comment.

Ms. Krubanandh said that the proposed new fare policy is consistent with the Pandemic Recovery Program core principles and will guide current and future fare decisions including the proposed FY 2024-28 Fare Program. She noted that the proposed fare program was designed to keep parity with other regional operators, keep the pace of inflation, provide predictability for riders for both regular service and special events, and continue with WETA's goal of achieving full cost recovery for special events while offering the Board the flexibility to cancel or modify the program at any point.

Ms. Krubanandh shared her presentation summarizing the FY 2024-28 Fare Program. She said that changes may be made based upon feedback received prior to Board approval. She explained that the 3 percent annual fare increase was based on the modeling work of other transit agencies, the historical cost price index, and in line with WETA's past fare program.

Chair Wunderman expressed his concern that inflation appeared to be more than 3 percent. In response to Chair Wunderman, Ms. Krubanandh clarified that BART is projecting an increase of 3.4 to 4 percent based on discussions with BART staff and BART's financial model.

Chair Wunderman asked about a rewards program to incentivize people to go to work. Mr. Gougherty reminded the Board that a monthly Vallejo pass was phased out in 2013 prioritizing Clipper as the fare media payment. He clarified that the current Clipper system offers limited fare products and is unable to accommodate passes, progressive discounts, or other innovative fare products, but that new fare products would be considered with some of the technology offered through Clipper 2 (C2).

In response to Director DelBono, Ms. McGrath said that the 3 percent increase would result in approximately \$300 thousand from \$11 million fare revenue.

Director DelBono suggested forgoing the 3 percent increase the first year for regular service.

Mr. Murphy clarified that the item was approving release of the FY 2024-28 Fare Program for public comment. He noted that WETA had received positive attention from its Pandemic Recovery Program with the bulk of the attention from Seamless Bay Area whose principles WETA had adopted. He added that aligning WETA fares with other transit agencies in the same corridor was deliberately based on those principles.

Director Alba expressed her support for the 3 percent annual increase noting that fares had not been raised in 2 years and was reasonable, fair, and in line with other agencies.

Vice Chair Moyer said she was interested in the premium associated with paper tickets and felt it was a potential disincentive to new riders. Ms. Krubanandh stated that there were higher costs for handling cash fares and promoting Clipper and mobile fares offered a more efficient boarding process allowing for a better customer experience.

The Directors thanked staff for the presentation and said that they looked forward to the feedback received from the outreach process and the status of the ClipperBayPass and ClipperSTART pilot programs.

PUBLIC COMMENT

Port of Redwood City Vice Chair Lorianna Kastrop spoke in support of transit integration and new fare products.

Director DelBono made a motion to approve this item.

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

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

**10. AUTHORIZE RELEASE OF REQUEST FOR PROPOSALS FOR EMERGENCY
RESPONSE AND PILOT PROGRAM FERRY SERVICES**

Mr. Connolly presented this item recommending authorizing the Executive Director to release a Request for Proposal (RFP) for emergency response and pilot program ferry services on an on-call task order basis for a five-year term.

Mr. Connolly explained that establishing a panel of on-call operators would allow WETA to:

1. quickly identify operators with the vessels and resources necessary to supplement the WETA fleet particularly during an emergency, when conditions may require WETA to quickly identify and secure vessels outside of the WETA fleet to provide sufficient response.
2. advance the operation of temporary pilot services to measure ridership demand and inform potential permanent additions to the WETA network.

Mr. Connolly said that the original list which would remain active for the duration of the five years and that any awards from a second RFP would match the original term expiration and supplement the original list with additional qualified operators in response to Chair Wunderman.

Mr. Connolly further clarified that Board approval would be required to award a task order for temporary pilot services but that the Executive Director would have the authority to exercise emergency powers without additional Board approval.

Director DelBono expressed his concern about the quality of service and employee compensation with potential operators.

WETA Attorney Steven Miller of Hanson Bridgett LLP clarified that the action being requested now was just to issue an RFP and that the Directors would be asked to approve contracts to all the firms on the list at a future meeting but that no task order would be issued unless the Board established a pilot program. He added that the creation and approval of a pilot program would be the Board's opportunity to decide all the issues of the pilot program prior to engaging services.

Vice Chair Moyer supported a quarterly business review that would require the operator to be in good standing to continue providing services be put into the contract.

Mr. Miller reminded the Board that the Board approved authorizing the Executive Director to issue landing right permits to operators who agreed to comply with WETA's landing rights policies, noting that WETA had the right to terminate the permit.

Mr. Miller said the operators on the list would be under an umbrella agreement where task orders would be issued for particular projects subject to the conditions as determined by the Board.

PUBLIC COMMENT

Inlandboatmen's Union Regional Director Robert Estrada supported the emergency side and reiterated labor's interest in the pilot program.

Director Alba made a motion to approve this item.

Chair Wunderman seconded the motion, and the item passed unanimously.

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

11. BUSINESS PLAN FOCUS AREA #2 – EMERGENCY RESPONSE

Mr. Gougherty introduced this informational item on the WETA 2050 Service Vision & Business Plan. He shared the team presentation that included the network expansion concept summary, the four scenarios, and public outreach. He reminded the Board that WETA was soliciting feedback for direction in developing potential ideas to be included in the plan.

Transportation Planner Gabriel Chan provided an overview on the topics for the emergency response focus area including WETA's jurisdiction, resources, and funding. He highlighted recent and upcoming Emergency Operations Center (EOC) exercises and four approaches to emergency response. He concluded his presentation with questions for consideration.

Chair Wunderman thanked Mr. Chan for his presentation and said that he was involved in the original discussion that created WETA with the emergency response capability and responsibility at its core.

Director DelBono supported the current approach to emergency response in which transit facilities are actively used and suggested WETA work with and look to California Governor's Office of Emergency Services (Cal OES) for funding and support.

Vice Chair Moyer remarked that anything built should be dual purpose and built to essential facility standards.

Director Alba and Director Dew spoke in support of the hybrid approach allowing for greater flexibility with a combination of projects.

Chair Wunderman said that WETA needed to make a case and charge its lobbyists to come up with strategies which would enable WETA to fulfill its mandate.

12. PUBLIC COMMENTS FOR NON-AGENDA ITEMS

No further public comments were shared.

With all business concluded, Chair Wunderman adjourned the meeting at 3:35 p.m.

- Board Secretary

END

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

(April 17, 2023)

The Board of Directors of the San Francisco Bay Area Water Emergency Transportation Authority met in special session at the 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 2:02 p.m.

2. ROLL CALL/PLEDGE OF ALLEGIANCE

Chair James Wunderman, Vice Chair Monique Moyer, Director Jessica Alba, Director Jeffrey DelBono, and Director Pippin Dew were in attendance. Director Alba stated that she was participating remotely via videoconference because a contagious illness prevented her from attending the meeting in person.

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.

He reported that Executive Director Seamus Murphy would not be in attendance and thanked Vice Chair Moyer and Director Alba for all their work on the Business Plan.

3. BUSINESS PLAN WORKSHOP #2

Planning and Development Manager Kevin Connolly introduced the item and acknowledged the Board Subcommittee Vice Chair Moyer and Director Alba, the advisory committees, and the public on behalf of the project team. He encouraged the Board to provide input at any time.

Mr. Connolly shared the group presentation which included an update on Regional Measure 3 (RM3), the four network expansion concepts, the evaluation results of the service visions against the six focus areas, and next steps.

Mr. Connolly stated that since the resolution of RM3 was delayed, the availability of RM3 was not incorporated into the service vision. He noted project candidates for RM3 capital funds and said that the Business Plan would assume the availability of RM3 as a potential funding going forward. He noted that WETA was required by legislation to submit a five-year RM3 expenditure plan to access the funds.

Mr. Connolly presented the service visions that were presented to WETA's stakeholders.

1. Current Baseline Network - 10 terminals, 6 routes, and 16 to 26 vessels
2. Plan Bay Area Network - 14 terminals including Treasure Island, Berkeley, Redwood City, and Mission Bay, 11 routes, and 22 to 42 vessels
3. Core Network – 18 terminals, 17 routes, and 36 to 59 vessels
4. Coverage Network – 26 terminals, 25 routes, and 67 to 87 vessels; requiring additional maintenance facilities

Mr. Connolly shared the 2050 service vision that is being recommended by staff noting that cost effectiveness was a significant consideration in today's environment where transit is struggling for ridership.

Mr. Connolly introduced Principal Planner Michael Gougherty to present the results of the evaluation. Mr. Gougherty began by summarizing the Network Concept which included the projected service levels along with the annual operating cost. It was noted that potential savings associated with electrification and small vessel deployment were not considered and that operating costs are a very high level and were based on the current WETA service model.

Mr. Gougherty presented the findings for expansion beyond the Plan Bay Area concept and the rationale for an optimized core network service vision.

Chair Wunderman suggested that building housing closer to the bay could have less of an environmental impact due to a more temperate climate and asked if housing development by the bay could be measured as part of the environmental impact. Vice Chair Moyer said that the service vision was devised to have the flexibility and agility to respond to opportunities.

Mr. Gougherty shared a slide on the 2050 futures comparing travel behavior to transit policy and the key takeaways which found that the ferry networks perform best under the "Chart a New course" and "Tack to the Wind" futures which support all day service.

Mr. Gougherty stated that the consultant and facilitator of the public outreach process, CivicMakers, was unable to attend the meeting due to illness, and that he and Transportation Planner Gabriel Chan would be reporting on the outreach process and the results of the online public survey.

Vice Chair Moyer commented that the ranking methodology that the chart displayed is confusing because the numerical ranking and graphic reflected the most important factor as the least important.

Upon conclusion of the presentation, Mr. Chan invited Mr. Gougherty to lead the discussion for feedback, comments, and questions.

The Directors thanked staff for their work and presentation on the business plan.

Chair Wunderman stated that all scenarios were valid but that he personally favored a more aggressive stance. Mr. Gougherty responded that public outreach would continue but that the online survey was closed.

Director Dew remarked that none of the plans reflected any connections between Vallejo and Larkspur. She asked why Vallejo to Oakland was considered but not Vallejo to Richmond. Mr. Gougherty said that the Vallejo to Larkspur service could be explored if the demand existed and that consultant Fehr & Peers identified the Oakland corridor with higher demand.

Director Dew also favored a more aggressive approach while being fiscally responsible. She suggested that RM3 be used to explore other pilot projects.

Director DelBono was glad to hear that there is a focus on equity and costs and was leaning towards being more aggressive with a focus on the North Bay service area.

Vice Chair Moyer expressed her gratitude for Mr. Connolly, Mr. Gougherty, Mr. Chan and the project team for their tremendous amount of work, logical approach, and acceptance of feedback. She agreed that pilots could be done to leverage the different vessel types. Vice Chair Moyer commented that being mindful of the populations within WETA's service area would assist WETA staying true to its mission of emergency response.

Vice Chair Moyer said that she was concerned that the respondents to the survey were current riders and to be mindful of future riders. She thanked the members of the public for dedicating their time and energy to the project.

Director Alba thanked the entire project team and consultants for the extensive public outreach and appreciated seeing the impact of their input in the process. She asked that the survey responses be weighed against the region to determine whether the results are being captured accurately.

Chair Wunderman stated that he worked on two major Bay Area extension projects – Bay Area Rapid Transit (BART) to the San Francisco International Airport (SFO) and the Oakland airport connector. He commented that the BART to SFO is not ideal and wondered if WETA considered working with the airport planning staff to get more people on different modes of transit.

Mr. Connolly responded that WETA ran a pilot with SFO approximately four years ago through a shuttle transfer from South San Francisco. He added that the airport was going through expansion at the time and that the purpose of the pilot was to understand utilization. Chair Wunderman asked that airport service be considered and offered to organize a group of stakeholders to study this service, including the Executive Directors of the Oakland and San Francisco airports who are members of the Bay Area Council Board.

PUBLIC COMMENT

Berkeley resident and Save the Berkely Pier member David Fielder wanted to notify the Board members of the growing resistance to siting a high-capacity ferry terminal at the Berkeley pier.

Kelly Hammargren expressed her concerns about the environmental impact of expansion on tidelands and wetlands and the suggested developments affected by global warming.

San Francisco Community Group member Howard Wong said the costs to build and rebuild infrastructure for other methods of transit and for emergency flexibility make the ferry system a good economic investment.

Hercules Mayor Alexander Walker-Griffin commended the staff and team on the plan and emphasized that Hercules be added to the core group.

Chair Wunderman stated that the Board wanted WETA to coexist and not present any harm to the environment.

Director DelBono verbalized that cost sharing language, including fiscal expectations for new expansion to be considered, be added to the Business Plan.

Director Alba said WETA is working with the region and as a partner to determine what makes the most sense for expansion.

Before closing the discussion, Mr. Gougherty shared the next steps leading up to the final Business Plan implementation.

PUBLIC COMMENT

Chair Wunderman noted that WETA received a letter from City of Alameda Planning, Building and Transportation Director Andrew Thomas supporting the Plan Bay Area Network approach.

Finally, Chair Wunderman congratulated WETA and Blue & Gold Fleet for the recent high ridership numbers and commented that WETA would be successful in any direction.

With all business concluded, Chair Wunderman adjourned the meeting at 3:34 p.m.

- Board Secretary

END

MEMORANDUM

TO: Board Members

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

SUBJECT: Approve Transfer of State Transit Assistance funds to the Metropolitan Transportation Commission for the Blue Ribbon Task Force Action Plan.

Recommendation

Approve the transfer of \$1,248,305 in State Transportation Assistance funds to the Metropolitan Transportation Commission (MTC) for the Blue Ribbon Transit Recovery Plan.

Background

In 2020, MTC convened the Blue Ribbon Transit Recovery Task Force (Task Force) to respond to the disruption in transit service and transit ridership as a result of the COVID-19 pandemic. The Task Force developed and endorsed the Transit Transformation Action Plan (Action Plan) in July 2021 which identifies actions needed to achieve a more connected, efficient, and user-focused mobility network across the Bay Area. MTC approved a funding distribution policy in MTC Resolution No. 4481 which identified that a minimum of \$85 million in federal relief funding should support the implementation of certain recommendations from the Blue Ribbon Transit Recovery Task Force. However, because MTC's use of those funds would have kept transit operators from applying for additional assistance through the discretionary American Rescue Plan transit funding, the \$85 million set-aside was distributed back to operators with an understanding that the funds would instead be subtracted from other sources that would normally go to transit operators. For most operators, the only source appropriate for this type of fund exchange is the State Transit Assistance (STA) Revenue-based assistance program.

To successfully execute the exchange of State Transit Assistance (STA) Revenue-Based funds, MTC is requesting that WETA formally direct (through a Board resolution) MTC, as the fiduciary for the STA Revenue-Based program in the Bay Area, to encumber \$1,248,305 in Revenue-based State Transit Assistance (STA) to MTC to support implementation of the Action Plan. The action plan includes fare integration, mapping and wayfinding, bus transit priority, and connected network planning projects. WETA has already begun participation in the Clipper START and Bay Pass fare programs which are funded by the Action Plan.

Discussion

WETA receives annual apportionments of STA funding based on its operating costs and revenues. The annual amount is approximately \$3.3 million each fiscal year. The MTC decision to utilize pandemic relief funds for the Blue Ribbon Task force actions was made in over two years ago. It was only subsequent to that decision that the issue of MTC's holding of those funds created any problem with the FTA for agencies who wished to pursue additional discretionary federal relief. Today's action is ministerial in that this is essentially a "funding swap" related to decisions made to support the Action Plan early in the pandemic. This funding swap mechanism was agreed to because it allowed WETA specifically to apply for and ultimately receive discretionary federal relief funds in 2022 of \$26.1 million that will be supporting operating costs at the end of this fiscal year and into the next. Staff anticipates that

this funding will support programs that WETA has been supportive of such as Clipper START and the Clipper BayPass.

Fiscal Impact

WETA's current STA funding apportionment balance is \$14.5 million. This is currently being reserved for operating needs as a rainy-day fund should WETA need it. Approval of this resolution would reduce that balance to \$13.3 million.

END

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

RESOLUTION NO. 2023-10

**APPROVE TRANSFER OF STATE TRANSIT ASSISTANCE FUNDS TO THE
METROPOLITAN TRANSPORTATION COMMISSION FOR THE BLUE RIBBON TASK
FORCE ACTION PLAN**

WHEREAS, the Metropolitan Transportation Commission (MTC) convened the Blue Ribbon Transit Recovery Task Force (Task Force) to respond to the disruption in transit service and transit ridership as a result of the COVID-19 pandemic; and

WHEREAS, WETA had a representative on the Task Force; and

WHEREAS, the Task Force developed and endorsed the Transit Transformation Action Plan (Action Plan) in July 2021 that identifies near-term actions needed to achieve a more connected, efficient, and user-focused mobility network across the Bay Area and beyond; and

WHEREAS, the American Rescue Plan Act of 2021 (ARP) (H.R. 1319) was signed into law in response to the nationwide COVID-19 pandemic and provides supplemental appropriations for Emergency Transit Operations Assistance through the Federal Transit Administration (FTA) Section 5307 Urbanized Area and Section 5311 Rural Area formula programs; and

WHEREAS, MTC approved an ARP funding distribution policy in MTC Resolution No. 4481, which identified that a minimum of \$85 million in ARP funds “should support the implementation of certain recommendations from the Blue Ribbon Transit Recovery Task Force”; and

WHEREAS, to best position Bay Area transit operators to compete for additional FTA discretionary financial assistance, MTC distributed the reserved \$85 million in ARP funds to transit operators, including WETA, and in return transit operators agreed to collectively provide an equivalent amount in alternate near-term revenue sources to implement the Action Plan and recommendations from the Task Force; and

WHEREAS, MTC has programmed \$1,248,305 of the \$85 million in ARP originally intended to support the implementation of the Action Plan to WETA, and has agreed to provide an equivalent amount to MTC in alternative near-term funding to support implementation of the Action Plan; and

WHEREAS, WETA will fulfill its obligation to provide \$1,248,305 to MTC by providing \$1,248,305 of WETA’s Revenue-based State Transit Assistance (STA); and

WHEREAS, MTC, as implementing agency for the Action Plan, will facilitate the transfer of the balance of the funding commitment through the FY 2022-23 Fund Estimate, MTC Resolution No. 4504 and/or the Transit Capital Priority Program, MTC Resolution No. 4510, or successor resolutions, as the case may be; and

WHEREAS, MTC has allocated \$3,320,161 to WETA in FY 2022-23 Revenue-based STA through the FY 2022-23 Fund Estimate, MTC Resolution No. 4504 in conformance with PUC Sections 99312.2 and 99314.3; and

WHEREAS, WETA desires to fulfill its funding commitment to implement the Action Plan by directly encumbering \$1,248,305 in FY 2022-23 Revenue-based STA to MTC; now therefore be it

RESOLVED, that the Board of Directors approves of the transfer of \$1,248,305 in Revenue-based State Transit Assistance (STA) to MTC to support implementation of the Action Plan; and be it further

RESOLVED, that the Board of Directors authorizes the Executive Director, or his designee, to take all actions necessary to give effect to 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 May 4, 2023.

YEA:

NAY:

ABSTAIN:

ABSENT:

/s/ Board Secretary

2023-10

END

MEMORANDUM

TO: Board Members

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

SUBJECT: Authorize Submission of an Allocation Request to the California Department of Transportation for FY 2022/23 Low Carbon Transit Operations Program Grant Funds

Recommendation

Approve the following actions necessary to secure FY 2022/23 Low Carbon Transit Operations Program (LCTOP) funds to support transit capital projects:

1. Approve submission of the FY 2022/23 LCTOP allocation request for funds, totaling \$666,158, to support the design and construction of a replacement vessel for the *MV Mare Island*; and
2. Certify that WETA will comply with all conditions and requirements set forth in the LCTOP Certification and Assurances document, and
3. Authorize the Executive Director and Chief Financial Officer to submit and execute all required documents necessary to apply for and receive FY 2022/23 LCTOP funding, including the related Certifications and Assurances and Authorized Agent forms, on behalf of WETA.

Background

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

The LCTOP provides operating and capital assistance for transit agencies to reduce greenhouse gas (GHG) emissions and improve mobility, with a priority on serving disadvantaged communities. Per Senate Bill (SB) 824, approved projects are intended to enhance or expand transit service by supporting new or expanded bus or rail services, new or expanded water-borne transit, or expanded intermodal transit facilities.

The LCTOP is administered by the California Department of Transportation (Caltrans) in coordination with CARB and the State Controller's Office (SCO). Caltrans is responsible for ensuring that the statutory requirements of the program are met in terms of project eligibility, greenhouse reduction, disadvantaged community benefit, and other requirements of the law.

Discussion

Staff has reviewed the program criteria and proposes to use its allocation to support the design and construction of a replacement vessel for the *MV Mare Island* (Project) reducing the amount of Regional Measure 1 funding required for the project. LCTOP guidelines permit eligible recipients to roll funds over into subsequent fiscal years, accruing a maximum of four years of LCTOP funds for a more substantial project. The full funding plan for the Project will include four years of LCTOP funds and FY 2022/23 would be year one of four for this project. Applying the LCTOP funding to a new zero-emission electric vessel will meet the LCTOP program requirements by reducing GHG emissions.

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

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

Fiscal Impact

The *Vessel Replacement – MV Mare Island* project was originally authorized as part of the Fiscal Year 2022/23 Capital Budget at a projected total cost of \$26,500,000. Approval of this item will authorize the use of \$666,158 in FY 2022/23 LCTOP funds to support the design and construction of a replacement vessel for the *MV Mare Island* as part of this capital project. Additional funding for this project will come from \$21.2 million in federal funds and \$4.7 million in future LCTOP cycles and RM1 funds.

END

Attachment A – Certification and Assurances



FY 2022-2023 LCTOP Certifications and Assurances

Lead Agency: SF Bay Area Water Emergency Transportation Authority

Project Title: Replacement Vessel – MV Mare Island

Prepared by: Erin McGrath, Chief Financial Officer

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

A. General

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

B. Project Administration

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



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

C. Reporting

1. The Lead Agency must submit the following LCTOP reports:

- a. **Annual Project Activity Reports October 27th each year.**
 - b. **A Close Out Report within six months of project completion.**
 - c. **The annual audit required under the Transportation Development Act (TDA), to verify receipt and appropriate expenditure of LCTOP funds. A copy of the audit report must be submitted to Caltrans within six months of the close of the year (December 31) each year in which LCTOP funds have been received or expended.**
 - d. **Project Outcome Reporting as defined by CARB Funding Guidelines.**
 - e. **Jobs Reporting as defined by CARB Funding Guidelines.**
2. Other Reporting Requirements: CARB develops and revises Funding Guidelines that will include reporting requirements for all State agencies that receive appropriations from the Greenhouse Gas Reduction Fund. Caltrans and project sponsors will need to submit reporting information in accordance with CARB's Funding Guidelines, including reporting on greenhouse gas reductions and benefits to disadvantaged communities.

D. Cost Principles

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



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Federal administrative procedures in accordance with 2 CFR, Part 200, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.

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

A. Record Retention

1. The Lead Agency agrees and will assure that its contractors and subcontractors shall establish and maintain an accounting system and records that properly accumulate and segregate incurred project costs and matching funds by line item for the project. The accounting system of the Lead Agency, its contractors and all subcontractors shall conform to Generally Accepted Accounting Principles (GAAP) and enable the determination of incurred costs at interim points of completion. All accounting records and other supporting papers of the Lead Agency, its contractors and subcontractors connected with LCTOP funding shall be maintained for a minimum of three (3) years after the "Project Closeout" report or final Phase 2 report is submitted (per ARB Funding Guidelines, Vol. 3, page 3.A-16), and shall be held open to inspection, copying, and audit by representatives of the State and the California State Auditor. Copies thereof will be furnished by the Lead Agency, its contractors, and subcontractors upon receipt of any request made by the State or its agents. In conducting an audit of the costs claimed, the State will rely to the maximum extent possible on any prior audit of the Lead Agency pursuant to the provisions of federal and State law. In the absence of such an audit, any acceptable audit work performed by the Lead Agency's external and internal auditors may be relied upon and used by the State when planning and conducting additional audits.
2. For the purpose of determining compliance with Title 21, California Code of Regulations, Section 2500 et seq., when applicable, and other matters connected with the performance of the Lead Agency's contracts with third parties pursuant to Government Code § 8546.7, the project sponsor, its contractors and subcontractors and the State shall each maintain and make available for inspection all books, documents, papers, accounting records, and other evidence pertaining to the performance of such contracts, including, but not limited to, the costs of administering those various contracts. All of the above referenced parties shall make such materials available at their respective offices at all reasonable times



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during the entire project period and for three (3) years from the date of final payment. The State, the California State Auditor, or any duly authorized representative of the State, shall each have access to any books, records, and documents that are pertinent to a project for audits, examinations, excerpts, and transactions, and the Lead Agency shall furnish copies thereof if requested.

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

F. Special Situations

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

I certify all of these conditions will be met.

Erin McGrath

(Print Authorized Agent)

Chief Financial Officer

(Title)

(Signature)

(Date)

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

RESOLUTION NO. 2023-11

**AUTHORIZATION FOR THE EXECUTION OF THE CERTIFICATIONS AND ASSURANCES AND
AUTHORIZED AGENT FORMS FOR THE LOW CARBON TRANSIT OPERATIONS PROGRAM FOR
THE FOLLOWING PROJECT: VESSEL REPLACEMENT - MV *MARE ISLAND* - \$666,158**

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

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

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

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

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

WHEREAS, WETA wishes to implement the LCTOP project by designing and constructing a new zero-emission vessel, thereby meeting the LCTOP program requirements for reducing GHG emissions; now, therefore, be it

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

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

RESOLVED, that the Board of Directors hereby authorizes the submittal of the following project nomination and allocation request to the Department in FY2022-2023 LCTOP funds:

Project Name: *Vessel Replacement – M/V Mare Island*

Amount of LCTOP funds requested: *\$666,158*

Short description of project: *Design and construct a replacement vessel for the MV Mare Island*

CERTIFICATION

The undersigned, Board Secretary, does hereby certify that the foregoing is a full, true and correct copy of a resolution duly and regularly adopted at a meeting of the San Francisco Bay Area Water Emergency Transportation Authority held on May 4, 2023.

YEA:

NAY:

ABSTAIN:

ABSENT:

/s/ Board Secretary

2023-11

END

MEMORANDUM

TO: Board Members

FROM: Seamus Murphy, Executive Director
Kevin Connolly, Planning & Development Manager
Chad Mason, Senior Planner/Project Manager

SUBJECT: Authorize Release of an Invitation for Bid for Dredging and Marine Construction Services for the Terminal Dredging - Vallejo Project

Recommendation

Authorize the release of an Invitation for Bids (IFB) for dredging and marine construction services for the *Terminal Dredging – Vallejo* project (Project).

Background/Discussion

The Vallejo terminal ferry basin requires maintenance dredging every three to four years (and sometimes more frequently) to support ongoing service operation.

Maintenance dredging is required to ensure that the passenger float is buoyant at all tidal levels and to ensure access is maintained for WETA ferry vessels. Foth & Van Dyke and Associates Inc. (Foth) has assisted WETA in providing technical dredging assistance on several previous dredging episodes at Vallejo terminal. Foth is assisting staff with permitting, material sampling, and dredging surveys in preparation for the Project. Foth will also monitor the work and performance of the marine construction firm ultimately selected to complete the Project.

Staff requests authorization to release an IFB to solicit proposals from marine construction firms to perform dredging and other work necessary to complete the Project. The scope of work for the Project includes:

- Removing the passenger float for access to the dredging site
- Relocation of the spare passenger float from Pier 48 ½ in San Francisco to Vallejo for the temporary terminal
- Installation of a temporary ferry terminal including the passenger float, pilings, and gangway
- Dredging the ferry terminal basin
- Miscellaneous repairs to the permanent passenger float
- Delivery and reinstallation of the spare passenger float at Pier 48 ½ in San Francisco

Once authorized, staff will release the IFB to select a contractor for the Project. Staff anticipates recommending award of a contract for this work at the July 2023 Board meeting. The Project is anticipated to be completed in October 2023.

The terminal basin and approaches have previously undergone maintenance dredging in 2003, 2008, 2011, 2015, 2017, 2018, and 2021. Dredging costs have increased substantially over the last decade and so an effort is underway to analyze terminal reconfiguration options that would substantially reduce or eliminate the need for maintenance dredging. The initial phase of this work will include development of reconfiguration concepts, hydrodynamic analysis, and stakeholder and resource agency consultation. An item approving a contract award for environmental review and permitting services is included on the May 4, 2023 meeting agenda.

Fiscal Impact

There is no fiscal impact associated with the release of this Invitation for Bids.

END

MEMORANDUM

TO: Board Members

FROM: Seamus Murphy, Executive Director
Timothy Hanners, Operations Manager
Jeffery Powell, Engineering & Maintenance Administrator

SUBJECT: Authorize Release of a Request for Proposal for the Bay Breeze Engine Swap Work

Recommendation

Authorize release of a Request for Proposals (RFP) for the Bay Breeze Engine Swap Work.

Background

The Bay Breeze Port main engine is reaching its allocated engine hours and will require an engine rebuild. Exceeding the allowable hours creates a greater potential for catastrophic failure which would result in nonscheduled out of service time. This RFP will solicit proposals for shipyards that have the facilities and knowledge capable of removing the existing engine and replacing it with WETA's current spare engine. This process will greatly reduce the amount of out of service time required by an in-place overhaul. This will further allow the removed engine to be overhauled in a controlled environment which has many benefits over the overhaul onboard a vessel.

Discussion

Staff anticipates returning to the Board with a recommendation for contract award in July 2023 with details and recommendation to award.

Fiscal Impact

There is no fiscal impact associated with this item. The release of an RFP does not commit the agency to make an award, which will be the matter of subsequent Board action.

END

MEMORANDUM

TO: Board Members

FROM: Seamus Murphy, Executive Director
Timothy Hanners, Operations Manager
Jeffery Powell, Engineering & Maintenance Administrator

SUBJECT: Authorize Release of Two Separate Requests for Proposals for the MV *Lyra* and MV *Intintoli* Dry Dock Work

Recommendation

Authorize release of two Requests for Proposals (RFP) for MV *Lyra* and MV *Intintoli* Dry Dock work.

Background

The MV *Lyra* will require drydocking to accommodate refurbishment of the port and starboard jet tailpipes and impellers. During the time the vessel is drydocked, required United States Coast Guard (USCG) inspections will also take place. This will allow for continued safe and reliable operation of the vessel while accomplishing the required USCG biennial inspections.

The MV *Intintoli* will require drydocking to accommodate the overhaul of the starboard waterjet which is approaching the recommended not to exceed hours to prevent failures and unplanned out of service time. Additional remedial work will be performed on the tailpipes during this drydock period. As with the MV *Lyra*, the required USCG inspections will take place while the vessel is drydocked. This will allow for continued safe and reliable operation of the vessel while accomplishing the required USCG biennial inspections.

Discussion

Staff anticipates returning to the Board with a recommendation for separate contract awards in July 2023 with details and recommendation to award.

Fiscal Impact

There is no fiscal impact associated with this item. The release of these RFPs does not commit the agency to make an award, which will be the matter of subsequent Board actions.

END

MEMORANDUM

TO: Board Members

FROM: Seamus Murphy, Executive Director
Timothy Hanners, Operations Manager
Jeffery Powell, Engineering & Maintenance Administrator

SUBJECT: Authorize Release of a Request for Proposal for the Acquisition of a 28' Work Boat

Recommendation

Authorize release of a Request for Proposal (RFP) for the Acquisition of a 28' Work Boat.

Background

WETA is in need of a new 28' or similar Work Boat to support waterborne maintenance and repair operations at WETA's facilities. The work boat will enable WETA operations staff to inspect floating infrastructure, facilities, and ferry vessels safely and efficiently to determine the performance of those capital assets. This equipment will additionally aid in preventative maintenance programs to protect the same assets. The use of WETA's own vessel will eliminate the need to hire other vessels to perform this vital work. This in-house capability will save operating dollars that have in the past been spent on vessel charters and outside labor.

Discussion

Staff anticipates returning to the Board with a recommendation for contract award in July 2023 with details and recommendation to award.

Fiscal Impact

There is no fiscal impact associated with this item. The release of this RFP does not commit the agency to make an award, which will be the matter of subsequent Board actions.

END

MEMORANDUM

TO: Board Members

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

SUBJECT: Authorize Purchase of Insurance Policies for Fiscal Year 2023-24

Recommendation

Approve the purchase of the following insurance policies for Fiscal Year (FY) 2023-24 estimated to cost up to \$856,240 in total:

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

Background/Discussion

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

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

This item authorizes the purchase of FY 2023-24 insurance policies consistent with prior year policies and coverage levels. Each type of insurance proposed is described below and policy coverage and pricing are detailed in the FY 2023-24 Insurance Policy Schedule provided as ***Attachment A***.

Marine Commercial Liability and Excess Marine Liabilities

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

Property Insurance

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

Public Officials Management & Employment Practices Liability

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

Crime Insurance

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

Special Liability (SLIP)

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

Workers Compensation

Required coverage for employee injuries in the performance of their work

Actual annualized premiums for WETA's policies for FY 2022-23 were \$690,520. Annual premium rate increases for WETA's FY 2023-24 policies are projected to increase by 10% to 25%. For both liability and property coverage, the driving force behind the state of the market is claims experience. Although WETA has a low claims experience related to its work, the market overall has seen the value of claims increase dramatically due to natural disasters, jury awards and other market factors. For property insurance, an additional factor is the inflation rate applied to our values which is tied to the San Francisco Construction Cost Index published in the Engineering News-Record. That is anticipated to be approximately 10% this year. In addition, because WETA's property rate (per \$100 of value) was capped through a two-year rate agreement, this will be the first true renewal since 2021.

The property market is unsettled, and the expectation is that the estimated premium is conservative, however, there could be market pressure for further rate increases as timelines for renewal approach. The result overall is a request to authorize the execution of policies with an estimated total cost of \$856,240, an overall increase of 24%. This would be the high end of what could be anticipated for policy renewals which are not yet available. Premiums at other agencies have increased by similar or even higher amounts.

Fiscal Impact

Projected cost of \$856,240 will be included in the proposed FY 2023-24 Operating Budget to support the purchase of insurance as outlined in this memorandum.

Attachment A: 2023-24 Insurance Policy Coverage and Cost Estimates

END

San Francisco Bay Area Water Transportation Authority (WETA)
2023-24 Insurance Policy Coverage and Cost Estimates

Attachment A

Coverage	Locations	Deductible/Retention	FY 2022-23 Limit	FY 2022-23 Premium (annualized)	FY 2023-24 Estimated Premium
Marine General Liability Terminal Operators Liability Wharfingers Liability	Pier 9 Offices Pier 9 Berthing Facility Central Bay O&M Facility North Bay O&M Facility Vallejo Ferry Ticket Office San Francisco Harbor Bay Alameda Main Street Alameda Seaplane Lagoon Oakland Clay Street Vallejo Mare Island South San Francisco Richmond	\$2,500 each occurrence	\$1,000,000 Each Occurrence \$3,000,000 Aggregate	\$22,580	\$25,960
Excess Marine Liabilities	Pier 9 Offices Pier 9 Berthing Facility Central Bay O&M Facility North Bay O&M Facility Vallejo Ferry Ticket Office San Francisco Harbor Bay Alameda Main Street Alameda Seaplane Lagoon Oakland Clay Street Vallejo Mare Island South San Francisco Richmond	N/A	\$9,000,000 Excess \$1,000,000 Plus \$15,000,000 Excess \$10,000,000	\$ 30,000 \$ 23,550	\$ 34,500 \$ 27,080
Property Insurance	Pier 9 Offices Pier 9 Berthing Facility Central Bay O&M Facility North Bay O&M Facility Vallejo Ferry Ticket Office San Francisco Harbor Bay Alameda Main Street Alameda Seaplane Lagoon Oakland Clay Street Vallejo Mare Island South San Francisco Richmond	\$25,000 to \$250,000	Total Insured Value: \$221,234,279	\$ 580,880	\$ 737,490
Public Officials Management & Employment Practices Liability	N/A	\$15,000 each public officials management \$25,000 each employment practices violation	\$3,000,000 Aggregate	\$ 21,530	\$ 29,600
Crime Insurance	N/A	\$2,500 each occurrence	\$1,000,000 Each Occurrence	\$ 1,460	\$ 1,610
Special Liability Insurance (SLIP)	N/A	Commercial General Liability \$1,000	\$1,000,000 Each Occurrence	\$ 2,380	\$ 2,740
		Automobile Liability \$1,000			
Workers Compensation	N/A	None	Statutory / \$1M EL	\$ 8,140	\$ 9,150
				\$ 690,520	\$ 856,240

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

RESOLUTION NO. 2023-12

AUTHORIZE PURCHASE OF INSURANCE POLICIES FOR FISCAL YEAR 2023-24

WHEREAS, WETA's existing commercial insurance policies expire on July 1, 2023 and WETA seeks to renew the policies through June 30, 2024; and

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

WHEREAS, WETA has received preliminary estimates for FY 2023-24 insurance coverage; and

WHEREAS, the estimated cost of insurance coverage in FY 2023-24 is fair and reasonable given the current state of the insurance market reflecting significant rate increases due at least in part to increased claims experiences (even though not at WETA) and widespread inflation; now, therefore, be it

RESOLVED, that the Board of Directors hereby approves and authorizes the Executive Director to purchase Commercial Insurance with assistance of its broker, Alliant Insurance Services, at an estimated amount of \$856,240 for FY 2023-24.

CERTIFICATION

The undersigned, Board Secretary, does hereby certify that the foregoing is a full, true and correct copy of a resolution duly and regularly adopted at a meeting of the San Francisco Bay Area Water Emergency Transportation Authority held on May 4, 2023.

YEA:

NAY:

ABSTAIN:

ABSENT:

/s/ Board Secretary

2023-12

END

MEMORANDUM

TO: Board Members

FROM: Seamus Murphy, Executive Director
Timothy Hanners, Operations & Maintenance Manager

SUBJECT: Approve Amendment No. 1 to Agreement #21-028 with Pacific Power Group, LLC

Recommendation

Approve Amendment No. 1 to Agreement #21-028 with Pacific Power Group, LLC (PPG) to increase the total contract price from \$1,204,106 to \$1,740,000 and authorize the Executive Director to negotiate and execute the amendment.

Background

On January 13, 2022, the Board approved a sole source contract award to PPG for main propulsion engine and reduction gear maintenance and overhaul services for the MV *Bay Breeze*, *Intintoli*, *Pyxis*, and *Vela* in the amount of \$1,204,106, and a contract contingency in the amount of \$240,900. WETA entered into the agreement with PPG for these services on January 13, 2022.

Discussion

At the time the Agreement was awarded, WETA anticipated performing preventative maintenance for the *Pyxis* Class vessel engines at 7,000 and 8,000 hours in use, and again at 10,000 hours in use, based on the preventative maintenance schedules established by the engine manufacturer, MTU, in place at the time. After the Agreement was awarded, MTU changed the preventative maintenance schedule for the *Pyxis* Class vessel engines, such that preventative maintenance work previously done at 7,000 and 8,000 hours should instead be performed during a single evolution at 10,000 hours. This change impacts the schedule of the work and results in less down time overall for the vessels, thereby enhancing fleet readiness.

Additionally, during the inspection of the engines on the MV *Bay Breeze*, PPG discovered conditions requiring additional service and parts to complete the maintenance actions. These subcomponents are internal to the engines and can only be inspected after the engines are opened, so there was no way of knowing this additional work would be required at the time the contract was awarded. Performance of this additional work is necessary to ensure the vessel remains in working order and complies with the preventative maintenance schedules.

PPG submitted a quote to perform this additional work for \$535,894, which exceeds the contract contingency, and if approved, would increase the total contract price to \$1,740,000. Staff determined this quote is fair and reasonable based on an independent cost estimate for the new work. Staff worked with PPG to develop a revised schedule that incorporates this additional work, considering the preventative maintenance schedules, availability of resources, and WETA's operational needs.

Fiscal Impact

Funding for this agreement and the proposed Amendment No. 1 is included in the approved FY 2022/23 Capital Budget in the amount of \$1,445,000.

END

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

RESOLUTION NO. 2023-13

**APPROVE AMENDMENT NO. 1 TO AGREEMENT #21-028
WITH PACIFIC POWER GROUP, LLC**

WHEREAS, at its January 13, 2022 meeting, the WETA Board of Directors approved a sole source contract award to Pacific Power Group, LLC (PPG) for main propulsion engine and reduction gear maintenance and overhaul services for the MV *Bay Breeze*, *Intintoli*, *Pyxis*, and *Vela* in the amount of \$1,204,106, and a contract contingency in the amount of \$240,900; and

WHEREAS, WETA entered into Agreement #21-028 with PPG on January 13, 2022 (Agreement); and

WHEREAS, after the Agreement was executed, the engine manufacturer, MTU, changed the preventative maintenance schedules for the *Pyxis* Class vessel engines, impacting the schedule of the work; and

WHEREAS, during the inspection of the engines on the MV *Bay Breeze*, PPG discovered conditions requiring additional service and parts to complete the required maintenance actions, resulting in impacts to the schedule and cost of the work; and

WHEREAS, WETA staff determined that PPG's quote to perform this additional work for \$535,894, which exceeds the contract contingency and increases the total contract price from \$1,204,106 to \$1,740,000, is fair and reasonable based on an independent cost estimate for the new work; and now therefore be it

RESOLVED, that the Board of Directors hereby approves Amendment No. 1 to Professional Services Agreement #21-028 with Pacific Power Group, LLC to increase the total contract price from \$1,204,106 to \$1,740,000; and be it further

RESOLVED, that the Board of Directors authorizes the Executive Director to negotiate and execute Amendment No. 1 to Agreement #21-028.

CERTIFICATION

The undersigned, the Board Secretary, does hereby certify that the foregoing is a full, true and correct copy of a resolution duly and regularly adopted at a meeting of the San Francisco Bay Area Water Emergency Transportation Authority held on May 4, 2023.

YEA:

NAY:

ABSTAIN:

ABSENT:

/s/ Board Secretary

2023-13

END

MEMORANDUM

TO: Board Members

FROM: Seamus Murphy, Executive Director
Timothy Hanners, Operations & Maintenance Manager

SUBJECT: Approve Amendment No. 2 to Agreement #22-004 with Pacific Power Group, LLC

Recommendation

Approve Amendment No. 2 to Agreement #22-004 with Pacific Power Group, LLC (PPG) to increase the total contract price from \$1,747,479 to \$2,060,000 and authorize the Executive Director to negotiate and execute the amendment.

Background

On August 17, 2022, the Board approved a sole source contract award to PPG for main propulsion engine maintenance services for the MV *Cetus*, *Hydrus*, *Argo*, *Intintoli*, and *Mare Island* in the amount of \$1,747,479, and a contract contingency in the amount of \$87,374. WETA entered into the agreement with PPG for these services on August 31, 2022.

Discussion

During the inspection of the engines on the MV *Intintoli*, *Cetus*, *Hydrus*, and *Argo*, PPG discovered conditions requiring additional service and parts to complete the preventative maintenance actions and fuel injector replacements, as detailed below. Many of the items requiring repair are internal to the engines and can only be inspected after the engines are opened, so there was no way of knowing this additional work would be required at the time the contract was awarded.

PPG found that the premature failure of a diesel fuel injector in one of the cylinders of the MV *Intintoli* starboard main engine caused metal debris to spread throughout the engine internals as the engine shut itself down per its safe operating protocols. The metal debris caused damage to the cylinder liner, intake and exhaust valves, and piston. The remainder of the engine must be disassembled, cleaned, and thoroughly inspected and qualified to accurately determine the limits of the damage. Completing this additional work is necessary to proceed with the MV *Intintoli* preventative maintenance actions originally included in the scope of work for this agreement.

After opening and inspecting the engines on the MV *Cetus*, *Hydrus*, and *Argo*, PPG found that various subcomponents, including turbine housings, exhaust manifolds, turbocharger inlet elbows, and coolant expansion tank seals, require replacement in order to bring the engine back into the applicable OEM specifications.

Performance of this additional work is necessary to ensure the vessels remain in working order and in compliance with their preventative maintenance schedules. PPG submitted a quote to perform this additional work for \$312,521, which exceeds the contract contingency, and if approved, would increase the total contract price to \$2,060,000. Staff determined this quote is fair and reasonable based on independent cost estimates for the new work. Staff

worked with PPG to develop a revised schedule that incorporates this additional work, considering the preventative maintenance schedules, availability of resources, and WETA's operational needs.

Fiscal Impact

Funding for this agreement and the proposed Amendment No. 2 is included in the approved FY 2022-23 Capital Budget with a combination of Federal Transit Administration, RM1-2%, and AB 664 Bridge Toll Net Revenue funds.

END

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

RESOLUTION NO. 2023-14

**APPROVE AMENDMENT NO. 2 TO AGREEMENT #22-004
WITH PACIFIC POWER GROUP, LLC**

WHEREAS, at its August 17, 2022 meeting, the WETA Board of Directors approved a sole source contract award to Pacific Power Group, LLC (PPG) for main propulsion engine maintenance services for the MV *Cetus*, *Hydrus*, *Argo*, *Intintoli*, and *Mare Island* in the amount of \$1,747,479, and a contract contingency in the amount of \$87,374; and

WHEREAS, WETA entered into Agreement #22-004 with PPG on August 31, 2022 (Agreement); and

WHEREAS, during the inspection of the engines on the MV *Intintoli*, *Cetus*, *Hydrus*, and *Argo*, PPG discovered conditions requiring additional service and parts to complete the preventative maintenance actions and fuel injector replacements, impacting the schedule and cost of the work; and

WHEREAS, WETA staff determined that PPG's quote to perform this additional work for \$312,521, which exceeds the contract contingency and increases the total contract price from \$1,747,479 to \$2,060,000, is fair and reasonable based on an independent cost estimate for the new work; and now therefore be it

RESOLVED, that the Board of Directors hereby approves Amendment No. 2 to Professional Services Agreement #22-004 with Pacific Power Group, LLC to increase the total contract price from \$1,747,479 to \$2,060,000; and be it further

RESOLVED, that the Board of Directors authorizes the Executive Director to negotiate and execute Amendment No. 2 to Agreement #22-004.

CERTIFICATION

The undersigned, the Board Secretary, does hereby certify that the foregoing is a full, true and correct copy of a resolution duly and regularly adopted at a meeting of the San Francisco Bay Area Water Emergency Transportation Authority held on May 4, 2023.

YEA:

NAY:

ABSTAIN:

ABSENT:

/s/ Board Secretary

2023-14

END

MEMORANDUM

TO: Board Members

FROM: Seamus Murphy, Executive Director
Kevin Connolly, Planning & Development Manager
Michael Gougherty, Principal Planner
Arthi Krubanandh, Transportation Planner

SUBJECT: Adopt WETA Fare Policy and Fiscal Year 2024-28 Fare Program

Recommendation

1. Adopt WETA Fare Policy.
2. Adopt Fiscal Year 2024-28 Fare Program, consistent with the WETA Fare Policy, and authorize the Executive Director to take actions necessary to implement the program.

Background

WETA Fare Policy. During its January and February 2023 meetings, the Board reviewed various options for a new WETA Fare Policy. WETA's last Fare Policy is over 10 years old and emphasized financial sustainability and developing new ridership. A new WETA Fare Policy is needed that will incorporate several core principles set forth by the Pandemic Recovery Program, such as promoting equity, diversity, affordability, and regional integration. The proposed new WETA Fare Policy is attached to this staff report as **Attachment A**. The updated Fare Policy is designed to guide current and future decisions regarding fares, including the proposed Fiscal Year (FY) 2024-28 Fare Program described below.

Fare Program. On March 2, 2023, the Board authorized staff to conduct outreach with riders and the general public on the proposed FY 2024-28 Fare Program. The proposed fare program was released for public input on March 3, 2023. It is attached to this staff report as **Attachment B**.

The proposed FY 2024-28 Fare Program defines a series of small annual fare increases to maintain fare parity with other regional transit operators, to keep pace with inflation, and to provide fare predictability for riders. This multiyear program also defines fares for special event services (service from Vallejo and Oakland/Alameda to basketball and baseball games in San Francisco). The proposed special event fares are set to fully recover operating costs. The FY 2024-28 Fare Program is consistent with the core principles of the Pandemic Recovery Program and with the WETA Fare Policy that is also the subject of this item.

During the March Board meeting, the Board requested additional information regarding a surcharge fee for paper ticket purchases, which is provided in the section below.

Discussion

WETA conducted a widespread public outreach process to ensure awareness of the proposed program, and to solicit and consider input from the public in WETA's service area. Outreach methods included virtual open house events, social media posts, website content posted in English, Spanish, Chinese and Tagalog, and notices posted on each vessel. A summary of the proposed fare program and a description of the fare changes are posted on the San Francisco Bay Ferry website. The page on the San Francisco Bay Ferry website with the fare program proposal received 4,507 views through April 19. Social media posts on San Francisco Bay Ferry channels regarding the proposed fare program received a total of more than 21,000 views through that date.

WETA received 40 comments on the proposed fare program through email and social media. A summary matrix of the comments received is included in **Attachment C**. The feedback received from the public was largely in support of the program.

The multiyear fare program will provide minor adjustments to account for inflation-based cost changes, similar to the fare strategy considered by other transit operators. The small annual fare increases would offer passengers a predictable pattern of fare changes and would allow revenues to keep pace with the rise in operating costs. Scheduling a series of smaller fare changes on a regular basis over a multiyear period prevents the need for a larger increase later. This strategy also ensures that the ridership is not impacted by a larger increase. Staff recommends implementing the multiyear fare program effective on July 1, 2023 to ensure fare parity with regional transit operators. For example, the Golden Gate Bridge, Highway and Transportation District adopted a multiyear fare program which will be implemented in July 2023.

Proposed revisions

- **Annual Fare Increase:** For the reasons mentioned in the above section, staff recommends that the first fare increase take effect on July 1, 2023, at the beginning of FY2024. Subsequent increases will be made at the start of each fiscal year until FY2028.
- **Eliminate Paper Ticket Surcharge:** The primary goals for considering a surcharge on paper ticket purchases are to encourage riders to utilize the Clipper system, to improve rider experience through efficient boarding/alighting process, and to offset administrative costs incurred due to cash handling.

Findings from recent survey data show that 21% of low-income riders (71 survey respondents) purchase paper tickets.

Based on the feedback received from the Board relating to paper ticket fares and from findings of survey data, staff recommends paper ticket fares be aligned with electronic payment fares.

Schedule

Pending approval by the Board, staff would begin implementation of the Program according to the following timeline:

- May - June 2023 – Coordinate with WETA vendors and Clipper staff to implement the fare modifications for all services.
- July 1, 2023 – Implement the new Fare Program.

Should the proposed FY 2024-28 Fare Program be adopted by the Board, the Fare Program would be monitored on a regular basis with periodic updates provided to the Board. The Board would retain the authority to revise or discontinue the proposed FY 2024-28 Fare Program at any point and for any reason, such as changes in Clipper development, regional fare policy, unforeseen fare adjustments by other operators, or further shifts in travel demand patterns.

Title VI Compliance

Development of the FY 2024-28 Fare Program is consistent with the Federal Transit Administration's (FTA) Circular 4702.1B, "Title VI Requirements and Guidelines for Federal Transit Administration Recipients," WETA's Title VI Program, and the new WETA Fare Policy. When conducting outreach to the public, WETA followed its Title VI Limited English Proficiency Plan, which identifies the languages of limited English proficient persons in WETA's service area, as well as the agency's process to solicit public comments. Consistent with these policies, information was provided to the public on March 3, 2023, in English, Spanish, and Chinese languages to ensure that public input was sought and considered from all people in WETA's service area, without regard to race, color, or national origin, including language proficiency. Per direction from Board members, this information was also provided in Tagalog.

Fiscal Impact

Approval of the proposed FY 2024-28 Fare Program is projected to result in fare revenue for FY 2023/24 (the first year of the five-year program) in the amount of \$12,715,492. This revenue is assumed in the draft budget presented later in the agenda. Because the FY 2023/24 fare level includes only minimal increases, which are less than inflation, no significant demand impacts are anticipated to result from the slight increase in fares.

END

Attachment A – WETA Fare Policy

Attachment B – FY 2024-28 Fare Program

Attachment C – Summary Matrix of Public Comments

ATTACHMENT A

WETA FARE POLICY

May 4, 2023

The purpose of the Water Emergency Transportation Authority's (WETA) Fare Policy for San Francisco Bay Ferry services is to provide direction in making decisions about changes in WETA's fare structure, including establishing fare structures for new services. When making fare-related decisions, all goals in this Fare Policy should be considered as a whole.

- ❖ **Fares should promote equity and foster a robust and diverse ridership base**
 - Align fares with other comparable regional transit operators in the Bay Area
 - Offer discount on Youth, Senior, and Disabled fares on all fare media (Clipper and non-Clipper), as feasible
 - Participate in regional low-income fare discount programs (such as Clipper START)
 - Offer promotional fares to encourage ridership diversity
 - Set school group fares to support access for field trips and other enrichment activities, including youth employment development programs
 - Solicit and consider input on proposed fares from all individuals in the service area without regard to race, color or national origin, including language proficiency
- ❖ **Fares and fare adjustments should promote financial sustainability**
 - Align fare adjustments to help offset operating expense increases due to factors such as inflation or cost of living adjustments
 - Ensure farebox recovery and other applicable funding source or regulatory requirements are addressed
- ❖ **Fares should be transparent and result in predictable costs for riders**
 - Adopt a five-year fare program that sets forth a schedule of predictable annual fare adjustments
 - Utilize translation services and a full suite of outreach strategies to communicate fare modifications to WETA riders and the general public
- ❖ **Fares should facilitate seamless transfers with connecting transit and mobility services**
 - When feasible, establish reciprocal discounts with other transit operators to reduce barriers to intermodal passenger transfers
 - Offer discounts through Clipper fare media for intermodal transfers
 - Support regional efforts to better coordinate and integrate transit fares

- ❖ Fare structures and fare payment media should maximize the rider experience
 - Offer fare media products that provide access for all rider markets, including families and infrequent riders
 - Set paper ticket fares same as fares purchased through electronic media to encourage ridership among a wider cross section of riders
 - Streamline fare collection process to expedite efficient passenger boarding and alighting
- ❖ Special events fares should be priced to offset operating costs
 - Consider both passenger demand and the cost of providing special event services when establishing a fare
 - Adjust special event fares to manage demand on special event trips with the goal of meeting demand on limited capacity trips and ensuring full cost recovery through fares
- ❖ Five-year fare programs should be regularly monitored and modified if significant changes in operating conditions occur
 - Fully leverage future Clipper technological capabilities to maximize the goals of the fare policy
 - Ensure that the needs of shifting work schedules, travel patterns, and rider expectations are met
 - Address impacts of shifts in operating funding sources

Fare Structure for Regular Services

Alameda Seaplane, Harbor Bay, Oakland & Alameda, Richmond						
Fare Category	Current Fare	FY2024	FY 2025	FY 2026	FY 2027	FY 2028
Paper Ticket	\$5.75	\$4.60	\$4.70	\$4.90	\$5.00	\$5.20
Clipper/Mobile Ticket	\$4.50	\$4.60	\$4.70	\$4.90	\$5.00	\$5.20
Discount Paper Ticket ¹	\$2.75	\$2.30	\$2.30	\$2.40	\$2.50	\$2.60
Discount Clipper ² /Mobile Ticket ³	\$2.25	\$2.30	\$2.30	\$2.40	\$2.50	\$2.60
School Groups ⁴	\$1.75	\$1.80	\$1.90	\$1.90	\$2.00	\$2.00
Children under 5	FREE	FREE	FREE	FREE	FREE	FREE
¹ Discount paper tickets can be used by those 65 or older, 17 or younger, or those with Medicare cards or DMV disabled parking						
² Discount Clipper includes Clipper START, RTC Clipper, Senior Clipper and Youth Clipper						
³ Mobile Tickets can be used by those 65 or older, 17 or younger, or those with Medicare cards or DMV disabled parking placards						
⁴ School/Group Fares by Advanced Reservation Only						

South San Francisco						
Fare Category	Current Fare	FY2024	FY 2025	FY 2026	FY 2027	FY 2028
Paper Ticket	\$8.50	\$7.00	\$7.20	\$7.40	\$7.60	\$7.90
Clipper/Mobile Ticket	\$6.75	\$7.00	\$7.20	\$7.40	\$7.60	\$7.90
Discount Paper Ticket ¹	\$4.25	\$3.50	\$3.60	\$3.70	\$3.80	\$3.90
Discount Clipper ² /Mobile Ticket ³	\$3.25	\$3.50	\$3.60	\$3.70	\$3.80	\$3.90
School Groups ⁴	\$2.75	\$2.80	\$2.90	\$3.00	\$3.10	\$3.20
Children under 5	FREE	FREE	FREE	FREE	FREE	FREE
¹ Discount paper tickets can be used by those 65 or older, 17 or younger, or those with Medicare cards or DMV disabled parking						
² Discount Clipper includes Clipper START, RTC Clipper, Senior Clipper and Youth Clipper						
³ Mobile Tickets can be used by those 65 or older, 17 or younger, or those with Medicare cards or DMV disabled parking placards						
⁴ School/Group Fares by Advanced Reservation Only						

Vallejo						
Fare Category	Current Fare	FY2024	FY 2025	FY 2026	FY 2027	FY 2028
Paper Ticket	\$11.25	\$9.30	\$9.60	\$9.90	\$10.20	\$10.50
Clipper/Mobile Ticket	\$9.00	\$9.30	\$9.60	\$9.90	\$10.20	\$10.50
Discount Paper Ticket ¹	\$5.50	\$4.60	\$4.70	\$4.90	\$5.00	\$5.20
Discount Clipper ² /Mobile Ticket ³	\$4.50	\$4.60	\$4.70	\$4.90	\$5.00	\$5.20
School Groups ⁴	\$3.50	\$3.60	\$3.70	\$3.80	\$3.90	\$4.10
Children under 5	FREE	FREE	FREE	FREE	FREE	FREE
¹ Discount paper tickets can be used by those 65 or older, 17 or younger, or those with Medicare cards or DMV disabled parking						
² Discount Clipper includes Clipper START, RTC Clipper, Senior Clipper and Youth Clipper						
³ Mobile Tickets can be used by those 65 or older, 17 or younger, or those with Medicare cards or DMV disabled parking placards						
⁴ School/Group Fares by Advanced Reservation Only						

Short Hop Fare Structure

Short Hops: Pier 41 Short Hop, Alameda Short Hop						
Fare Category	Current Fare	FY2024	FY 2025	FY 2026	FY 2027	FY 2028
Paper Ticket	\$1.25	\$1.00	\$1.00	\$1.10	\$1.10	\$1.10
Clipper/Mobile Ticket	\$1.00	\$1.00	\$1.00	\$1.10	\$1.10	\$1.10
Discount Paper Ticket ¹	\$0.50	\$0.50	\$0.50	\$0.50	\$0.60	\$0.60
Discount Clipper ² /Mobile Ticket ³	\$0.50	\$0.50	\$0.50	\$0.50	\$0.60	\$0.60
Children under 5	FREE	FREE	FREE	FREE	FREE	FREE
¹ Discount paper tickets can be used by those 65 or older, 17 or younger, or those with Medicare cards or DMV disabled parking						
² Discount Clipper includes Clipper START, RTC Clipper, Senior Clipper and Youth Clipper						
³ Mobile Tickets can be used by those 65 or older, 17 or younger, or those with Medicare cards or DMV disabled parking placards						

Fare Structure for Special Event Services

Between Oakland & Alameda and Oracle Park/Chase Center						
Fare Category	Current Fare	FY2024	FY 2025	FY 2026	FY 2027	FY 2028
Paper Ticket	\$9.60	\$10.50	\$10.75	\$11.25	\$11.50	\$11.75
Discount Paper Ticket ¹	\$7.20	\$8.00	\$8.25	\$8.50	\$8.75	\$9.00
Children under 5	FREE	FREE	FREE	FREE	FREE	FREE

¹Discount paper tickets can be used by those 65 or older, 17 or younger, or those with Medicare cards or DMV disabled parking

			Between Vallejo and Oracle Park			
Fare Category	Current Fare	FY2024	FY 2025	FY 2026	FY 2027	FY 2028
Paper Ticket	\$15.90	\$18.25	\$18.75	\$19.25	\$20.00	\$20.50
Discount Paper Ticket ¹	\$11.80	\$13.50	\$14.00	\$14.25	\$14.75	\$15.25
Children under 5	FREE	FREE	FREE	FREE	FREE	FREE

¹Discount paper tickets can be used by those 65 or older, 17 or younger, or those with Medicare cards or DMV disabled parking

Attachment C

Public Comments Summary

The table below summarizes comments received from the general public and WETA riders via email and social media on the proposed FY2024-28 Fare Program.

Service	Support Fare Change	Oppose Fare Change	Neutral or Other
General	28	6	1
Oakland/Alameda			
Vallejo	1		
Harbor Bay			
South San Francisco			
Richmond			
Seaplane			
Special Events	1	2	1
TOTAL	30	8	2

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

RESOLUTION NO. 2023-15

ADOPT WETA FARE POLICY

WHEREAS, the purpose of a Fare Policy is to guide current and future decisions regarding fares for the San Francisco Bay Ferry system; and

WHEREAS, WETA's current Fare Policy is over 10 years old and is not consistent with the core principles set forth by the Pandemic Recovery Program; and

WHEREAS, WETA's Fare Policy should promote equity, diversity, affordability, and regional integration; and

WHEREAS, at its meetings in January and February, 2023, the WETA Board reviewed various options for a new WETA Fare Policy; and

WHEREAS, staff recommends that the Board of Directors adopt the WETA Fare Policy included in the Staff Report presented to the Board at its meeting on this date; now, therefore, be it

RESOLVED, that the Board of Directors hereby adopts the WETA Fare Policy included in the Staff Report presented to the Board on this date.

CERTIFICATION

The undersigned, Board Secretary, does hereby certify that the foregoing is a full, true and correct copy of a resolution duly and regularly adopted at a meeting of the San Francisco Bay Area Water Emergency Transportation Authority held on May 4, 2023.

YEA:

NAY:

ABSTAIN:

ABSENT:

/s/ Board Secretary

2023-15

END

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION

RESOLUTION NO. 2023-16

ADOPT FISCAL YEAR 2024-28 FARE PROGRAM

WHEREAS, on March 3, 2023, at the direction of the WETA Board, WETA proposed a five-year fare program to begin on July 1, 2023 (the Fiscal Year 2024-28 Fare Program) and solicited public input on the proposed fare program during a public comment period; and

WHEREAS, during the public comment period, WETA conducted a widespread public outreach process to ensure awareness of the proposed Fiscal Year 2024-28 Fare Program, all in accordance with WETA's Title VI Limited English Proficiency Plan. Outreach methods included virtual open house events, social media posts, website content posted in English, Spanish, Chinese and Tagalog, and notices posted on each vessel; and

WHEREAS, through April 19, 2023, 4,507 views occurred on the WETA public website page concerning the proposed Fiscal Year 2024-28 Fare Program, and there were more than 21,000 views of WETA's social media posts regarding the proposed Fiscal Year 2024-28 Fare Program; and

WHEREAS, WETA received 40 written comments from the general public regarding the proposed Fiscal Year 2024-28 Fare Program during the public comment period via email and social media; and

WHEREAS, on May 4, 2023, WETA conducted a formal public hearing in order to further consider public comments on the proposed Fiscal Year 2024-28 Fare Program; and

WHEREAS, the proposed Fiscal Year 2024-28 Fare Program is consistent with the draft WETA Fare Policy that the Board is considering at the same time as this Fare Program; and

WHEREAS, staff recommends that the Board adopt the Fiscal Year 2024-28 Fare Program; and

WHEREAS, the Board of Directors has considered staff's recommendation and the public comments received; now, therefore, be it

RESOLVED, that the Board of Directors hereby adopts the Fiscal Year 2024-28 Fare Program in the form included with the staff report presented to the Board on this date.

CERTIFICATION

The undersigned, Board Secretary, does hereby certify that the foregoing is a full, true and correct copy of a resolution duly and regularly adopted at a meeting of the San Francisco Bay Area Water Emergency Transportation Authority held on May 4, 2023.

YEA:

NAY:

ABSTAIN:

ABSENT:

/s/ Board Secretary

2023-16

END

MEMORANDUM

TO: Board Members

**FROM: Seamus Murphy, Executive Director
Kevin Connolly, Planning & Development Manager
Chad Mason, Senior Planner/Project Manager
Arthi Krubanandh, Transportation Planner**

SUBJECT: Approve Contract Award to Kimley-Horn and Associates, Inc. for Vallejo Ferry Terminal Reconfiguration Project, Environmental Review and Permitting Services

Recommendation

Approve contract award to Kimley-Horn for the Environmental and Permitting Services to support the Vallejo Ferry Terminal Reconfiguration Project for a total amount not to exceed \$568,000.

Background

The Vallejo Terminal located on the east shore of Mare Island Strait requires maintenance dredging every two to four years to support ongoing service operation. Maintenance dredging is required to ensure that the passenger float is buoyant at all tidal levels and to ensure access is maintained for WETA ferry vessels. Dredging costs have increased substantially since 2011.

In 2021, staff initiated analysis of terminal reconfiguration options that will substantially reduce or eliminate the need for maintenance dredging. The initial phase of this work included development of reconfiguration concepts, sedimentation analysis, and stakeholder and resource agency consultation. WETA worked with Foth & Van Dyke and Associates, Inc. and developed several design options for reconfiguration of the terminal.

In August 2022, the Board authorized release of an RFP to provide environmental review and permitting services in support of the Vallejo Ferry Terminal Reconfiguration Project. The firm selected for this work would prepare environmental review documentation in accordance with the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). The selected consultant would also assist staff with environmental resource agency permitting.

Discussion

The RFP for environmental review and permitting services in support of the Vallejo Ferry Terminal Reconfiguration Project was released on February 1, 2023.

Proposals were evaluated based on the following selection criteria, as established in the RFP:

1. Project Understanding and Approach

Understanding of required services, proposed approach to providing the services and working with WETA staff, an organization chart of the proposed team, and staffing plan for the Project.

2. Proposer's Qualifications and Experience

Proposer's qualifications to perform the services, relevant experience performing work that is the same or similar to the services, including the scope and dollar value of prior projects completed and proposer's references, as well as financial strength and stability.

3. Qualifications and Experience of Key Personnel

Qualifications and relevant experience to perform the same or similar services as required by the RFP.

Three proposals were received and were determined to be responsive. WETA established an Evaluation Committee to review and score the proposals against the selection criteria included in the RFP. The scoring results of the review are summarized in Table 1 below.

Table 1 – RFP 23-003 Scoring				
Proposer	Project Understanding and Approach	Firm's Qualifications and Experience	Qualifications and Experience of Key Personnel	Total Score
Kimley-Horn and Associates, Inc.	24	47	23	94
GHD Inc.	22	46	23	91
Dudek	21	45	22	88

Based upon the evaluation and scoring of proposals, the Evaluation Committee identified Kimley-Horn and Associates, Inc. (Kimley-Horn) as the highest-ranked, most qualified firm to perform this work. The Kimley-Horn team has extensive experience working on projects with similar scope, particularly in Vallejo and also on two of WETA ferry terminals. Kimley-Horn demonstrated a comprehensive understanding and approach on CEQA/NEPA requirements including an in-depth public outreach process.

Pursuant to the RFP, and consistent with state and federal law for scope of services like these, price was not considered as an evaluation criterion. After completing the scoring process, staff initiated negotiations with Kimley-Horn and was able to agree upon hourly rates and a level of effort reflected in a not-to-exceed amount. Staff determined that Kimley-Horn's rates are fair and reasonable compared with other similar service contracts. The recommended contract award is for a total amount not to exceed \$568,000. The work under this contract will be assigned as needed on a task order basis. The work will be managed by task orders issued by WETA staff within the overall contract limit.

Disadvantaged Business Enterprise (DBE) and Small Business Enterprise (SBE) Goals

The professional services under this contract are funded in part with Federal Transit Administration (FTA) funds. Staff has reviewed the DBE/SBE materials provided by Kimley-Horn and has determined that they comply with the DBE/SBE requirements for this contract. Kimley-Horn is not a certified DBE or SBE. However, Kimley-Horn has identified one SBE subcontractor with 16% participation. SBE participation for all FTA funded task orders issued pursuant to this contract will count toward WETA's 7.5% overall triennial SBE goal.

Fiscal Impact

Funding for the environmental and permitting services was included in the FY 2022/23 Capital Budget for *Vallejo Terminal Reconfiguration –Environmental and Permitting Services*, at a total cost of \$550,000 funded with Measure B/BB funds. The additional \$38,000 needed for this contract will not be expended until after July 1. The draft budget for FY2023/24 includes \$16.7 million authorization for the entire Reconfiguration project funded by a combination of Measure BB and Federal Funds.

END

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

RESOLUTION NO. 2023-17

**APPROVE CONTRACT AWARD TO KIMLEY-HORN AND ASSOCIATES, INC.
FOR VALLEJO FERRY TERMINAL RECONFIGURATION PROJECT,
ENVIRONMENTAL REVIEW AND PERMITTING SERVICES**

WHEREAS, WETA is planning on reconfiguring the Vallejo ferry terminal in order to reduce or eliminate the need for maintenance dredging at that location; and

WHEREAS, to implement any reconfiguration, WETA must first prepare environmental review documentation in accordance with the California Environmental Quality Act and the National Environmental Policy Act, as well as secure permits from a number of agencies; and

WHEREAS, WETA released a Request for Proposals (RFP) for the necessary environmental review and permitting services on February 1, 2023; and

WHEREAS, by the RFP's due date, WETA received proposals from three qualified firms; and

WHEREAS, an Evaluation Committee established for this procurement reviewed the three proposals and ranked them according to the evaluation criteria specified in the RFP, with the result that Kimley-Horn and Associates, Inc. was the highest ranked proposer; and

WHEREAS, staff and Kimley Horn and Associates, Inc. have agreed on a set of hourly rates, subject to a total not-to-exceed amount, which rates were justified as being fair and reasonable; and

WHEREAS, Staff recommends that the Board award a contract to Kimley-Horn and Associates, Inc; now, therefore, be it

RESOLVED, that the Board of Directors hereby awards a contract to Kimley-Horn and Associates, Inc. in the not to exceed amount of \$568,000 for environmental review and permitting services related to the Vallejo Terminal Reconfiguration Project and authorizes the Executive Director to enter into an agreement with Kimley-Horn and take other actions that may be necessary to implement the authorized contract award.

CERTIFICATION

The undersigned, Board Secretary, does hereby certify that the foregoing is a full, true and correct copy of a resolution duly and regularly adopted at a meeting of the San Francisco Bay Area Water Emergency Transportation Authority held on May 4, 2023.

YEA:

NAY:

ABSTAIN:

ABSENT:

/s/ Board Secretary

2023-17

END

MEMORANDUM

TO: Board Members

**FROM: Seamus Murphy, Executive Director
Kevin Connolly, Planning & Development Manager
Gabriel Chan, Transportation Planner**

SUBJECT: Award Contracts for On-Call Pilot and Emergency Ferry Services and Operations to PROPSF, LLC and Blue & Gold Fleet, LP








Recommendation

Award contracts for on-call pilot and emergency ferry services and operations to PROPSF, LLC (PROPSF) and Blue & Gold Fleet, LP (Blue & Gold Fleet) with terms of up to five years. Authorize the Executive Director to negotiate and execute agreements for these on-call services.

Discussion

The Board approved the release of Request for Proposals (RFP) #23-008 in March 2023 to establish an on-call list of firms to provide on-call pilot and emergency ferry services and operations. The RFP was released through WETA's procurement portal (Bonfire) on March 16, 2023 and submissions were due on April 14, 2023.

The procurement process received interest from five firms downloading the procurement materials. WETA staff also independently reached out to other passenger vessel firms that elected not to view the RFP in the weeks leading up to and after the release of the procurement documents. The table below summarizes the firms that downloaded the RFP.

Name of Firm	Viewed and Downloaded	Submitted
Angel Island Tiburon Ferry Inc.		
Blue & Gold Fleet		
Golden Gate Scenic Steamship Corp. (Red and White)		
PROPSF		
Tideline Marine Group		

Two firms submitted proposals in response to the RFP. PROPSF proposed a total of three vessels—two for both on-call pilot and emergency services and one for emergency services. Blue & Gold Fleet proposed a total of five vessels—three for both pilot and emergency services and two for emergency services.

Both proposals were determined to be complete and responsive to the RFP. An evaluation committee reviewed and scored both proposals according to the procedures in the RFP. The table below summarizes each of the firm's scores for both pilot services and emergency services:

Name of Firm	Pilot Services Score (100 pts.)	Emergency Services Score (100 pts.)
PROPSF	95	95
Blue & Gold Fleet	98	98

This item requests the Board award on-call pilot ferry services and operations contracts with PROPSF and with Blue & Gold Fleet, and on-call emergency ferry services and operations contracts with PROPSF and with Blue & Gold Fleet, each for a term of up to five years.

The contracts will establish a bench of potential providers, with actual work directed by way of individual task orders tailored to a specific project. Staff anticipates returning to the Board at its June meeting, to request approval of a three-month pilot program in the Oakland Estuary, including issuance of a task order to operate the pilot service. Both PROPSF and Blue & Gold Fleet have been asked to submit proposals for the anticipated Oakland Estuary pilot service. Like the Oakland Estuary pilot service, future pilot service opportunities will be directed to both firms and will be implemented through a task order approved by the Board.

Fiscal Impact

There is no fiscal impact associated with this item.

END

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

RESOLUTION NO. 2023-18

**AWARD CONTRACTS FOR ON-CALL PILOT AND EMERGENCY FERRY SERVICES AND
OPERATIONS TO PROPSF, LLC AND BLUE & GOLD FLEET, LP**

WHEREAS, at its March 3, 2023 meeting, the WETA Board of Directors authorized the release of Request for Proposals #23-008 for on-call pilot and emergency ferry services and operations (RFP); and

WHEREAS, WETA received proposals to provide both pilot and emergency ferry services and operations from PROPSF, LLC and Blue & Gold Fleet, LP in response to the RFP; and

WHEREAS, WETA determined both proposals were complete and responsive to the RFP requirements, and the evaluation committee reviewed and scored the proposals according to the procedures in the RFP; therefore, be it

RESOLVED, that the Board of Directors hereby awards (i) on-call pilot ferry services and operations contracts to PROPSF, LLC and to Blue & Gold Fleet, LP, and (ii) on-call emergency ferry services and operations contracts to PROPSF, LLC and to Blue & Gold Fleet, LP, each for a term of up to five years; and be it further

RESOLVED, that the Board of Directors authorizes the Executive Director to negotiate and execute agreements for these on-call services.

CERTIFICATION

The undersigned, the Board Secretary, does hereby certify that the foregoing is a full, true and correct copy of a resolution duly and regularly adopted at a meeting of the San Francisco Bay Area Water Emergency Transportation Authority held on May 4, 2023.

YEA:

NAY:

ABSTAIN:

ABSENT:

/s/ Board Secretary

2023-18

END

MEMORANDUM

TO: Board Members

FROM: Seamus Murphy, Executive Director
Kevin Connolly, Planning & Development Manager
Timothy Hanners, Maintenance & Operations Manager
Chad Mason, Senior Planner/Project Manager

SUBJECT: Draft Final WETA Zero Emissions Plan

Recommendation

There is no recommendation associated with this informational item.

Background/Discussion

In 2021, WETA launched an effort to study zero emission technology to develop a plan to transition ferry operations on San Francisco Bay to zero-emission vessels. Migrating the San Francisco Bay Ferry system away from a diesel-only fleet will reduce systemwide emissions that cause global warming, decrease operating expenses and is required to comply with newly approved California Air Resource Board rules affecting harbor craft operation.

The effort was partially supported by a grant from the California Energy Commission (CEC) Clean Transportation Program Blueprints (Blueprint) for Medium- and Heavy Duty Zero-Emission Vehicle/Vessel (ZEV) Infrastructure. The Final Draft Blueprint was submitted to the CEC in April and is included with this item. The Blueprint follows CEC guidance to develop actions and milestones needed for implementation of a zero-emission fleet and related electric charging and/or hydrogen refueling infrastructure. The Blueprint was developed in three stages under two separate but parallel tracks. One track led by Aurora Marine Design (AMD) is focused on vessels and the other track led by ARUP is focused on shoreside infrastructure. Both tracks came together to investigate battery-equipped floats as a solution to needed energy storage at terminals. The separate work efforts connected at carefully chosen milestones to update and inform each team, ensuring consistency with assumptions, next steps and conclusions. The Final Draft Blueprint is summarized below.

The Blueprint explored the opportunities and challenges with transitioning WETA's fleet of ferries to zero-emission, which included an assessment of currently available technology, engagement with key stakeholders, evaluation of distribution grid upgrades, and associated costs. The project team developed optimal ferry routes to estimate peak energy demands and identified the impacts of interconnecting battery energy storage systems to the ferry terminals to manage grid capacity constraints. This information was used to develop a planned phasing timeline for transitioning WETA's fleet over the next five, ten, and 15-plus years. Findings from the preliminary analyses were also used to facilitate conversations with stakeholders and iterate on the optimal solution for each terminal. Data gathered from stakeholders was then utilized to confirm the feasibility of electrical service at critical terminals and inform cost projections.

Phasing is planned to start in the latter half of 2023 and continue beyond 2035. Short- to medium-length routes in the WETA network make up the first three phases of the transition and will be converted to electric vessels. Despite observed grid capacity constraints, the Blueprint provides greater confidence that a properly sized electrical service connection and distribution to support ZEV

ferry charging is possible, even at the Downtown San Francisco Terminal, where peak demand loads are the highest. Extensive engagement with electric utility companies, port operators, and other underground utilities will be ongoing as WETA implements the Blueprint to best coordinate electrical service requests and opportunities for shared infrastructure surrounding the terminals.

WETA engaged with partners and utilities throughout the development of the Blueprint. Facilities considered for electrification are in different municipalities served by different electrical utilities, including the San Francisco Public Utility Commission (SFPUC), Alameda Municipal Power (AMP), and Pacific Gas and Electric (PG&E). WETA is engaged with these utilities and other partners to develop plans for terminal electrification and local grid enhancement.

The most constrained terminal for electrification is the Downtown San Francisco Terminal. The Port of San Francisco and SFPUC are leading an ongoing effort to enhance the electrical grid along San Francisco's northeast waterfront including electrification of WETA's downtown facility. Similar efforts are underway with AMP and PG&E. The information generated from the Blueprint process has been instrumental for advancing preliminary project designs and concepts. For the Downtown San Francisco Terminal and the Alameda facilities, coordination with utilities and partners has resulted in projects that are further defined than what was included in the Blueprint. Continued partner coordination and advancement of electrification plans are critical to ensure that WETA can meet potential implementation timelines. Advancement of such projects will be included in WETA's FY23/24 Capital Budget.

WETA is actively pursuing federal and State grant opportunities to develop funding plans for the initial phases of electrification. The information generated from the Blueprint process has been a valuable resource for staff in the development of projects for grant applications. To date, WETA has secured \$94.1 million in regional, state and federal funding for design and construction of three new and two replacement battery electric vessels and the corresponding installation of shoreside charging infrastructure to support their operation. This includes a recent \$13.8 million grant through the Transit and Intercity Rail Capital Program (TIRCP) to extend and increase electrical capacity at the Downtown San Francisco Ferry Terminal, the Main Street Ferry Terminal in Alameda and at WETA's Central Bay Maintenance facility in Alameda to support WETA's transition to zero emissions on the Alameda to San Francisco and Oakland to San Francisco routes. Regional Measure 3 capital and flexible operating funds are also a viable source of funding – particularly in the initial stages of the program.

END

MEMORANDUM

TO: Board Members

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

SUBJECT: Review Proposed Fiscal Year 2023/24 Budget and Salary Schedule

Recommendation

This is an informational item.

Background

Section 66540.41 of the Government Code and Section 106.1 of the San Francisco Bay Area Water Emergency Transportation Authority's (WETA) administrative code requires preparation and implementation of an annual budget to support the agency's operation. This item contains the draft proposed FY 2023/24 WETA budget, including details for the Operating, Administration and Capital Budgets. There is no proposed action. This item provides an opportunity for the Board to review and comment on the budget prior to proposed adoption in June. In June, the budget will be accompanied by the required resolutions and other actions that are necessary for annual adoption.

Budget Summary

The FY 2023/24 Budget authorizes \$143.4 million in spending for Ferry Operations, Planning, Administration, and Capital Projects. As the pandemic recovery in the Bay Area continues at a slower pace than the rest of the country, WETA's budget reflects the ongoing impacts on ridership and fare revenue, costs, and capital projects. In Fiscal Year 2023/24 WETA will utilize its remaining allocated Federal COVID relief funds to support current service levels for passengers. In addition, the proposed FY 2023/24 budget assumes the adoption of a new five-year fare program that makes permanent a lowered fare structure while continuing the improved service levels implemented in July 1, 2021, with a goal of attracting riders back to the system. The Board will consider adoption of the fare program at its May meeting. The revenue and expense in the budget are based on an assumption that ridership will grow 11% over FY 2022/23 levels, and in June of 2024 to peak in that month at 87% of average 2019 monthly ridership.

The operating budget also includes two new operating revenue sources than had not been previously utilized: Regional Measure 3, which has been long awaited since its passage in 2018, and State Transit Assistance funding, which provides ongoing revenue through the State diesel fuel tax. These new sources of revenue will allow WETA to enhance staffing levels to fully support capital planning, project delivery, grant revenue and contract management, customer outreach, and operating oversight. There are also staff increases proposed at WETA's contracted operator to improve maintenance, logistics and the passenger experience. The budget for operations (including administration) includes \$8.7 million in RM3 funding and \$3.2 million in STA funding. These will be discussed more in detail in the relevant sections below. RM3 also provides WETA with capital funding which will allow the agency to pursue a number of new initiatives as discussed in the capital budget section.

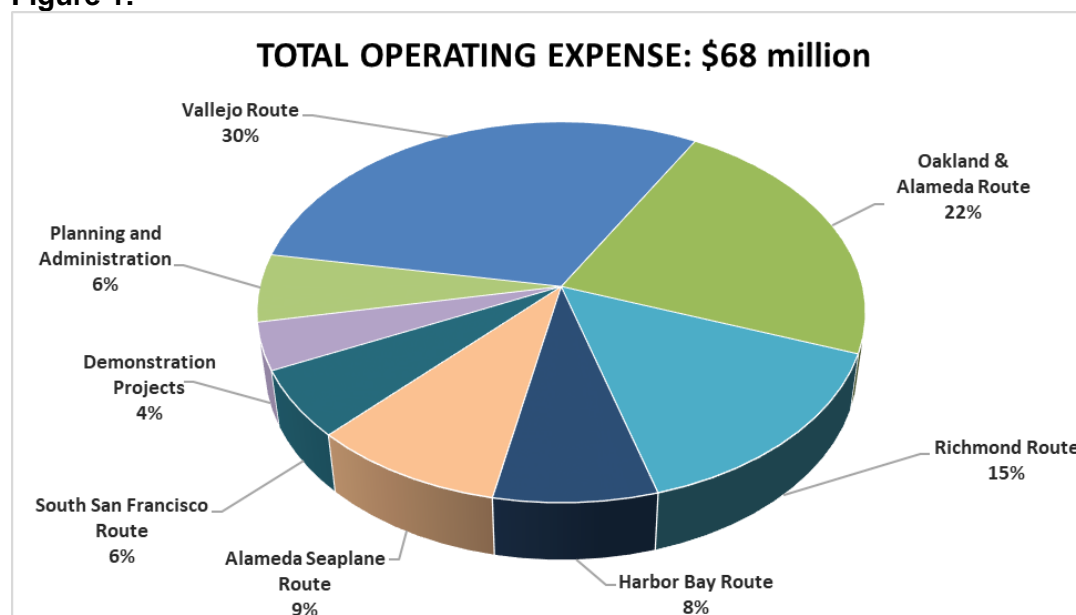
The Operating and Capital budgets combined result in a proposed spending of \$143.4 million funded by a variety of revenue sources, as summarized in **Table 1** (below). Detailed discussion of the budget components is included in the following pages.

FY 2023/24 Proposed Budget (in millions)			
Expense		Revenue	
Operating Budget Expenditures	\$ 68.4	Bridge Tolls	\$ 45.7
- Ferry Service (Ongoing)	\$ 61.7	Federal Funds	\$ 53.5
- Demonstration Services	\$ 2.7	State Funds	\$ 22.5
- Planning and Administration	\$ 3.9	Local Funds	\$ 6.2
Capital Budget Expenditures	\$ 75.0	Passenger Fares	\$ 12.8
		Other Funds	\$ 2.7
Total Budget Expense	\$ 143.4	Total Budget Revenue	\$ 143.4

OPERATING BUDGET

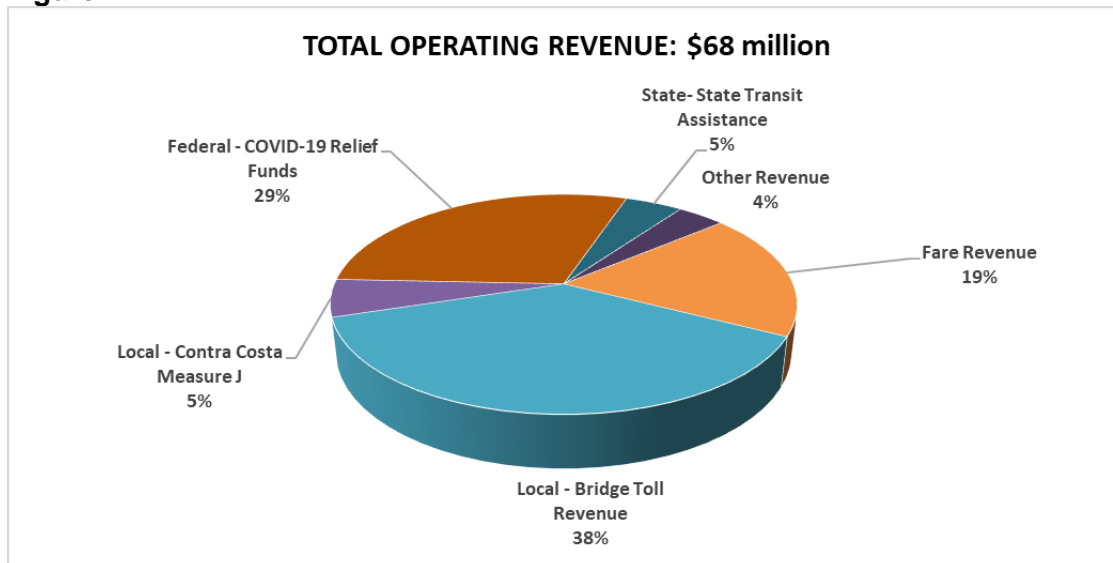
The FY 2023/24 operating budget is made up of two primary components: a \$64.5 million Ferry Service Operating Budget and a \$3.9 million Planning and Administration budget. Together those two components result in a total Operating Budget is \$68.4 million. Detailed budget charts showing WETA's Planning and Administration functions and the Operating Budget for ferry service by route are presented in **Attachment A**. The budget tables in Attachment A group service operating costs by functional categories, a practice that WETA began utilizing in the FY 2021/22 budget. **Figure 1** (below) is a summary of the components of total authorized operating expense for Fiscal Year 2023/24, including all ferry routes, planning, and administrative expense.

Figure 1:



The Fiscal Year 2023/24 Operating Budget is funded with Federal COVID relief funds, Regional Measure 2 and 3 (RM2/RM3) bridge toll revenue, State Transit Assistance (STA) funds, fare revenue, contributions from partners on demonstration projects, and Contra Costa sales tax funds. These important sources of revenue together total \$68.4 million. The categories and percentage use of each category is shown in **Figure 2** and a summary of each source is provided below.

Figure 2:



Federal Funds

Since the start of the pandemic in 2020, WETA has relied on Federal COVID relief funds to keep service running, maintain its skilled maritime workforce, and support its Pandemic Recovery Program. FY 2023/24 will be the final year that Federal COVID relief funding has enabled WETA to balance its operating budget. The budget depends on \$20.2 million in federal operating funds.

Bridge Toll Funding

The Metropolitan Transportation Commission (MTC) provides allocations of bridge toll revenue to WETA following voter authorization of tolls levels. WETA has access to various allocations and in the past has relied on RM2 for its basic operating support. However, due to lower levels of bridge traffic and toll revenue, that subsidy has been reduced since the start of the pandemic and WETA is currently anticipated to receive no more than 90% of its allocation in the new year. New this year is the long-awaited addition of RM3 bridge toll funding to support WETA. Because of the availability of these funds, WETA is able to keep fares low for the foreseeable future, and to add much-needed staff to support current operations and the implementation of capital projects made possible by the availability of RM3 revenue. In the proposed budget, WETA will utilize \$8.7 million in RM3 funding. WETA will also continue to utilize some of its reserved Regional Measure 1 (RM1) funding for development of its Business Plan. In total, the

operating budget utilizes \$25.8 million in bridge toll revenue, with \$21.8 million of that total allotted for ferry operations and \$3.9 million for planning and administration. This amount could be adjusted as bridge traffic and corresponding toll revenues change by the end of the year.

Fares

Prior to the pandemic, farebox revenues supported roughly 60% of WETA's operating expense. Projections for FY 2023/24 assume that ridership returns to 72% of pre-pandemic levels by the end of the fiscal year. WETA's proposed fare program maintains current fares with only a minor inflationary increase of 3% in each of the next five years. Based on ridership projections and the proposed fare structure, WETA's farebox revenues are budgeted to be \$12.7 million in FY 2023/24, compared to \$22.4 million in FY 2019. FY 2023/24 fare revenues are projected to provide 21% of the ferry service operating budget. **Table 2 shows** the projected ridership and subsequent fare revenue in the FY 2023/24 budget by route. Because fares vary by route, percentage differences in revenue do not correspond directly to ridership percentages.

Table 2:

Route	Fare Revenue		Projected Ridership	
	Total	% of Total	Total	% of Total
Alameda/Oakland Ferry Service	\$ 3,360,783	26%	702,689	31%
Alameda Harbor Bay Ferry Service	\$ 858,074	7%	200,768	9%
Alameda Seaplane Lagoon Ferry Service	\$ 1,225,360	10%	298,166	13%
Vallejo Ferry Service	\$ 5,945,062	47%	738,024	32%
South San Francisco Ferry Service	\$ 285,836	2%	76,520	3%
Richmond Ferry Service	\$ 1,040,378	8%	265,045	12%
Total	\$ 12,715,492		2,281,212	

Local Funding

Local funding of \$3.8 million corresponds to Contra Costa Measure J sales tax funding allocated to support the Richmond Ferry service. This funding is provided as part of an agreement in 2015 to support ferry service for the first 10 years of operation.

Other Revenue: Service Demonstrations

The budget includes two service demonstration projects: the Hydrogen Ferry Demonstration Project and a proposed Oakland Estuary shuttle demonstration project.

Based on current progress, the Hydrogen Ferry Demonstration Project is assumed to start prior to the new fiscal year but continue for five months thereafter. The \$1.7 million cost is funded primarily from public and private partners in this project. WETA's share of the project will be supported by bridge toll funding.

The Oakland Estuary shuttle project is expected to be funded through a grant from the Alameda County Transportation Commission and contributions from a partnership of businesses, non-profit organizations, and local governments on both sides of the Oakland Estuary. Staff expects to bring additional information to the Board in June 2023.

FERRY SERVICE OPERATIONS

The \$64.5 million budget for Ferry Services (which excludes Planning and Administration) provides for the San Francisco Bay Ferry routes serving Alameda Seaplane, Chase Center at Pier 48.5, Downtown San Francisco, Harbor Bay, Main Street Alameda, Oakland, Oracle Park, Pier 41, Richmond, South San Francisco and Vallejo. It also includes the Hydrogen Ferry Demonstration Project and the proposed Oakland Estuary shuttle project. Detailed budget information on WETA's routes, including operating miles and hours for regular service routes, is shown in the charts for each route in **Attachment A**.

At the start of FY 2021/22, the Board approved a budget that implemented the Pandemic Recovery Program, placing more emphasis on midday and late evening service to accommodate riders with non-traditional work schedules. The FY 2023/24 budget continues that service schedule which assumes approximately 31,000 operating hours for WETA vessels travelling over 567,000 operating miles. Demonstration services, on top of regular service, are proposed to test out new technologies or routes. Under the Hydrogen Ferry Demonstration Project, approved by the Board in May 2022, WETA will operate the *Sea Change*, the world's first commercial hydrogen fuel cell passenger ferry, along the San Francisco waterfront for a 6-month pilot period. The service provides a unique opportunity for WETA to gain real world experience operating a vessel with cutting edge, zero-emissions technology while providing new service to the public.

WETA would act as manager and contract administrator for the Oakland Estuary shuttle project, a pilot ferry service connecting Alameda's northern waterfront to Jack London Square in Oakland. The ferry will be operated by a private contractor utilizing its own vessels. The service is proposed to operate for a trial period during the summer of 2023 and in a subsequent phase for a year-long pilot starting in spring 2024.

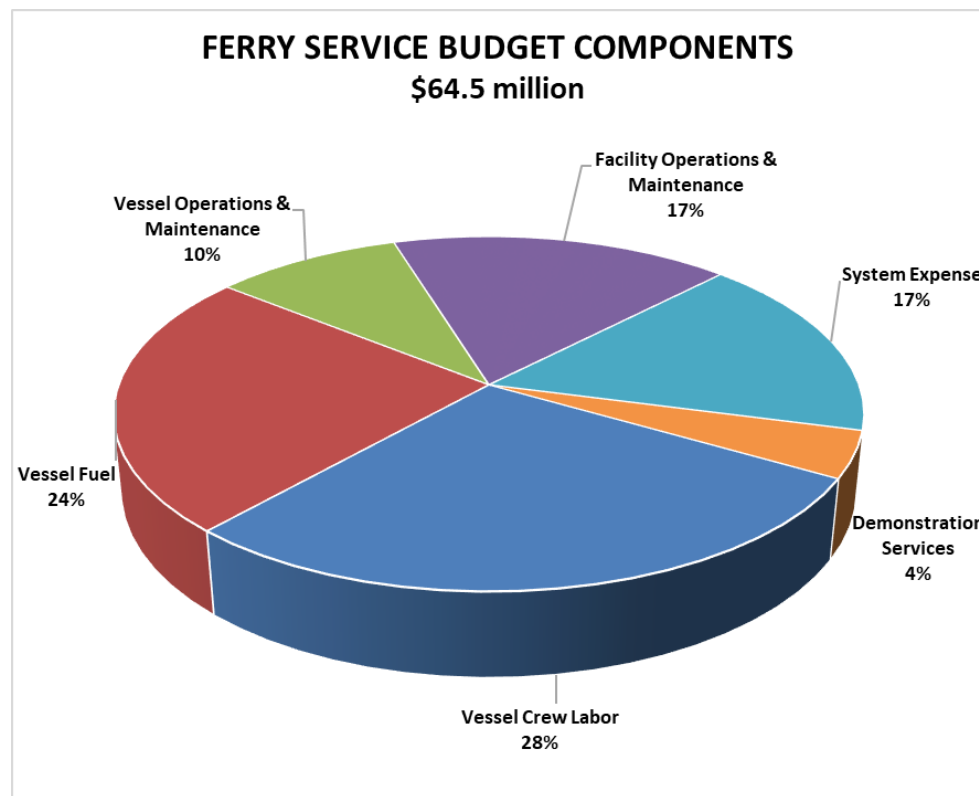
Ferry Service Operating Expense

Ferry Service operations (excluding the demonstration programs) is proposed to be \$61.7 million. This authorization for FY 2023/24 is \$5.1 million (or 9%) higher than the ferry operating budget for FY 2022/23. This increase is due to several factors. Like other transit operators, significant inflationary increases in costs in all areas of operations are affecting all aspects of the budget. The only exception in the proposed budget is the cost of fuel, which saw a 40% increase in the prior year. Fuel is budgeted at the same (higher) rate as in the prior year budget. Beyond that, labor costs increased 6% to reflect contract increases through collective bargaining. Other cost increases are addressed in the discussion of each category below. Demonstration projects add another \$2.7 million for a total ferry service budget of \$64.5 million.

With the exception of unavoidable inflationary and collective bargaining increases, some increases detailed in the service budget (below) have only been included in the proposed budget because of the agency's fortunate access to significant RM3 revenue. Without this funding, staff was prepared to propose and implement a series of belt-tightening scenarios in Fiscal Year 2023/24.

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

Figure 3:



Vessel Crew Labor & Fuel

Crew labor and fuel make up 55% of the anticipated expenses for the proposed operating budget. These costs are directly tied to the levels of service that WETA operates for its passengers. The budget assumes that crew labor will be maintained at current levels at a cost of \$18.2 million. Labor costs are budgeted to reflect collective bargaining agreements that WETA's contract operator Blue & Gold Fleet reached with its represented employees. Those agreements resulted in a \$1 million increase (6%) to cover the cost of crews.

The expense for fuel in FY 2023/24 is projected to be \$15.5 million. Fuel prices increased significantly in early 2022 and only abated slightly during the fiscal year. The FY 2023/24 budget assumes fuel costs will average \$4.20 a gallon again over the course of the fiscal year. Because this cost is primarily funded through bridge toll revenue, it's a significant factor behind the need to supplement operating funds with RM3 funding in the coming year.

Vessel Maintenance & Repair

With the delivery of the second Dorado class vessel in 2023, WETA will be operating 17 vessels in service. Maintenance and repair expenses are budgeted to ensure that WETA's fleet is maintained in a safe and reliable operating condition. Proactive maintenance ensures that passengers can rely on the schedule to travel to and from their destinations without disruptions. Typical items in this expense category include parts, contracted repair services, vessel insurance, cleaning, and other maintenance-related supplies and equipment. For the FY

2023/24 budget of \$6.1 million, staff completed a comprehensive assessment to individually review maintenance and repair needs for each vessel. As a result of this effort, these costs are anticipated to increase by \$1 million (22%) over the prior year. In addition to maintaining more vessels with inflationary increases, the budget also reflects one-time investments in engine spare parts for increased service reliability and a one-time cost related to gear box repairs needed in the Hydrus vessel class. Other vessel-related investments include:

- Wi-Fi improvements: purchase and installation of higher-speed equipment for better connectivity for ticketing and concessions point of sale systems, real-time vessel tracking, and passenger use
- Dry docking: The budget includes USCG required work for nine vessels, which is required every two years
- Fuel and Urea Digital Display Units: All vessels will be outfitted with external fuel and urea digital display units which provides more efficiency in the fueling process.

Facilities

Facility expenses of \$11 million capture the ongoing activities required to operate and maintain WETA's passenger terminals and maintenance facilities. WETA is responsible for 10 passenger terminals and two operations and maintenance facilities (OMFs). Typical terminal expenses include items such as utilities, basic maintenance of waterside and landside assets, property insurance, information technology support, and security. Costs can vary considerably by terminal depending on the level of amenities provided and whether maintenance responsibilities are shared with a local agency such as a City or Port District. At WETA's two OMFs, engineering labor, which accounts for over half of each facility's total expense, will be maintained at the same level as before the pandemic, with 22 engineers provided by Blue & Gold Fleet to exclusively maintain WETA assets.

Facility operations and maintenance increased by \$1.4 million (14%) primarily due to the addition of six fuelers to the budget, which will free up engineers and crews to address maintenance needs more nimbly and provide the ability to operate more frequent service in the future.

System Expenses

System expenses of \$10.8 million include costs that are not associated with a specific facility but are generally required to support overall ferry service operation. WETA staff expenses, including wages, fringe benefits, and overhead are the most significant system expense. Blue & Gold Fleet contractor expenses, which include costs for dispatch services, management and administration, as well as insurance deductible fees and contractor profit are also included in system expenses. This category also encompasses engineering fees paid to consultants who assist with operations needs not specifically assigned to vessels or facilities alone, and for emergency preparedness. Finally, significant funding is provided for ferry advertising and marketing, ticketing services, insurance, and general administration, which includes legal fees, miscellaneous contracted services, taxes, and licenses.

Overall system expenses increased \$1.6 million (18%) due to the addition of more WETA staff for customer communications, contract management and budgeting, as well as cost of living increases for existing staff. Further discussion of these increases is provided in the Planning and Administration section. Dispatcher hourly rates will be increased in order to attract and retain skilled dispatchers, as well as increases in Blue & Gold Fleet's cash control function. One time investments include development of a new San Francisco Bay Ferry website and an increase in advertising and marketing to continue to bring riders back to the system following

the pandemic. Investments in office improvements at the North Bay OMF will improve employee workspaces and help accommodate additional staff at that facility. Finally, the cost of participating in the Clipper system will double due to the need to run parallel systems between the existing system and Clipper 2 prior to its planned launch in 2024.

PLANNING AND ADMINISTRATION

The proposed budget for Planning and Administration for Fiscal Year 2023/24 is projected to be \$3.9 million. Categories of expense are shown in **Table 3** and discussed further below.

Table 3:

Planning and Administration	Proposed Budget	
	Total	% of Total
Salaries, Wages & Fringe Benefits	\$ 2,437,349	62%
Professional / Contract Services	\$ 2,046,600	52%
Info. Tech., Office Needs	\$ 148,800	4%
Utilities, Comm, Insurance	\$ 57,208	1%
Dues, Memberships, Miscellaneous	\$ 123,440	3%
Leases, Rentals and Fees	\$ 267,040	7%
Transfer of Administrative Expense	\$ (1,135,242)	-29%
Total	\$ 3,945,194	

Administration expenses include funding for salaries and fringe benefits, professional services related to ferry transit planning and facilities, financial and capital planning, and the WETA offices at Pier 9. Because of the availability of RM3 funds, the budget includes increases that are detailed in the Planning and Administration budget (**Attachment A**) and in Salary Schedule (**Attachment C**). For current staff, the budget proposes a 5.3% Cost of Living increase to reflect the Bay Area CPI increase in 2023. The budget also proposes to add new positions spread among administration, operations and capital projects as follows:

- Accountant and Administrative Specialist – will improve grant and contract management, budget split between Administration and Operating
- Communications Specialist – will bolster passenger experience and digital communications functions, funded in Operating Budget
- Senior Planner/Project Manager – to manage increased capital project activity related to landside electrification and expansion, funded in capital budget
- Engineering and Maintenance Administrator – to manage increased capital project and electrification activities on waterside investments, funded in the capital budget

The addition of the positions, added to the cost of living increase and anticipated benefits cost increases, results in total staffing cost increases of 37%. However, a number of those costs will be charged to capital projects as applicable and to direct operating support as appropriate.

Overall expense for FY2023/24 increased by 7% (prior to operating transfers) primarily due to costs associated the COLA and the new positions. Other costs include funding for an outside

human resources consultant to improve HR practices and procedures, a classification and compensation study to evaluate WETA staff pay and benefits, office improvements to accommodate new staff, an increase in the number of memberships and affiliations that WETA participates in, and investments in software and other initiatives related to WETA's Disadvantaged Business Enterprise (DBE) program. As mentioned in the revenue discussion, Planning and Administration costs are funded entirely by bridge tolls. However, WETA is still not expected to receive its full allocation of RM2 funding in the budget. The budget projects only \$2.7 million (90%) of WETA's prior statutory allocation). Regional Measure 1 funding will continue to support the Business Plan until its completion, and RM3 funding of \$885,194 will the gap between cost and expense. Without RM3, new positions and cost of living increases would not have been proposed as part of the budget in Fiscal Year 2023/24.

Work Plan

Each year, staff presents a summary of its Work Plan for the year which outlines the activities to be funded in the budget. While not all activities can be outlined, the list below provides some of the important initiatives and efforts that are funded in the Fiscal Year 2023/24 budget:

- **Emergency Response Program/Training** – Staff will continue to participate in local, regional, and state exercises, meetings and discussions to strengthen interagency coordination. Staff will also increase internal training exercises to 3-4 times per year as well as conduct internal staff training. Additionally, WETA will participate in the Bay Ferry VI regional exercise scheduled for September 2023 with Bay Area partners which is expected to provide active shooter training to public and private ferry operators.
- **Public Information and Communications** – WETA's communications efforts will continue to focus on enhancing public awareness and support for San Francisco Bay Ferry service, RM3 expansion opportunities, pilot services, the 2050 Service Vision and Business Plan, WETA's emergency response role, and additional priorities identified by the Board of Directors in FY24. The proposed budget also includes a comprehensive redesign of the 11-year-old San Francisco Bay Ferry and WETA websites to enhance the agency's public information and marketing efforts.
- **Passenger Experience** – WETA will continue to work toward improved signage and wayfinding at key terminals and on vessels through FY24. WETA is planning to relaunch its business partnership program to build rider loyalty and support businesses located near ferry terminals. This includes plans to enhance onboard concessions availability. The proposed budget also includes increased resources for passenger surveying, which will allow the agency to remain aware of passenger experience barriers to improve.
- **Marketing** – In 2024 WETA will build upon marketing campaigns launched in late FY23, investing in awareness of San Francisco Bay Ferry's ample recreation-focused schedule in addition to boosting ridership for commute service. The agency will also lean further into culturally relevant multi-lingual digital advertising campaigns throughout the year and work with consultants to develop campaigns around attracting various communities to increased ferry ridership.
- **Community Outreach** – Efforts to maintain a visible presence that highlights ferry service in the communities that WETA serves will continue in FY24. This will include ticket giveaway programs and outreach to community-based organizations, business

and employer associations, labor organizations, neighborhood groups, and elected officials. WETA plans to host another Ferry Fest event in FY24.

- **WETA Business Plan** – The WETA Business Plan is a far-reaching effort to define a service vision for WETA to guide development and operational policy over the next 30 years. The effort emphasizes outreach and engagement with a broad range of stakeholders and interest groups to help define a future vision for the agency. For the coming fiscal year, staff anticipates finalizing the business plan and presenting the completed document to the public and the Board.
- **Operations Consultant** -- In Fiscal Year 2023/23, WETA will engage an operations consultant to begin working toward a new operating contract procurement for Bay Ferry operations. WETA's current contract for operations with the Blue and Gold fleet expires in 2026. Procurement and negotiation will likely take at least a year and must be completed well in advance of the expiration of the current contract.
- **Fare Integration Activities** – As MTC works on region-wide fare integration and service coordination, staff will continue to work to ensure WETA's fares are reflective of those region-wide efforts. This includes participation in the Clipper START and Bay Pass programs, as well as coordination of transfer policies and fare setting, and participation in regional wayfinding and mapping activities.
- **Clipper 2** – The multiyear effort to convert the current Clipper system from a card-based, non-mobile fare system to a more modern, account-based system will reach critical milestones in the fiscal year, with an expectation that the new system will be ready for customers at the conclusion of the year. WETA staff will continue to work with MTC on the implementation of the equipment and policies designed to make the transition seamless for transit riders.
- **Disadvantaged Business Enterprise Outreach** – Continued focus on WETA's Disadvantaged Business Enterprise (DBE) program for FY 2023/24 will include expanded outreach opportunities to increase availability of DBEs. This work will include participation in the regional Business Outreach Committee's annual series of events, direct outreach to marine specific firms as well as hosting another maritime focused multi-organization workshop with shipyards, ferry operators, marine insurance, trade representatives and Small Business Enterprises (SBE)/DBEs to increase DBE and SBE participation in the marine industry. Additionally, staff will create new educational materials to describe the program and specifically what is needed to increase participation in the marine industry. Staff will also work to implement a software system to both streamline and increase DBE program monitoring and reporting requirements.
- **Federal, State, Regional and Local Legislative efforts** – Consistent with the 2023 Legislative Program, staff will work to focus federal, state, regional and local advocacy on targeted priorities, including: Continuing to chair the Public Ferry Coalition with ferry operators from around the country to help build support for increased federal funding; advocate for state funding to complete the Mission Bay terminal project; increase funding opportunities for WETA to transition to zero emission technology; monitor opportunities to streamline project delivery; explore new strategies for enhancing local and regional support for WETA's expansion opportunities; and support efforts to obtain

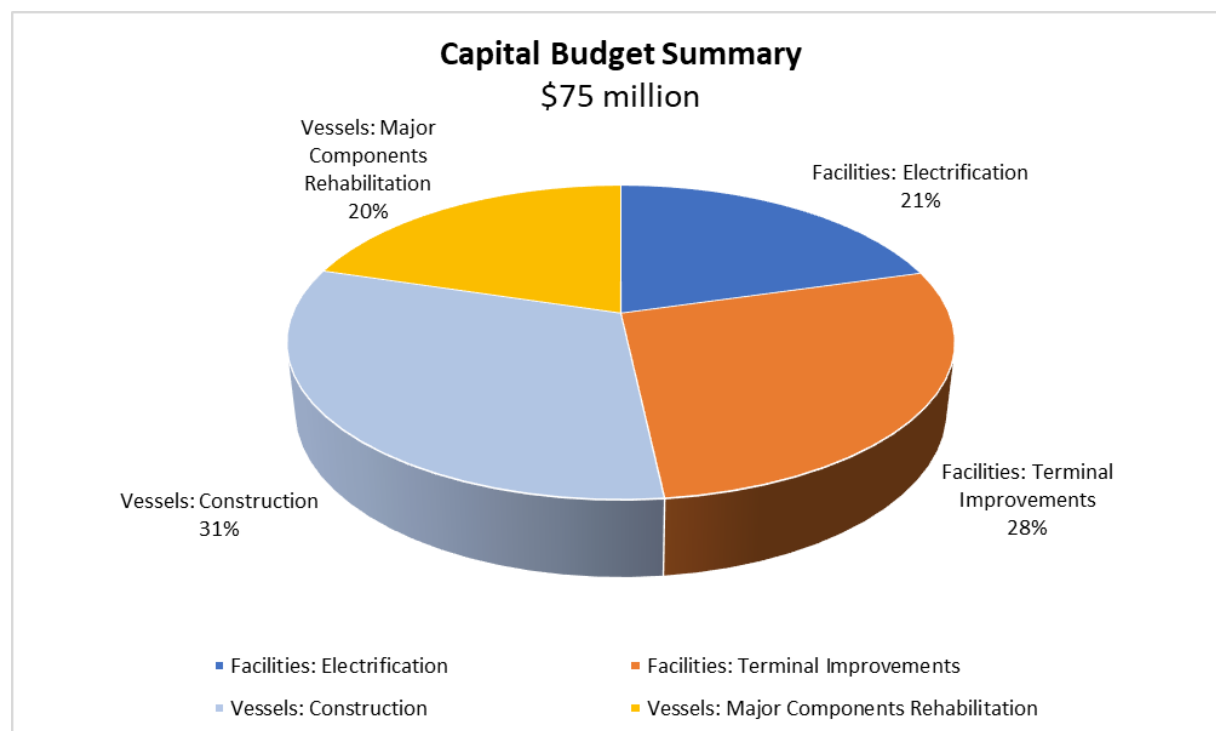
transit operations funding for bay area transit agencies facing deficits to ensure first and last mile connections for our ferry passengers.

- **Organizational Development** – By the start of Fiscal Year 2023/24, WETA will have two contracts for improvements in staff management, including an on-call Human Resources Management firm and a Classification and Compensation Study firm. In addition, in conjunction with the Business Plan, staff will be engaging in a peer-review process with the American Public Transportation Association (APTA) to evaluate WETA's staffing structures related to its electrification and expansion efforts in the coming years.

CAPITAL BUDGET

The FY 2023/24 Capital Budget provides \$75 million to continue progress on current projects and to commence work on new projects. The projects fall into four categories, as shown in **Figure 4**, and are further detailed in **Attachment B** where budget information is provided for the projects necessary to maintain existing services and facilities and to further develop WETA's expansion projects. These projects total \$215 million over the life of each project. A number of projects from the FY 2022/23 budget are still underway as discussed in further detail below.

FIGURE 4:



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

Table 4:

CAPITAL REVENUES:	Proposed Budget	
	Total	% of Total
Federal Funds	\$ 33,327,627	44%
State Funds	19,291,217	26%
Bridge Toll Revenues	20,017,064	27%
Local Dedicated Funds	2,439,004	3%
Total Capital Revenues	\$ 75,074,912	

Because WETA now has access to \$300 million in RM3 capital funding, the Fiscal Year 2023/24 budget proposal includes a number of projects that would not otherwise be possible without that funding source. The total amount anticipated to be spent in FY 2023/24 from RM3 is \$13.1 million. Staff will be bringing to the Board a more detailed, longer-term plan for spending on RM3 in the coming weeks. This represents just the first year of primarily planning efforts around RM3 projects.

Highlights of the proposed capital spending are as follows:

- Zero Emission Float Electrification and Shoreside Electrical Initiatives** – This program will permit, design and construct electric charging infrastructure and vessels to ultimately deliver zero-emission capabilities at all existing and planned Alameda County ferry terminals, the Central Bay Operations and Maintenance Facility, and up to 10 vessels by 2033. In the FY 2023/24 budget, progress will be made on three smaller vessels, two funded by State TIRCP funds and one through an FTA grant. Also funded through the TIRCP program is initial work on electrifying floats in San Francisco (Treasure Island, Downtown and Mission Bay). The availability of RM3 funds has allowed a new budget item to plan for initial efforts to increase electrical capacity in the East Bay, Richmond, South San Francisco and to begin plans for an expansion of an electrified Central Bay Maintenance Facility. Two large electric vessels are being built as part of WETA's FTA-funded repair and replacement program as mentioned below.
- Vessel Purchase and Replacement**– The FY 2023/24 Capital Program includes a number of new and ongoing vessel replacement projects necessary to maintain WETA's fleet of existing vessels in a "state of good repair" and to support the ability to deliver uninterrupted safe, reliable, and efficient ferry transportation services. These projects, primarily funded by the FTA, include:
 - Continued construction of new commuter-class vessels at Mavrik Marine with delivery of the second vessel anticipated in Summer 2023
 - Ongoing construction of replacement vessels for the MV *Bay Breeze* and MV *Solano*;
 - Continued design and award of a contract for the replacement vessel for the MV *Intintoli* with an all-electric vessel
 - Begin a new vessel replacement project for the MV *Mare Island* with an all-electric vessel.

- **Main Street Terminal Rehabilitation** – Ongoing work necessary to ensure continued safe operations at the terminal through the replacement of the existing float and gangway infrastructure. After completion of the environmental analysis, work is ready to begin with a design/build contractor to design and fabricate the new waterside components. Installation will occur in the fall and will require shutting down the Main Street Terminal for an extended period. The Main Street project is funded through both FTA and Alameda Measure B/BB funding.
- **Vessel Rehabilitation Work** – The proposed FY 2023/24 Capital Program contains a number of federal projects to cover the rehabilitation of major system components as listed in the capital budget for main propulsion engines, diesel fuel injectors, and waterjets for a number of vessels, summarized as follows:
 - Diesel fuel injector replacements for MV *Bay Breeze*, *Dorado*, *Cetus*, and *Hydrus*;
 - Mid-life main engine overhauls for MV *Mare Island* and *Carina*; and
 - Waterjet work for MV *Dorado*, *Intintoli*, and *Lyra*.

Regarding vessel rehabilitation work approved by the WETA Board in the last budget the following updates are provided as some of this work has been slowed or delayed:

- Mid-life main engine overhauls for MV *Pyxis* and *Vela* were delayed when the engine manufacturer (MTU) extended preventative maintenance requirements from 5,000 engine hours to 10,000 engine hours;
 - Mid-life main engine overhauls for MV *Argo* were delayed due to a slower accrual of engine hours than originally anticipated;
 - Mid-life main engine overhaul for MV *Intintoli* was delayed due to a major subcomponent failure of one of the main engines; and
 - Main engine overhaul for MV *Bay Breeze* has been delayed due to emergent repair work required on other fleet vessels necessitating that *Bay Breeze* remain in service to support ongoing ferry operations.
- **Vessel Quarter and Mid Life Refurbishment Work** – The proposed FY 2023/24 Capital Program contains federally-funded vessel mid-life refurbishments for the MV *Gemini* and *Pisces*, and a quarter life refurbishment for the MV *Hydrus*. These works are necessary to overhaul and replace major vessel systems and sub systems to maintain a state of good repair. Work could include coatings, propellers, hull inspections and metal renewal as needed, house and supporting structure inspection and renewal, seating, carpet and other interior furnishings, to name a few. In addition to extensive inspections to mitigate and arrest any deterioration conditions which aluminum vessels are subject to.
 - **MV Pyxis Class Waterjet Control System Upgrade** – An ongoing project approved in FY 2022/23, this will upgrade the waterjet control system installed on MV *Pyxis*, *Vela*, and *Lyra*. The project has been delayed due to longer than anticipated negotiations with the manufacturer (Hamilton Jet) regarding the scope of work, lead time for components, cost inflation pressures, and supply chain issues attributable to the pandemic. Agreements to perform the work are anticipated by the start of FY 2023/24. Due to the lead time for critical components the work will likely extend into FY 2024/25 before all three vessels can be updated. The project will enhance both the operability and maintainability of the waterjet controls systems on these three vessels and replace 20-year old technology and software

with up-to-date software systems and state-of-the-art components.

- **Pier 9 Float Rehabilitation** - This federally funded project will support the 10-year rehabilitation of the steel passenger float at the Pier 9 Ferry Terminal. The scope of work may include renewing non-skid coating, gangways, hydraulics, IT equipment and electrical components among other necessary inspections and remedial work. The work will ensure that this vital piece of transportation infrastructure remains in the best possible condition to support the ongoing work to provide public waterborne transportation. If not completed, the harsh marine environment will degrade the structures and systems that make up the ferry terminal. movement and accommodation.
- **Workboat Vessel**– This project will procure a new 28-foot work boat to support waterborne maintenance and repair operations at WETA facilities. The work boat will enable WETA operations staff to safely inspect floating infrastructure and ferry vessels to determine the performance of those capital assets. This will support ongoing preventive maintenance and upkeep of WETA assets. This in-house capability will save operating dollars that would otherwise be spent on vessel chargers and other vendors.
- **Waterjet and Engine Capital Spares** – As the number of assets in our fleet for series 810 waterjets and other critical equipment is increasing, there is a need for additional parts and spares for WETA to maintain readiness for the fleet. Items in this category typically fall into a critical equipment as well as long lead times for procurements. By procuring these items we mitigate the potential of out of service time on vessels from months to days. These spares will be purchased using RM1 funds.
- **Central Bay Operations and Maintenance Facility Expansion** – WETA's Central Bay Operations and Maintenance Facility opened in 2018 and has become the focal point of the system's non-Vallejo network. The facility was designed for storage and maintenance of up to 12 vessels with supporting fuel and oil delivery systems required for diesel propulsion. With the pending delivery of battery electric vessels and the need for charging infrastructure and additional berthing capacity, staff is concluding initiated discussions with the City of Alameda to secure additional property adjacent to the Central Bay Facility to allow for the planned expansion. Initial tasks that must be completed prior to permitting and design include an engineering study. This work is made possible by RM3.
- **Mission Bay Ferry Landing** – The Mission Bay Ferry Landing project completed permitting and design and was ready for construction procurement when the pandemic abruptly halted the project in April 2020. The City of San Francisco withdrew \$13 million previously committed to the project due to the pandemic emergency. The WETA Board had also committed \$25 million in RM3 capital funding towards construction of Mission Bay Ferry Landing. With the news that RM3 funding is now available, the Port of San Francisco has re-engaged with the project and is updating cost estimates originally completed in 2020. Once a revised cost estimate is prepared, the project team will initiate a value engineering effort with the goal of identifying project savings and possibly redefining certain project elements.
- **Oakland Ferry Terminal Expansion Study** – The Oakland Ferry Terminal consists of a single float, allowing for up to 10 landings per hour. The terminal is strategically located and is often a focal point for ferry operations in the event of disruptions to other transportation infrastructure such as BART's Transbay Tube or the Bay Bridge. While the landside terminal is capable of handling large crowds with a high level of connecting transit along with bike

and auto access, the waterside capacity constraint limits the ability of the Oakland Terminal to handle these conditions effectively and even with today's service levels. This study will examine alternatives for adding waterside capacity in Oakland, either at the existing location or elsewhere along the Oakland waterfront. This work is made possible by RM3.

- **Temporary Float Design and Construction** – This project will design up to three floats that can be temporarily deployed in locations where WETA-compatible facilities may not exist. The floats and accompanying piles and gangway structures can be stored at a WETA facility when not in operation. The concept would allow for rapid deployment of the temporary floats for emergency purposes or for pilot or demonstration services. The project would engage a marine engineer to design the floats and prepare bid documents for eventual fabrication and construction. This work is made possible by new RM3 funding.
- **Vallejo Dredging** – The Vallejo Terminal will require maintenance dredging in FY2024 as part of a regular cycle required at the Vallejo facility. With the proposed reconfiguration of the Terminal, regular dredging will no longer be required. However, the reconfiguration will not be completed prior to the need for dredging to keep the terminal operational. This is primarily an FTA-funded project.
- **Vallejo Dredging and Terminal Reconfiguration Study** – An initial study has indicated that a reconfiguration of the terminal is feasible and will provide the benefit of reducing or eliminating dredging needs into the future. The project will now move into the environmental analysis and permitting phase, in preparation for engineering and construction in FY 2025. The project will be primarily funded through FTA formula funding.

Fiscal Impact

There is no fiscal impact from the informational presentation.

DETAILED BUDGET INFORMATION:

Attachment A –FY 2023/24 Operating Budget

Attachment B –FY 2023/24 Capital Budget

Attachment C –FY 2023/24 Salary Schedule and Organization Chart

END

Attachment A

San Francisco Bay Area Water Emergency Transportation Authority

FY 2023/24 Operating Budget

SUMMARY OPERATING		FY2023/24 Proposed Budget
Revenues		
Fare Revenue		\$12,757,159
Local - Bridge Toll Revenue		25,759,450
Local - Contra Costa Measure J		3,761,720
Federal - COVID-19 Relief Funds		20,214,365
State- State Transit Assistance		3,238,254
Other Revenue		2,696,074
Total Revenues		\$68,427,022
Expenses		
Planning and Administration		
Salaries, Wages & Fringe Benefits		\$2,437,349
Professional / Contract Services		2,046,600
IT, Utilities, Memberships, Supplies		329,448
Leases, Rentals and Fees		267,040
Administration Transfers		(1,135,242)
Operations		
Vessel Crew Labor		18,255,015
Vessel Fuel		15,540,000
Vessel Operations & Maintenance		6,100,910
Facility Operations & Maintenance		11,042,476
System Expense		10,805,686
Demonstration Projects		2,737,741
Total Expenses		\$68,427,022

**San Francisco Bay Area
Water Emergency Transportation Authority
FY 2023/24 Ferry Service Operating Budget - Proposed**

FY 2023/24 Operating Budget - Regular Service Routes							
	Oakland & Alameda	Harbor Bay	Alameda Seaplane	Vallejo	South San Francisco	Richmond	Subtotal Service Routes
Revenues							
Fare Revenue	\$ 3,360,783	\$ 858,074	\$ 1,225,360	\$ 5,945,062	\$ 285,836	\$ 1,040,378	\$ 12,715,492
Bridge Toll Revenue	6,110,064	2,400,792	2,633,048	7,003,814	2,150,620	1,515,918	21,814,256
- Regional Measure 2	4,156,902	1,429,061	1,689,724	5,654,364	1,068,948	0	13,999,000
- Regional Measure 3	1,953,162	971,731	943,323	1,349,450	1,081,671	1,515,918	7,815,256
Local - Contra Costa Measure J	0	0	0	0	0	3,761,720	3,761,720
State Transit Assistance	802,635	275,930	326,260	1,091,772	206,398	535,259	3,238,254
Federal - COVID-19 Relief Funds	5,010,341	1,722,456	2,036,636	6,815,241	1,288,410	3,341,280	20,214,365
Total Revenues	\$ 15,283,823	\$ 5,257,252	\$ 6,221,303	\$ 20,855,889	\$ 3,931,264	\$ 10,194,555	\$ 61,744,087
Expenses							
Vessel Crew Labor	\$ 5,293,954	\$ 1,642,951	\$ 1,825,501	\$ 4,746,304	\$ 1,277,851	\$ 3,468,453	\$ 18,255,015
Vessel Fuel	2,797,200	1,087,800	1,398,600	7,303,800	777,000	2,175,600	15,540,000
Vessel Operations & Maintenance	1,464,218	610,091	854,127	1,647,246	427,064	1,098,164	6,100,910
Facility Operations & Maintenance	2,656,971	912,166	911,085	3,842,728	809,435	1,910,092	11,042,476
System Expense	3,071,480	1,004,243	1,231,990	3,315,812	639,914	1,542,247	10,805,686
Total Expenses	\$ 15,283,823	\$ 5,257,252	\$ 6,221,303	\$ 20,855,889	\$ 3,931,264	\$ 10,194,555	\$ 61,744,087
Operating Statistics:							
Ridership	702,689	200,768	298,166	738,024	76,520	265,045	\$ 2,281,212
Vessel Operating Miles	91,692	52,882	41,050	240,469	46,298	94,705	567,096
Vessel Operating Hours	6,120	3,142	4,365	8,387	2,191	6,600	30,805
Performance Measures:							
Farebox Recovery %	22%	16%	20%	29%	7%	10%	18%
Cost per Operating Miles	\$167	\$99	\$152	\$87	\$85	\$108	\$109
Cost per Operating Hour	\$1,504	\$1,673	\$1,425	\$2,487	\$1,794	\$1,545	\$2,004

FY 2023/24 Operating Budget - Demonstration Projects				
	Hydrogen Sea Change	Oakland Estuary		Subtotal Demonstration
Revenues				
Fare Revenue	\$ 41,667	\$ -		\$ 41,667
Other Revenue (Donation/Grant)	1,696,074	1,000,000		2,696,074
				\$ -
Total Revenues	\$ 1,737,741	\$ 1,000,000		\$ 2,737,741
Expenses				
Vessel Crew Labor	\$330,499	Contract details still in development		\$ 330,499
Vessel Fuel	\$471,942			471,942
Vessel Operations & Maintenance	\$174,400			174,400
Facility Operations & Maintenance	58,400			58,400
System Expense	702,500	1,000,000		1,702,500
Total Expenses	\$1,737,741	\$1,000,000		\$ 2,737,741
TOTAL OPERATIONS BUDGET				\$ 64,481,828

**San Francisco Bay Area Water Emergency
Transportation Authority
FY 2023/24 Ferry Service Operating Budget - Proposed
Oakland & Alameda**

	FY 2021/22 Actual	FY 2022/23 Approved Budget	FY 2022/23 Projected Actual	FY 2023/24 Budget Proposed
Revenues				
Fare Revenue	\$ 2,430,454	\$ 3,266,948	\$ 2,993,002	\$ 3,360,783
Bridge Toll Revenue	2,929,837	5,806,473	3,152,263	6,110,064
- <i>Regional Measure 2</i>	2,929,837	5,806,473	3,152,263	4,156,902
- <i>Regional Measure 3</i>	-	-	-	1,953,162
State Transit Assistance	-	-	-	802,635
Federal - COVID-19 Relief Funds	5,221,225	5,036,995	7,551,295	5,010,341
Other Revenue	20,970	-	-	-
Total Revenues	\$ 10,602,486	\$ 14,110,416	\$ 13,696,560	\$ 15,283,823
Expenses				
Vessel Crew Labor	3,840,392	\$4,999,858	\$4,969,302	\$5,293,954
Vessel Fuel	2,742,417	\$2,797,200	\$2,763,998	\$2,797,200
Vessel Operations & Maintenance	723,344	\$1,185,911	\$1,215,165	\$1,464,218
Facility Operations & Maintenance	1,526,225	\$2,329,236	\$2,239,523	\$2,656,971
- <i>Terminals</i>	221,846	266,864	266,057	299,331
- <i>Operations & Maintenance Facilities</i>	1,304,379	2,062,372	1,973,466	2,357,640
System Expense	1,770,109	2,798,211	2,508,573	3,071,480
- <i>WETA Staff and Overhead</i>	806,139	1,224,875	995,235	1,139,700
- <i>Contractor (BGF) Staff Expenses</i>	160,736	176,115	155,765	215,462
- <i>Contractor (BGF) Profits</i>	352,946	441,310	421,885	434,550
- <i>Administration and Engineering</i>	173,058	286,113	269,023	367,784
- <i>Advertising & Marketing</i>	175,413	407,346	407,346	612,403
- <i>Insurance & Fees</i>	28,844	97,027	92,577	96,488
- <i>Ticketing</i>	72,972	165,425	166,742	205,092
Total Expenses	\$ 10,602,486	\$ 14,110,416	\$ 13,696,560	\$ 15,283,823
Operating Statistics:				
Ridership	486,178	664,377	644,565	702,689
Vessel Operating Miles	90,548	84,252	90,066	91,692
Vessel Operating Hours	6,451	6,120	6,458	10,164
Performance Measures:				
Farebox Recovery %	23%	23%	22%	22%
Cost per Operating Miles	\$ 117	\$ 167	\$ 152	\$ 167
Cost per Operating Hour	\$ 1,644	\$ 2,306	\$ 2,121	\$ 1,504

**San Francisco Bay Area Water Emergency
Transportation Authority
FY 2023/24 Ferry Service Operating Budget - Proposed
Alameda Harbor Bay**

	FY 2021/22 Actual	FY 2022/23 Approved Budget	FY 2022/23 Projected Actual	FY 2023/24 Budget Proposed
Revenues				
Fare Revenue	\$ 452,837	\$ 537,194	\$ 764,172	\$ 858,074
Bridge Toll Revenue	1,335,590	1,201,049	1,407,682	2,400,792
- Regional Measure 2	1,335,590	1,201,049	1,407,682	1,429,061
- Regional Measure 3	-	-	-	971,731
State Transit Assistance	-	-	-	275,930
Federal - COVID-19 Relief Funds	2,429,479	3,016,848	2,467,977	1,722,456
Other Revenue	7,197	-	-	-
Total Revenues	\$ 4,225,104	\$ 4,755,091	\$ 4,639,830	\$ 5,257,252
Expenses				
Vessel Crew Labor	\$ 1,536,190	\$1,551,680	\$1,545,645	\$1,642,951
Vessel Fuel	998,252	1,087,800	1,074,888	1,087,800
Vessel Operations & Maintenance	491,467	542,008	506,319	610,091
Facility Operations & Maintenance	547,337	793,813	800,496	912,166
- Terminals	73,835	110,777	109,908	102,013
- Operations & Maintenance Facilities	473,502	683,036	690,588	810,153
System Expense	651,857	779,790	712,482	1,004,243
- WETA Staff and Overhead	301,924	253,361	205,861	325,627
- Contractor (BGF) Staff Expenses	62,250	67,998	60,141	83,190
- Contractor (BGF) Profits	136,678	170,390	162,890	167,780
- Administration and Engineering	63,864	110,468	103,870	142,002
- Advertising & Marketing	58,023	84,231	84,231	174,972
- Insurance & Fees	11,150	29,400	31,111	31,486
- Ticketing	17,967	63,942	64,379	79,186
Total Expenses	4,225,104	\$4,755,091	4,639,830	\$5,257,252
Operating Statistics:				
Ridership	113,207	137,424	184,161	200,768
Vessel Operating Miles	59,598	59,952	59,254	52,882
Vessel Operating Hours	3,054	3,408	2,998	3,142
Performance Measures:				
Farebox Recovery %	11%	11%	16%	16%
Cost per Operating Miles	\$ 71	\$ 79	\$ 78	\$ 99
Cost per Operating Hour	\$ 1,383	\$ 1,395	\$ 1,548	\$ 1,673

**San Francisco Bay Area Water Emergency
Transportation Authority
FY 2023/24 Ferry Service Operating Budget - Proposed
Alameda Seaplane Lagoon**

	FY 2021/22 Actual	FY 2022/23 Approved Budget	FY 2022/23 Projected Actual	FY 2023/24 Budget Proposed
Revenues				
Fare Revenue	\$ 607,565	\$ 971,075	\$ 1,091,264	\$ 1,225,360
Bridge Toll Revenue	1,336,809	2,035,484	1,645,678	2,633,048
- <i>Regional Measure 2</i>	<i>1,336,809</i>	<i>2,035,484</i>	<i>1,645,678</i>	<i>1,689,724</i>
- <i>Regional Measure 3</i>	-	-	-	<i>943,323</i>
Local - Contra Costa Measure J	-	-	-	-
State Transit Assistance	-	-	-	326,260
Federal - COVID-19 Relief Funds	2,541,550	2,516,371	2,829,335	2,036,636
Other Revenue	7,512	-	-	-
Total Revenues	\$ 4,493,436	\$ 5,522,930	\$ 5,566,277	\$ 6,221,303
Expenses				
Vessel Crew Labor	\$ 1,637,720	\$ 1,724,089	\$ 1,761,828	\$ 1,825,501
Vessel Fuel	1,185,459	1,398,600	1,381,999	1,398,600
Vessel Operations & Maintenance	398,627	605,118	708,846	854,127
Facility Operations & Maintenance	509,180	793,966	812,180	911,085
- <i>Terminals</i>	<i>53,385</i>	<i>80,120</i>	<i>82,393</i>	<i>102,033</i>
- <i>Operations & Maintenance Facilities</i>	<i>455,795</i>	<i>713,846</i>	<i>729,787</i>	<i>809,052</i>
System Expense	762,450	1,001,157	901,424	1,231,990
- <i>WETA Staff and Overhead</i>	<i>372,308</i>	<i>429,385</i>	<i>348,884</i>	<i>483,599</i>
- <i>Contractor (BGF) Staff Expenses</i>	<i>60,419</i>	<i>65,958</i>	<i>58,337</i>	<i>80,694</i>
- <i>Contractor (BGF) Profits</i>	<i>138,232</i>	<i>165,278</i>	<i>158,003</i>	<i>162,747</i>
- <i>Administration and Engineering</i>	<i>68,340</i>	<i>107,154</i>	<i>100,754</i>	<i>137,742</i>
- <i>Advertising & Marketing</i>	<i>84,880</i>	<i>142,821</i>	<i>142,821</i>	<i>259,856</i>
- <i>Insurance & Fees</i>	<i>10,825</i>	<i>28,533</i>	<i>30,177</i>	<i>30,542</i>
- <i>Ticketing</i>	<i>27,445</i>	<i>62,028</i>	<i>62,448</i>	<i>76,811</i>
Total Expenses	\$ 4,493,436	\$ 5,522,930	\$ 5,566,277	\$ 6,221,303
Operating Statistics:				
Ridership	145,786	232,900	273,503	298,166
Vessel Operating Miles	38,502	39,144	41,000	41,050
Vessel Operating Hours	2,471	2,508	3,300	4,365
Performance Measures:				
Farebox Recovery %	14%	18%	20%	20%
Cost per Operating Miles	\$ 117	\$ 141	\$ 136	\$ 152
Cost per Operating Hour	\$ 1,818	\$ 2,202	\$ 1,687	\$ 1,425

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

	FY 2021/22 Actual	FY 2022/23 Approved Budget	FY 2022/23 Projected Actual	FY 2023/24 Budget Proposed
Revenues				
Fare Revenue	\$ 88,041	\$ 273,006	\$ 254,556	\$ 285,836
Bridge Toll Revenue	831,927	263,730	1,442,634	2,150,620
- <i>Regional Measure 2</i>	831,927	263,730	1,442,634	1,068,948
- <i>Regional Measure 3</i>	-	-	-	1,081,671
State Transit Assistance	-	-	-	206,398
Federal - COVID-19 Relief Funds	1,621,969	3,084,917	1,821,788	1,288,410
Other Revenue	5,609	-	-	-
Total Revenues	\$ 2,547,546	\$ 3,621,653	\$ 3,518,978	\$ 3,931,264
Expenses				
Vessel Crew Labor	\$ 769,627	\$ 1,206,862	\$ 1,203,280	\$ 1,277,851
Vessel Fuel	512,744	777,000	767,777	777,000
Vessel Operations & Maintenance	420,708	464,549	354,423	427,064
Facility Operations & Maintenance	536,666	708,666	752,036	809,435
- <i>Terminals</i>	160,886	175,679	106,196	91,071
- <i>Operations & Maintenance Facilities</i>	375,780	532,986	645,840	718,364
System Expense	307,801	464,576	441,462	639,914
- <i>WETA Staff and Overhead</i>	66,273	55,634	45,204	124,109
- <i>Contractor (BGF) Staff Expenses</i>	48,519	53,038	46,910	64,888
- <i>Contractor (BGF) Profits</i>	79,769	132,904	127,054	130,868
- <i>Administration and Engineering</i>	71,423	86,165	81,019	110,761
- <i>Advertising & Marketing</i>	26,040	18,447	18,447	66,688
- <i>Insurance & Fees</i>	8,703	68,518	72,612	80,834
- <i>Ticketing</i>	7,074	49,870	50,216	61,765
Total Expenses	\$2,547,546	\$3,621,653	\$3,518,978	\$3,931,264
Operating Statistics:				
Ridership	24,013	30,176	70,191	76,520
Vessel Operating Miles	24,058	36,324	36,968	46,298
Vessel Operating Hours	1,362	2,052	2,095	2,191
Performance Measures:				
Farebox Recovery %	3%	8%	7%	7%
Cost per Operating Miles	\$ 106	\$ 100	\$ 95	\$ 85
Cost per Operating Hour	\$ 1,870	\$ 1,765	\$ 1,680	\$ 1,794

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

	FY 2021/22 Actual	FY 2022/23 Approved Budget	FY 2022/23 Projected Actual	FY 2023/24 Budget Proposed
Revenues				
Fare Revenue	\$ 604,904	\$ 759,737	\$ 926,526	\$ 1,040,378
Bridge Toll Revenue	-	-	-	1,515,918
- <i>Regional Measure 2</i>	-	-	-	-
- <i>Regional Measure 3</i>	-	-	-	1,515,918
Local - Contra Costa Measure J	3,651,299	3,709,330	3,709,330	3,761,720
State Transit Assistance	-	-	-	535,259
Federal - COVID-19 Relief Funds	2,981,097	4,605,129	4,372,660	3,341,280
Other Revenue	12,530	-	-	-
Total Revenues	\$ 7,249,830	\$ 9,074,196	\$ 9,008,515	\$ 10,194,555
Expenses				
Vessel Crew Labor	\$ 2,839,413	\$ 3,275,769	\$ 3,257,473	\$ 3,468,453
Vessel Fuel	1,886,524	2,175,600	2,149,776	2,175,600
Vessel Operations & Maintenance	634,702	\$697,397	\$911,374	\$1,098,164
Facility Operations & Maintenance	1,054,368	1,676,668	1,542,404	1,910,092
- <i>Terminals</i>	235,390	354,568	213,875	215,469
- <i>Operations & Maintenance Facilities</i>	818,978	1,322,099	1,328,529	1,694,622
System Expense	834,823	1,248,762	1,147,488	1,542,247
- <i>WETA Staff and Overhead</i>	235,449	356,585	289,732	429,880
- <i>Contractor (BGF) Staff Expenses</i>	108,484	118,997	105,246	145,582
- <i>Contractor (BGF) Profits</i>	248,162	298,183	285,058	293,615
- <i>Administration and Engineering</i>	108,254	193,320	181,772	248,503
- <i>Advertising & Marketing</i>	77,246	118,572	118,572	230,990
- <i>Insurance & Fees</i>	19,477	51,268	54,444	55,101
- <i>Ticketing</i>	37,751	111,838	112,664	138,576
Total Expenses	\$ 7,249,830	\$ 9,074,196	\$ 9,008,515	\$ 10,194,555
Operating Statistics:				
Ridership	158,986	193,413	243,122	265,045
Vessel Operating Miles	98,879	93,732	95,014	94,705
Vessel Operating Hours	5,318	5,172	5,289	6,600
Performance Measures:				
Farebox Recovery %	8%	8%	10%	10%
Cost per Operating Miles	\$ 73	\$ 97	\$ 95	\$ 108
Cost per Operating Hour	\$ 1,363	\$ 1,754	\$ 1,703	\$ 1,545

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

	FY 2021/22 Actual	FY 2022/23 Approved Budget	FY 2022/23 Projected Actual	FY 2023/24 Budget Proposed
Revenues				
Fare Revenue	\$ 4,048,269	\$ 5,370,967	\$ 5,294,474	\$ 5,945,062
Bridge Toll Revenue	6,570,836	5,543,264	6,350,743	7,003,814
- <i>Regional Measure 2</i>	6,570,836	5,543,264	6,350,743	5,654,364
- <i>Regional Measure 3</i>	-	-	-	1,349,450
Local - Contra Costa Measure J	-	-	-	-
State Transit Assistance	-	-	-	1,091,772
Federal - COVID-19 Relief Funds	7,129,132	8,623,931	7,795,317	6,815,241
Other Revenue	20,853	-	-	-
Total Revenues	\$ 17,769,090	\$ 19,538,162	\$ 19,440,534	\$ 20,855,889
Expenses				
Vessel Crew Labor	\$4,203,312	\$4,482,632	\$4,777,430	\$4,746,304
Vessel Fuel	6,784,469	7,303,800	7,367,722	7,303,800
Vessel Operations & Maintenance	959,536	1,506,018	1,367,061	1,647,246
Facility Operations & Maintenance	3,849,202	3,373,394	3,350,261	3,842,728
- <i>Terminals</i>	898,747	288,464	284,180	433,516
- <i>Operations & Maintenance Facilities</i>	2,950,455	3,084,930	3,066,081	3,409,212
System Expense	1,972,570	2,872,318	2,578,060	3,315,812
- <i>WETA Staff and Overhead</i>	886,560	1,169,353	950,120	1,197,010
- <i>Contractor (BGF) Staff Expenses</i>	180,516	197,874	175,010	242,083
- <i>Contractor (BGF) Profits</i>	396,314	495,835	474,010	488,240
- <i>Administration and Engineering</i>	172,773	321,463	302,261	413,225
- <i>Advertising & Marketing</i>	188,857	388,783	388,783	643,198
- <i>Insurance & Fees</i>	32,404	113,023	100,532	101,625
- <i>Ticketing</i>	115,147	185,987	187,344	230,432
Total Expenses	\$ 17,769,090	\$ 19,538,162	\$ 19,440,534	\$ 20,855,889
Operating Statistics:				
Ridership	484,373	634,260	676,978	738,024
Vessel Operating Miles	236,693	233,196	248,600	240,469
Vessel Operating Hours	8,880	8,604	9,000	8,387
Performance Measures:				
Farebox Recovery %	23%	27%	27%	29%
Cost per Operating Miles	\$ 75	\$ 84	\$ 78	\$ 87
Cost per Operating Hour	\$ 2,001	\$ 2,271	\$ 2,160	\$ 2,487

**San Francisco Bay Area Water Emergency
Transportation Authority
FY 2022/23 Operating Budget - Proposed
Planning & Administration**

	FY2021/22	FY2022/23	FY2022/23	FY2023/24
	Actual	Approved Budget	Projected Actual	Proposed Budget
Revenues				
Bridge Toll Revenue	\$2,571,619	\$3,400,000	2,719,085	3,945,194
- Regional Measure 1 - 5%	-	700,000	340,000	360,000
- Regional Measure 2	2,571,619	2,700,000	2,379,085	2,700,000
- Regional Measure 3	-	-	-	885,194
Total Revenues	\$2,571,619	\$3,400,000	2,719,085	3,945,194
Expenses				
Salaries, Wages & Fringe Benefits *	\$ 1,826,691	\$ 1,775,164	\$ 1,907,375	\$ 2,437,349
- Salaries & Wages	2,188,855	2,655,705	2,582,856	3,522,312
- Fringe Benefits	1,596,707	1,772,802	1,676,092	2,448,820
- Less Direct Charges to Ferry Services & Capital	(1,958,870)	(2,653,342)	(2,351,572)	(3,533,783)
Professional / Contract Services	1,302,283	2,466,660	1,381,682	2,046,600
- Management Services	649,285	809,000	642,400	815,000
- Professional & Technical Svcs	624,805	1,613,000	698,232	1,154,900
- Other Services	28,194	44,660	41,050	76,700
Information Tech., Office Upgrade, Supplies	69,932	78,000	74,234	148,800
Utilities/Communications	28,566	44,700	27,200	31,700
Insurance	15,687	18,829	23,189	25,508
Dues, Memberships, Miscellaneous	64,077	95,000	67,588	123,440
Leases, Rentals and Fees	256,247	250,431	252,221	267,040
Subtotal Expenses	3,563,483	\$4,728,784	3,733,489	5,080,437
Overhead Expense Transfers**				
Oakland & Alameda Ferry Route	(\$300,214)	(\$466,467)	(\$356,105)	(\$349,692)
Alameda Seaplane Ferry Route	(138,189)	(163,522)	(124,834)	(148,382)
Harbor Bay Ferry Route	(112,074)	(96,487)	(73,659)	(99,912)
South San Francisco Ferry Route	(24,401)	(21,187)	(16,174)	(38,080)
Vallejo Ferry Route	(329,079)	(445,322)	(339,962)	(367,277)
Richmond Ferry Route	(87,907)	(135,798)	(103,669)	(131,899)
Subtotal Expense Transfers	(991,864)	(\$1,328,784)	(1,014,404)	(1,135,242)
Total Expenses	2,571,619	\$3,400,000	2,719,085	3,945,194

* FY24 Includes 5.3% Cost of Living Increase and New FTE

** Transfers of Overhead included in Operations Systems Expense

Attachment B

San Francisco Bay Area Water Emergency Transportation Authority Fiscal Year 2023/24 Capital Budget

	Total Project	Prior Years Actuals	FY 2022-23 Actuals (Estimated)	FY 2023-24 Budget (Proposed)	Future Years
CAPITAL REVENUES:					
Federal Funds	\$ 112,540,737	\$ 4,225,184	\$ 9,101,607	\$ 33,327,627	\$ 65,886,319
State Funds	54,168,310	17,457,013	1,865,698	19,291,217	15,554,382
Bridge Toll Revenues	42,878,054	7,659,395	1,746,733	20,017,064	13,454,862
Local Dedicated Funds	5,329,014	365,341	1,870,055	2,439,004	654,614
Total Capital Revenues	\$214,916,115	\$29,706,933	\$14,584,093	\$75,074,912	\$95,550,177
CAPITAL EXPENDITURES:					
CURRENT PROJECTS	\$ 187,268,930	\$ 29,582,248	\$ 14,584,093	\$ 50,000,712	\$ 93,101,877
Facilities: Electrification	15,055,880	-	50,000	13,007,000	1,998,880
Zero-Emission Float Electrification Project	15,055,880	-	50,000	13,007,000	1,998,880
Facilities: Terminal Improvements	30,575,500	517,251	4,993,879	7,619,370	17,445,000
Vallejo Terminal Reconfiguration	16,696,000	-	109,883	440,117	16,146,000
Terminal Rehab - Main Street	9,760,000	507,256	4,175,742	5,077,002	0
Central Bay Terminal Expansion (Planning Phase)	1,849,000	-	-	550,000	1,299,000
Passenger Floats Rehabilitation - Pier 9	1,362,000	-	-	1,362,000	-
Passenger Float Rehab - SSF Terminal	908,500	9,995	708,255	190,250	-
Vessels: Construction	134,214,550	28,787,595	9,123,534	23,406,400	72,897,021
New High-Speed Expansion Vessel (2)	30,115,000	24,406,249	1,926,317	2,557,000	1,225,434
Vessel Replacement - MV Mare Island (Electric)	26,500,000	-	-	4,120,000	22,380,000
Vessel Replacement - MV Intintoli (Electric)	26,446,700	62,794	310,000	7,370,000	18,703,906
Vessel Replacement - MV Solano	18,951,200	167,082	3,506,334	3,202,000	12,075,785
Vessel Replacement - MV Bay Breeze	18,951,200	4,151,470	3,380,884	4,157,400	7,261,446
All-Electric Vessel Expansion -- Small (3)	13,250,450	-	-	2,000,000	11,250,450
Vessels: Major Components Rehabilitation (Engines/Gears/ Waterjets)	7,423,000	277,402	416,679	5,967,943	760,976
Vessel Mid-Life Reburishment - MV Gemini	4,488,000	-	-	4,488,000	-
Engine Overhauls - FY22/FY23	2,235,000	277,402	416,679	1,129,943	410,976
Vessel Waterjet Upgrade - Pyxis Class Vessels	700,000	-	-	350,000	350,000
New for FY 2023/24	27,647,185	124,685	-	25,074,200	2,448,300
Facilities: Electrification	2,541,685	124,685	-	2,417,000	-
Shoreside Electrical Initiative (RM3/Planning Phase)	2,541,685	124,685	-	2,417,000	-
Facilities: Terminal Improvements	13,187,000	-	-	13,187,000	-
Mission Bay Ferry Landing Project (Planning/Design)	6,000,000	-	-	6,000,000	-
Berkeley Pier/Ferry Project (Planning/Design Phase)	3,000,000	-	-	3,000,000	-
Vallejo Ferry Terminal Dredging	2,842,000	-	-	2,842,000	-
Oakland Expansion Feasibility (Planning/Design Phase)	900,000	-	-	900,000	-
Temporary Floats (emergency) (Planning /Design)	445,000	-	-	445,000	-
Vessels: Construction	240,000	-	-	240,000	-
Vessel Acquisition - 28' Workboat	240,000	-	-	240,000	-
Vessels: Major Components Rehabilitation (Engines/Gears/ Waterjets)	11,678,500	-	-	9,230,200	2,448,300
Vessel Mid-Life Refurbishment & Engine Overhaul - MV Pisces	4,679,000	-	-	4,354,000	325,000
Vessel Quarter Life Refurbishment - MV Hydrus	2,252,000	-	-	238,700	2,013,300
Engine Overhauls - FY24	2,010,000	-	-	1,900,000	110,000
Major Waterjet Projects	1,404,500	-	-	1,404,500	-
Spare Parts	1,333,000	-	-	1,333,000	-
Grand Total	214,916,115	29,706,933	14,584,093	75,074,912	95,550,177

Attachment C

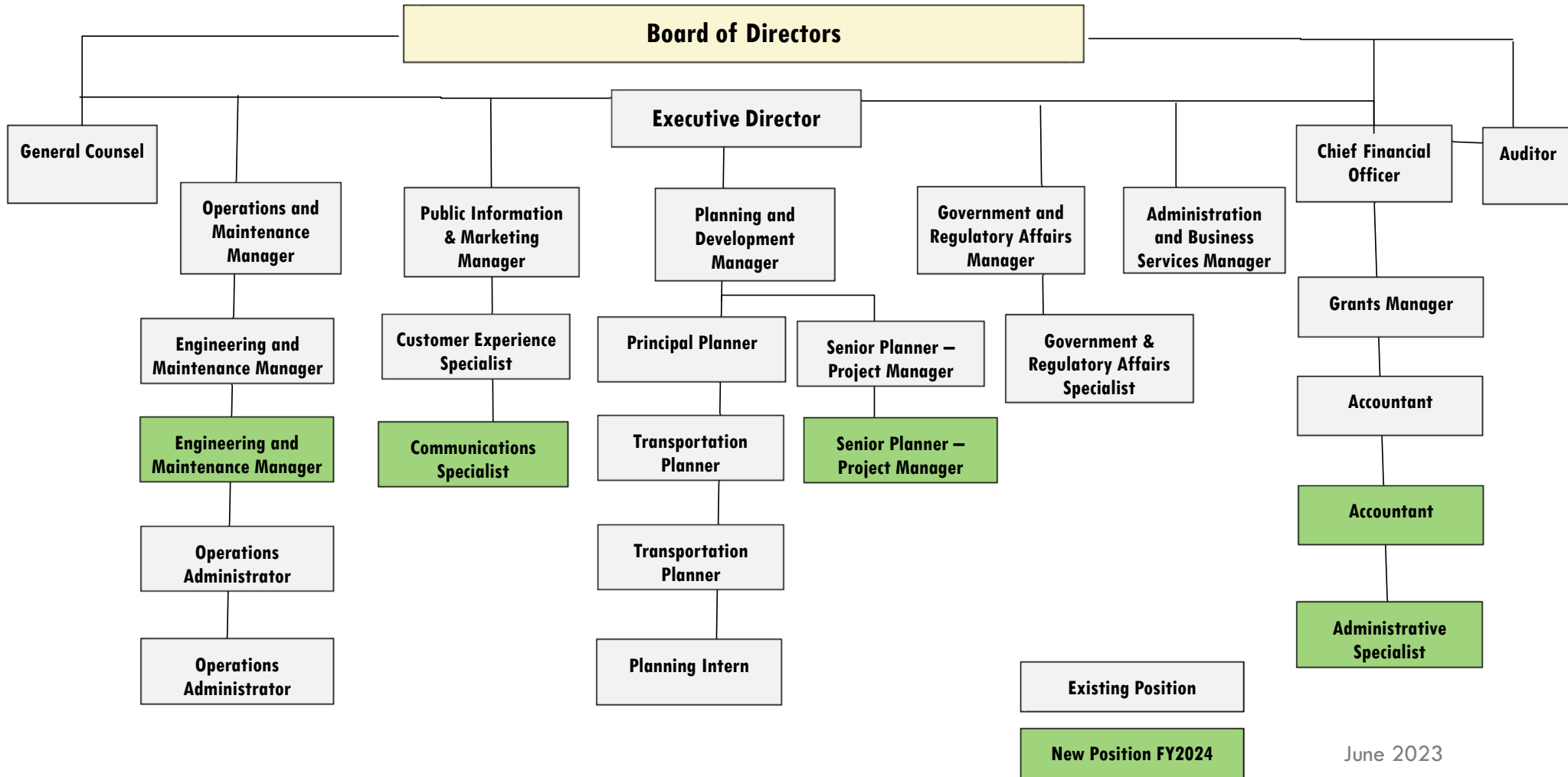
FY 2023-24 Salary Schedule (effective date 7/01/2023)

Position	Authorized FTE	Salary Range: Annually	
		Low	High
Accountant*	2	\$ 102,134	\$ 145,923
Administrative Specialist*	1	\$ 82,080	\$ 117,256
Administration & Business Services Manager	1	\$ 102,134	\$ 145,923
Chief Financial Officer	1	\$ 180,926	\$ 258,728
Customer Experience/Communication Specialist*	2	\$ 82,080	\$ 117,256
Engineering & Maintenance Administrator*	2	\$ 125,788	\$ 179,695
Government & Regulatory Affairs Manager	1	\$ 125,788	\$ 179,695
Government & Regulatory Affairs Specialist	1	\$ 82,080	\$ 117,256
Grants Manager	1	\$ 125,788	\$ 179,695
Operations & Maintenance Manager	1	\$ 154,259	\$ 220,367
Operations Administrator	2	\$ 102,502	\$ 146,440
Planning & Development Manager	1	\$ 165,528	\$ 236,454
Principal Planner	1	\$ 157,169	\$ 224,518
Public Information & Marketing Manager	1	\$ 136,137	\$ 194,494
Senior Planner/Project Manager*	2	\$ 130,974	\$ 187,101
Transportation Intern (non-exempt, part-time)	0.5	\$ 41,856	\$ 66,560
Transportation Planner	2	\$ 100,858	\$ 144,083

* Additional 1 FTE Added

Positions Adjusted to account for 5.3% COLA utilizing Bay Area CPI

WETA ORGANIZATION CHART



June 2023