

**Members of the Board**

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

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

*Monday, June 5, 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. REPORT OF BOARD CHAIR **Information**
  - a. Chair's Verbal Report
4. REPORTS OF DIRECTORS **Information**

Directors are limited to providing information, asking clarifying questions about matters not on the agenda, responding to public comment, referring matters to committee or staff for information, or requesting a report to be made at another meeting.
5. REPORTS OF STAFF **Information**
  - a. Executive Director's Report on Agency Projects, Activities and Services
    - i. Oakland-Alameda Estuary Ferry Status
    - ii. Working Waterfront Coalition Update
  - b. Monthly Review of Financial Statements
  - c. Federal Legislative Update
  - d. State Legislative Update
  - e. Monthly Ridership and Recovery Report
  - f. Customer Experience Survey Results
6. CONSENT CALENDAR **Action**
  - a. Approve Board Meeting Minutes – May 4, 2023
  - b. Approve Board Meeting Minutes – May 26, 2023
  - c. Extend Participation in Clipper START Pilot Program
7. APPROVE FISCAL YEAR 2023/24 BUDGET AND SALARY SCHEDULE **Action**
8. AUTHORIZE RESOLUTIONS AND ACTIONS RELATED TO FUNDING TO SUPPORT THE FISCAL YEAR 2023/24 OPERATING AND CAPITAL BUDGET **Action**

**Water Emergency Transportation Authority  
June 5, 2023 Meeting of the Board of Directors**

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9. PUBLIC COMMENTS FOR NON-AGENDA ITEMS

ADJOURNMENT

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

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

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

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

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

Upon request, WETA will provide written agenda materials in appropriate alternative formats to individuals with disabilities. In addition, WETA will arrange for disability-related modifications or accommodations including auxiliary aids or services to enable individuals with disabilities to participate in public meetings. Please send an email with your request to: contactus@watertransit.org 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**

**AGENDA ITEM 3**  
**REPORT OF BOARD CHAIR**

**AGENDA ITEM 4**  
**REPORTS OF DIRECTORS**

**NO MATERIALS**

TO: WETA Board Members

FROM: Seamus Murphy, Executive Director

DATE: June 5, 2023

RE: Executive Director's Report

**Working Waterfront Coalition Update**

The Working Waterfront Coalition is a new effort to address a serious shortage of regional workers capable of operating, maintaining, and expanding ferry service in the Bay Area. The current shortfall is estimated at 600-800 workers, with more needed once implementation of zero-emission ferries begins. The Coalition is employer-led, with key partnerships from organized labor, workforce development leaders, and community groups.

The Coalition's goal is to recruit and train a new generation of workers via innovative outreach to people of color, re-entry populations and immigrant communities. Approximately \$1 million has been raised to support the effort, with a further \$4 million anticipated. WETA is working closely with the Coalition to help advance their work.

**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.

June 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. A draft Service Vision and Service Vision Map incorporating the input of the Board and the Business Plan subcommittee will be presented for adoption at the July meeting.

**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 in reserving the vessel for onboard events. The details of this private event availability are being developed.

**Oakland Estuary Pilot Ferry Service**

A partnership of public agencies, non-profit groups and private employers have come together to provide seed funding to secure a grant from the Alameda County Transportation Commission (ACTC) to operate a free public ferry service linking Jack London Square in Oakland to Alameda's northern waterfront. The

service concept envisions a small vessel capable of serving recreational docks meeting the needs of commuters, cyclists and recreational travelers. The grant-funded service is expected to start in spring 2024. The partnership also committed to funding a short demonstration service for summer 2023 to better understand ridership needs. WETA is serving as a service management administrator, contracting with a private operator to offer public ferry service under WETA's regulatory authority.

June 2023 Update: WETA released a Request for Proposals in March 2023 seeking private operators for a term of up to five years for both pilot and emergency response services. The Board authorized award to the only two firms that responded to the procurement: Blue & Gold Fleet and PropSF. Staff selected PropSF as the operator most suited to the summer demonstration service after determining that Blue & Gold's vessel would not be able to serve the landing areas. The necessary agreements for dock landings, funding, and project memoranda were developed and in place for a June start. However, PropSF was unable to secure a vessel that is compliant with the Americans with Disabilities Act (ADA) and the service will not take place this summer. The partnership and WETA staff will now turn its attention to the spring 2024 service while PropSF will work towards securing an appropriate vessel.

### **Gemini Class Engine Conversion Project**

In 2021, the Board authorized WETA to begin work on a \$5.5 million project converting the four Gemini-class ferries in the San Francisco Bay Ferry fleet from Tier 2 engines to Tier 4 engines ahead of regulatory deadlines to reduce emissions substantially. The 225-passenger Gemini class vessels were the first built by WETA, delivered in 2007 and 2008. The conversion work was completed at JT Marine in Washington. Funding support for the project came from the Bay Area Air Quality Management District (Air District) and Alameda County Transportation Commission (Alameda CTC).

The fourth and final conversion was completed on MV Gemini in the late winter and the vessel re-entered revenue service in the Bay in March. On May 23, WETA hosted a press conference at the Oakland Ferry Terminal to celebrate the project's completion. Chair Wunderman, Oakland Mayor Sheng Thao, and Emeryville Mayor John J. Bauters (representing the Air District and Alameda CTC) gave remarks.

### **Community Events**

On May 11, WETA hosted the Metropolitan Transportation Commission (MTC) Leadership Academy on a Vallejo ferry trip for a discussion with WETA and Bay Conservation and Development Commission (BCDC) staff on responsible stewardship of the shoreline and organizational development.

On May 18, WETA staff hosted an energizer station at the Alameda Seaplane Lagoon Ferry Terminal as a part of Bike East Bay's Bike to Workday celebration. More than 125 cyclists stopped by WETA's station to collect giveaways and provide feedback on San Francisco Bay Ferry's bicycle policies and storage amenities.

On June 3, WETA is sponsoring the Pista Sa Nayan Festival in Vallejo. This major Filipino cultural event will be held on Mare Island. WETA's community outreach ambassadors will host a booth and complimentary special short hop rides between Vallejo and Mare Island will be offered to attendees to mitigate parking issues and build awareness with the ferry service.

### **Bay Planning Coalition's Spring Summit**

On May 24, WETA participated in the Bay Planning Coalition's Spring Summit which focused on the funding mechanisms, planning and permitting and implementation of emergency response. WETA participated on the implementation panel and provided an overview of WETA's recently completed capital program and the agency's emergency response plans and coordination. Other panelists included the California Office of Emergency Services, Caltrans and Pacific Gas & Electric Company.

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

**MEMORANDUM**

**TO: Board Members**

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

**SUBJECT: Review of FY 2022/23 Financial Statements Ending April 30, 2023**

**Recommendation**

There is no recommendation associated with this informational item.

**Financial Statements Summary**

This report provides a summary of financial activity through April 30 against the Fiscal Year 2022/23 approved budget. Revenue and expense to date for operations is \$46.3 million which is within anticipated amounts at this point in the year. The summary table below shows the high-level comparison, with 83% of the fiscal year completed.

| Operating Budget vs. Actual      | Year - To - Date    |                     | Annual                          |                              |
|----------------------------------|---------------------|---------------------|---------------------------------|------------------------------|
|                                  | FY2021/22<br>Actual | FY2022/23<br>Actual | FY2022/23<br>Approved<br>Budget | % of<br>FY 2022/23<br>Budget |
|                                  | Prior YTD           | Current YTD         |                                 |                              |
| <b>Revenue:</b>                  |                     |                     |                                 |                              |
| Fare Revenue                     | \$6,267,081         | \$8,670,710         | \$ 11,228,927                   | 77%                          |
| Federal - COVID-19 Relief Funds  | 16,585,054          | 23,176,934          | 27,223,251                      | 85%                          |
| Bridge Toll Revenues             | 13,362,858          | 11,226,203          | 18,250,000                      | 62%                          |
| Contra Costa Measure J           | 3,079,596           | 3,091,085           | 3,709,330                       | 83%                          |
| Other Revenue                    | 69,170              | 151,280             | 1,300,000                       | 12%                          |
| <b>Total Operating Revenues</b>  | <b>\$39,363,760</b> | <b>\$46,316,212</b> | <b>\$ 61,711,508</b>            | <b>75%</b>                   |
| <b>Expense:</b>                  |                     |                     |                                 |                              |
| Ferry Services                   | \$37,663,416        | \$ 43,925,972       | \$58,311,508                    | 75%                          |
| Planning & Administration        | 1,700,344           | 2,390,240           | 3,400,000                       | 70%                          |
| <b>Total Operatings Expenses</b> | <b>\$39,363,760</b> | <b>46,316,212</b>   | <b>\$61,711,508</b>             | <b>75%</b>                   |
| <b>Farebox Recovery %</b>        | <b>17%</b>          | <b>20%</b>          |                                 |                              |

Capital Budget expenses, as shown below, are \$13 million for the year. A financial summary is shown below.

| Capital Budget vs. Actual     | FY2022/23<br>Actual<br>Current YTD | FY2022/23<br>Approved<br>Budget | % of<br>FY 2022/23<br>Budget |
|-------------------------------|------------------------------------|---------------------------------|------------------------------|
| <b>Revenue:</b>               |                                    |                                 |                              |
| Federal Funds                 | \$6,863,201                        | \$25,171,292                    | 27%                          |
| State Funds                   | 4,330,973                          | 10,379,421                      | 42%                          |
| Bridge Toll Revenues          | 1,436,796                          | 7,142,670                       | 20%                          |
| Other Revenues                | 344,308                            | 4,091,525                       | 8%                           |
| <b>Total Capital Revenues</b> | <b>\$12,975,279</b>                | <b>\$46,784,908</b>             | <b>28%</b>                   |
| <b>Expense:</b>               |                                    |                                 |                              |
| <b>Total Capital Expenses</b> | <b>\$12,975,279</b>                | <b>\$46,784,908</b>             | <b>28%</b>                   |

The financial reports attached show the more detailed operating, administrative, and capital activity for the month of April, 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 \$23,374,273.

### **Fiscal Impact**

There is no fiscal impact associated with this informational item.

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**San Francisco Bay Area Water Emergency Transportation Authority**  
**FY 2022-23 Operating & Administration Revenue and Expense**  
**Through the Month Ending 04/30/23**

% of Year Elapsed

83%

|  | Apr-23<br>Actual   | Year - To - Date    |                     | Total<br>FY2022-23<br>Budget | Total<br>Budget |
|--|--------------------|---------------------|---------------------|------------------------------|-----------------|
|  |                    | FY2021-22<br>Actual | FY2022-23<br>Actual |                              |                 |
| <b>OPERATING EXPENSE</b>                       |                    |                     |                     |                              |                 |
| <b>FERRY OPERATIONS:</b>                       |                    |                     |                     |                              |                 |
| <b>Harbor Bay Ferry Service (AHBF)</b>         |                    |                     |                     |                              |                 |
| Vessel Crew Labor                              | \$139,621          | \$1,281,320         | 1,300,757           | \$1,551,680                  | 84%             |
| Vessel Fuel                                    | 61,949             | \$739,806           | 863,469             | 1,087,800                    | 79%             |
| Vessel Operations & Maintenance                | 33,709             | \$381,466           | 396,722             | 542,008                      | 73%             |
| Facility Operations & Maintenance              | 58,733             | \$428,326           | 525,827             | 793,813                      | 66%             |
| System Expense                                 | 74,128             | \$540,605           | 594,597             | 779,790                      | 76%             |
| <b>Total Harbor Bay</b>                        | <b>\$368,139</b>   | <b>\$3,371,523</b>  | <b>\$3,681,371</b>  | <b>\$4,755,091</b>           | <b>77%</b>      |
| <b>Farebox Recovery - AHBF</b>                 | <b>19%</b>         | <b>10%</b>          | <b>16%</b>          | <b>11%</b>                   |                 |
| <b>Alameda/Oakland Ferry Service (AOFS)</b>    |                    |                     |                     |                              |                 |
| Vessel Crew Labor                              | \$372,322          | \$3,258,054         | \$3,507,999         | \$4,999,858                  | 70%             |
| Vessel Fuel                                    | 196,171            | \$2,117,628         | 2,514,301           | 2,797,200                    | 90%             |
| Vessel Operations & Maintenance                | 53,086             | \$592,039           | 962,588             | 1,185,911                    | 81%             |
| Facility Operations & Maintenance              | 162,456            | \$1,236,889         | 1,454,957           | 2,329,236                    | 62%             |
| System Expense                                 | 222,916            | \$1,468,660         | 1,732,382           | 2,798,211                    | 62%             |
| <b>Total Alameda/Oakland</b>                   | <b>\$1,006,951</b> | <b>\$8,673,269</b>  | <b>\$10,172,227</b> | <b>\$14,110,416</b>          | <b>72%</b>      |
| <b>Farebox Recovery - AOFS</b>                 | <b>29%</b>         | <b>21%</b>          | <b>22%</b>          | <b>23%</b>                   |                 |
| <b>Vallejo Ferry Service (Vallejo)</b>         |                    |                     |                     |                              |                 |
| Vessel Crew Labor                              | \$418,863          | \$3,542,446         | \$3,883,699         | \$4,482,632                  | 87%             |
| Vessel Fuel                                    | 474,940            | \$5,199,834         | 5,669,125           | \$7,303,800                  | 78%             |
| Vessel Operations & Maintenance                | 77,831             | \$766,408           | 1,228,126           | \$1,506,018                  | 82%             |
| Facility Operations & Maintenance              | 314,152            | \$3,204,526         | 3,049,314           | 3,373,394                    | 90%             |
| System Expense                                 | 237,144            | \$1,594,758         | 1,905,241           | 2,872,318                    | 66%             |
| <b>Total Vallejo</b>                           | <b>\$1,522,929</b> | <b>\$14,307,973</b> | <b>\$15,735,506</b> | <b>\$19,538,162</b>          | <b>81%</b>      |
| <b>Farebox Recovery - Vallejo</b>              | <b>30%</b>         | <b>22%</b>          | <b>26%</b>          | <b>27%</b>                   |                 |
| <b>South San Francisco Ferry Service (SSF)</b> |                    |                     |                     |                              |                 |
| Vessel Crew Labor                              | \$170,648          | \$579,556           | \$1,090,394         | \$1,206,862                  | 90%             |
| Vessel Fuel                                    | 72,273             | \$337,975           | 680,541             | 777,000                      | 88%             |
| Vessel Operations & Maintenance                | 28,947             | \$326,573           | 338,549             | 464,549                      | 73%             |
| Facility Operations & Maintenance              | 57,553             | \$437,425           | 525,053             | 708,666                      | 74%             |
| System Expense                                 | 46,332             | \$241,556           | 343,373             | 464,576                      | 74%             |
| <b>Total South San Francisco</b>               | <b>\$375,753</b>   | <b>\$1,923,085</b>  | <b>\$2,977,911</b>  | <b>\$3,621,653</b>           | <b>82%</b>      |
| <b>Farebox Recovery - SSF</b>                  | <b>7%</b>          | <b>3%</b>           | <b>7%</b>           | <b>8%</b>                    |                 |
| <b>Richmond Ferry Service (Richmond)</b>       |                    |                     |                     |                              |                 |
| Vessel Crew Labor                              | \$279,242          | \$2,347,728         | \$2,630,286         | \$3,275,769                  | 80%             |
| Vessel Fuel                                    | 144,547            | \$1,426,197         | 1,747,609           | 2,175,600                    | 80%             |
| Vessel Operations & Maintenance                | 43,559             | \$491,864           | 509,974             | 697,397                      | 73%             |
| Facility Operations & Maintenance              | 127,006            | \$838,968           | 1,052,030           | 1,676,668                    | 63%             |
| System Expense                                 | 112,332            | \$672,384           | 810,265             | 1,248,762                    | 65%             |
| <b>Total Richmond</b>                          | <b>\$706,685</b>   | <b>\$5,777,141</b>  | <b>\$6,750,163</b>  | <b>\$9,074,196</b>           | <b>74%</b>      |
| <b>Farebox Recovery - Richmond</b>             | <b>13%</b>         | <b>8%</b>           | <b>11%</b>          | <b>8%</b>                    |                 |

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**San Francisco Bay Area Water Emergency Transportation Authority**  
**FY 2022-23 Operating & Administration Revenue and Expense**  
**Through the Month Ending 04/30/23**

% of Year Elapsed

83%

|   | Apr-23<br>Actual   | Year - To - Date      |                     | Total<br>FY2022-23<br>Budget | Total<br>Budget |
|---|--------------------|-----------------------|---------------------|------------------------------|-----------------|
|   |                    | FY2021-22<br>Actual   | FY2022-23<br>Actual |                              |                 |
| <b>OPERATING EXPENSE (continued)</b>                |                    |                       |                     |                              |                 |
| <b>Seaplane Lagoon Ferry Service (SPL)</b>          |                    |                       |                     |                              |                 |
| Vessel Crew Labor                                   | \$170,648          | \$1,355,173           | \$1,650,754         | \$1,724,089                  | 96%             |
| Vessel Fuel   | 82,598             | \$887,507             | 1,190,001           | 1,398,600                    | 85%             |
| Vessel Operations & Maintenance                     | 28,429             | \$323,337             | 498,362             | 605,118                      | 82%             |
| Facility Operations & Maintenance                   | 58,507             | \$409,994             | 511,098             | 793,966                      | 64%             |
| System Expense                                      | 82,307             | \$634,414             | 687,088             | 1,001,157                    | 69%             |
| <b>Total Seaplane Lagoon Farebox Recovery - SPL</b> | <b>\$422,489</b>   | <b>\$3,610,425</b>    | <b>\$4,537,304</b>  | <b>\$5,522,930</b>           | <b>82%</b>      |
|   | <b>24%</b>         | <b>12%</b>            | <b>19%</b>          | <b>18%</b>                   |                 |
| <b>Sub-Total Ferry Operations (Ongoing Service)</b> | <b>\$4,402,946</b> | <b>\$37,663,416</b>   | <b>\$43,854,483</b> | <b>\$56,622,448</b>          | <b>77%</b>      |
| <b>FAREBOX RECOVERY</b>                             | <b>24%</b>         | <b>23%</b>            | <b>20%</b>          | <b>20%</b>                   |                 |
| <b>Hydrogen Demonstration Project</b>               |                    |                       |                     |                              |                 |
| Vessel Crew Labor                                   |                    | <b>Not Applicable</b> | \$57                | \$440,460                    | 0%              |
| Vessel Fuel   |                    |                       | \$0                 | 417,400                      | 0%              |
| Vessel Operations & Maintenance                     | 15,970             |                       | \$15,970            | 37,500                       | 43%             |
| Facility Operations & Maintenance                   |                    |                       | \$3,191             | 8,700                        | 37%             |
| System Expense                                      | 25,233             |                       | \$52,271            | 785,000                      | 7%              |
| <b>Total Hydrogen Demonstration</b>                 | <b>\$41,203</b>    | <b>\$0</b>            | <b>\$71,489</b>     | <b>\$1,689,060</b>           | <b>4%</b>       |
| <b>Subtotal Ferry Operations (All)</b>              | <b>\$4,444,149</b> | <b>\$37,663,416</b>   | <b>\$43,925,972</b> | <b>\$58,311,508</b>          | <b>75%</b>      |
| <b>PLANNING &amp; ADMINISTRATION:</b>               |                    |                       |                     |                              |                 |
| Wages and Fringe Benefits                           | \$158,907          | \$1,394,084           | \$1,739,784         | \$1,775,164                  | 98%             |
| Professional & Other Services                       | 124,678            | 831,812               | 1,136,008           | 2,466,660                    | 46%             |
| Information Tech., Office, Supplies                 | 3,904              | 40,189                | 62,717              | 78,000                       | 80%             |
| Utilities   | 2,246              | 21,255                | 17,019              | 44,700                       | 38%             |
| Insurance   | 1,855              | 13,072                | 20,008              | 18,829                       | 106%            |
| Dues, Memberships, Misc.                            | 13,489             | 34,031                | 60,313              | 95,000                       | 63%             |
| Leases and Rentals                                  | 41,077             | 216,322               | 225,294             | 250,431                      | 90%             |
| Admin Overhead Expense Transfer                     | (102,754)          | (850,421)             | (870,903)           | (1,328,784)                  | 66%             |
| <b>Sub-Total Planning &amp; Gen Admin</b>           | <b>\$243,401</b>   | <b>\$1,700,344</b>    | <b>\$2,390,240</b>  | <b>\$3,400,000</b>           | <b>70%</b>      |
| <b>Total Operating Expense</b>                      | <b>\$4,687,550</b> | <b>\$39,363,760</b>   | <b>\$46,316,212</b> | <b>\$61,711,508</b>          | <b>75%</b>      |
| <b>OPERATING REVENUE</b>                            |                    |                       |                     |                              |                 |
| Fare Revenue  | \$1,036,814        | \$6,267,081           | \$8,670,710         | \$11,228,927                 | 77%             |
| Federal Operating Assistance                        | 2,368,129          | 16,585,054            | 23,176,934          | 27,223,251                   | 85%             |
| Regional - Bridge Toll                              | 930,827            | 13,362,858            | 11,226,203          | 18,250,000                   | 62%             |
| Regional - Contra Costa Measure J                   | 309,127            | 3,079,596             | 3,091,085           | 3,709,330                    | 83%             |
| Other Revenue                                       | 42,653             | \$69,170              | 151,280             | 1,300,000                    | 12%             |
| <b>Total Operating Revenue</b>                      | <b>\$4,687,550</b> | <b>\$39,363,760</b>   | <b>\$46,316,212</b> | <b>\$61,711,508</b>          | <b>75%</b>      |

**San Francisco Bay Area Water Emergency Transportation Authority**  
**FY 2022-23 Capital Revenue and Expense**  
**Through the Month Ending 04/30/23**

| Project Description                                     | Apr-23<br>Total    | Total Project<br>Budget | Prior Year<br>Expense | Total<br>FY2022-23<br>Budget | Year-To-Date<br>FY2022-23<br>Actual | Total<br>Future<br>Year | % of<br>Total<br>Project<br>Budget |
|---|--------------------|-------------------------|-----------------------|------------------------------|-------------------------------------|-------------------------|------------------------------------|
| <b>CAPITAL EXPENSES:</b>                                |                    |                         |                       |                              |                                     |                         |                                    |
| <b><u>FACILITIES:</u></b>                               |                    |                         |                       |                              |                                     |                         |                                    |
| <b>Operations and Maintenance Facilities</b>            |                    |                         |                       |                              |                                     |                         |                                    |
| 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%                                |
| <b>Terminal Improvement</b>                             |                    |                         |                       |                              |                                     |                         |                                    |
| Terminal Rehabilitation - Alameda Main Street*          | 381,673            | 9,760,000               | 507,257               | 4,943,465                    | 734,367                             | 4,309,278               | 13%                                |
| Shoreside Infrastructure for All-Electric Vessel        | 49,503             | 5,184,685               | 124,685               | 1,924,685                    | 57,503                              | 3,135,315               | 4%                                 |
| Passenger Float Rehabilitation - South San Francisco    | 1,649              | 908,500                 | 9,995                 | 858,500                      | 294,235                             | 40,005                  | 33%                                |
| Terminal Dredging - Vallejo - Surveys & Permitting      | 27,033             | 113,000                 | -                     | 113,000                      | 80,017                              | -                       | 71%                                |
| Terminal Reconfiguration - Vallejo                      | 5,837              | 550,000                 | -                     | 550,000                      | 34,089                              | -                       | 6%                                 |
| Central Bay Terminal Expansion                          |                    | 550,000                 | -                     | 550,000                      | 937                                 | -                       | 0%                                 |
| Passenger Float Rehabilitation - Pier 9                 |                    | 1,362,000               | -                     | 1,362,000                    | -                                   | -                       | 0%                                 |
| <b>FERRY VESSELS:</b>                                   |                    |                         |                       |                              |                                     |                         |                                    |
| <b>Vessel Construction</b>                              |                    |                         |                       |                              |                                     |                         |                                    |
| New Commuter Class High-Speed Vessels - (Two)           | 94,850             | 30,082,500              | 24,999,892            | 3,925,652                    | 1,490,443                           | 1,156,956               | 88%                                |
| Electric Vessels - Expansion - (Two)                    | 68,635             | 9,000,000               | -                     | 2,800,000                    | 75,635                              | 6,200,000               | 1%                                 |
| Replacement Vessels - MV Bay Breeze and Solano          | 2,945,331          | 36,002,382              | 4,493,045             | 12,491,614                   | 5,876,198                           | 19,017,723              | 29%                                |
| Replacement Vessel - MV Intintoli                       | 26,765             | 26,446,700              | 62,794                | 4,000,000                    | 265,183                             | 22,383,906              | 1%                                 |
| Replacement Vessel - MV Mare Island                     |                    | 26,500,000              | -                     | 2,650,000                    |                                     | 23,850,000              | 0%                                 |
| <b>Vessel Rehabilitation and Refurbishment</b>          |                    |                         |                       |                              |                                     |                         |                                    |
| Vessel Engines Conversion - Gemini Class Vessels        | 6,549              | 5,524,100               | 3,089,137             | 2,434,963                    | 2,478,114                           | -                       | 101%                               |
| Vessel Engines Overhaul - MV Cetus **                   |                    | 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           |                    | 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%                                |
| <b>Total Capital Expenses</b>                           | <b>\$3,607,824</b> | <b>161,345,149</b>      | <b>34,144,848</b>     | <b>46,784,908</b>            | <b>12,975,279</b>                   | <b>\$80,415,393</b>     |                                    |
| <b>CAPITAL REVENUES:</b>                                |                    |                         |                       |                              |                                     |                         |                                    |
| Federal Funds   | \$2,705,962        | \$88,194,435            | \$4,172,330           | \$25,171,292                 | \$6,863,201                         | \$58,850,813            | 13%                                |
| State Funds   | 224,561            | 43,413,075              | 23,273,415            | 10,379,421                   | 4,330,973                           | 9,760,238               | 64%                                |
| Regional - Bridge Toll                                  | 599,332            | 23,765,525              | 5,435,371             | 7,142,670                    | 1,436,796                           | 11,187,484              | 29%                                |
| Regional - Alameda Sales Tax Measure B / BB             | 77,969             | 5,972,114               | 1,263,732             | 4,091,525                    | 344,308                             | 616,858                 | 27%                                |
| <b>Total Capital Revenues</b>                           | <b>\$3,607,824</b> | <b>\$161,345,149</b>    | <b>\$34,144,848</b>   | <b>\$46,784,908</b>          | <b>\$12,975,279</b>                 | <b>\$80,415,393</b>     |                                    |

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

**San Francisco Bay Area Water Emergency Transportation Authority**  
**April 30, 2023 Investment Report**

|                                     | Apr-23               |
|-------------------------------------|----------------------|
| Bank of America (Checking)          | \$1,390,657          |
| Bank of America (Prop 1B)           | 1,335,667            |
| Bank of America (Measure B/BB)      | 7,831,192            |
| Local Agency Investment Fund (LAIF) | 12,816,758           |
| <b>Total</b>                        | <b>\$ 23,374,273</b> |

**TO: WETA Board Members**

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

**SUBJECT: WETA Federal Legislative Board Report – June, 2023**

This report covers the following topics:

- Update on FY24 Federal Appropriations
- WETA Advocacy Continues Even While the Appropriations Process is on Hold
- FTA Issues FY23 Notice of Funding Opportunity for FTA Ferry Grant Program

### **Update on FY24 Federal Appropriations**

All eyes in Washington, D.C. are on the negotiations between President Joe Biden and House Speaker Kevin McCarthy on legislation to raise the federal borrowing limit. There is a statutory limit to how much the Federal government can borrow, and according to the Treasury Department, the U.S. government will reach that limit within the next several weeks. If Congress does not increase the borrowing limit, the government will not be able to fulfill all its financial commitments, which would result in a government default that would have a significant negative impact on the economy.

Central to these negotiations is a proposal by House Republicans to significantly restrict government spending in the coming years. So far, the White House has resisted agreeing to the level of cuts being proposed. The assumption is that some level of cuts will be necessary to get a deal on the debt ceiling, and what those cuts look like are going to have a material impact on spending levels within the FY24 appropriations bills.

The uncertainty caused by these negotiations – and the expected impact on the appropriations process – has delayed work by the House and Senate Appropriations Committees. While House Appropriations Subcommittees had been scheduled to start taking up and passing individual spending bills in May, House Appropriations Committee Chairwoman Kay Granger (R-TX) recently announced that committee action is on hold until an agreement is reached on the debt limit.

Meanwhile, Senate Appropriations Committee Chairwoman Patty Murray (D-WA) and Ranking Member Susan Collins (R-ME) have announced plans to start taking up and passing their twelve appropriations bills in June. The Committee's work comes after more than 30 subcommittee hearings on the President's FY24 Budget Request. Whether the Senate Appropriations Committee will adhere to this schedule – and when the House Appropriations Committee will get back to work – remains to be seen.

## **WETA Advocacy Continues Even While the Appropriations Process is on Hold**

While formal action in the House and Senate Appropriations Committees are on hold, we are continuing to press for WETA priorities, 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 to reconfigure the Vallejo Ferry Terminal. WETA is seeking funding 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.

FBB met recently with Senate Appropriations Committee Chairwoman Murray to discuss funding for FTA programs and to remind her that additional federal funding for these programs in general is likely to generate work and create jobs at Washington shipyards. Our meeting with Chairwoman Murray follows up on outreach to the Senate Appropriations Committee by the offices of Senators Alex Padilla and Dianne Feinstein. Along with WETA staff, we are also coordinating with ferry operators in Maine to have them press Senator Collins, who is the top Republican on the Senate Appropriations Committee. Finally, during a recent meeting of the Public Ferry Coalition, we asked other public ferry operators around the country to similarly reach out to their own members of Congress to encourage them to contact the House and Senate Appropriations Committees.

## **FTA Issues FY23 Notice of Funding Opportunity for FTA Ferry Grant Program**

FTA issued its Notice of Funding Opportunity (NOFO) for the FTA 5307(h) Passenger Ferry Grant Program, which supports capital projects to buy, replace, or modernize passenger ferries, terminals, and related equipment. FTA is making \$50.1 million available for FY23, of which \$5 million is set aside specifically for low- or zero-emission ferries and related facilities/equipment. The level of funding available in FY23 is directly tied to our advocacy last year during the FY23 appropriations process. The “normal” funding level for this program is \$30 million per year; as we have done in previous years (and similar to what we are seeking to do for FY24), we were able to convince the Appropriators to “plus-up” the amount of funding available through this program in FY23.

We will be working with WETA staff to develop the application to FTA and solicit support from key stakeholders at the local, state and federal level, including from the Bay Area Congressional delegation.

Respectfully Submitted,  
Peter Friedmann and Ray Bucheger



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Suite 1000  
Sacramento  
CA, 95814  
916-446-4656

May 22, 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 – May 2023**

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### ***Legislative Update***

The fiscal committees had until May 19 to hear and report bills with a fiscal impact to the state to their respective floors. June 2 is the House of Origin deadlines, meaning bills must cross over to the other house or become two-year bills. As we have previously reported, 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, Governor Newsom's May Revise, Governor Newsom's proposals to expedite infrastructure projects, the Senate's budget plan, the statewide effort on transit operations funding, the Senate Select Committee on Bay Area Public Transit, and legislation of interest.

### ***WETA's Sponsored Legislation***

Since we last reported to you, the WETA-sponsored [AB 321](#) was heard in the Assembly Appropriations Committee on May 17 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 Appropriations 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 is moved to the committee's suspense file, without prejudice, for further consideration.

Following the initial committee hearing on May 17, the Assembly Appropriations Committee held a hearing on May 18 to consider all bills on the committee's suspense file. During this hours-long hearing, no public vote is called, and the committee chair reads the fate of each bill. Unfortunately, AB 321 was held in committee – meaning, the bill is dead for this legislative session. We have engaged WETA staff about next steps, which may include introducing a similar, but scaled back measure, in 2024.

### ***Governor Newsom Releases May Revise***

On Friday, May 12, Governor Newsom released the semi-annual update to the January budget proposal, known as [the May Revise](#). Traditionally, the May Revise is timed to capture the state's income tax filings and uses those as the basis for updating California's fiscal position, as well as provide an opportunity for the Governor to revisit his fiscal priorities. However, because the tax filing period was extended for most

of the counties in California to from April 15, 2023 to October 16, 2023, it may be difficult for the Governor to know the state's true fiscal position until later this year.

As a reminder, in January, Governor Newsom projected a \$30 billion deficit, reduced to \$22.5 billion if certain budget action were taken, including reducing the amount of Transit and Intercity Rail Capital Program (TIRCP) funding from \$4 billion to \$2 billion, postponing the grade separation program, and zeroing out the amount of General Fund money and replacing it with other sources (Cap and Trade, State Highway Account) for zero-emission vehicle and other programs (ATP, Climate Adaptation).

It comes as no surprise that Governor Newsom continues to project a significant budget shortfall, now pegging the deficit for Fiscal Year 2023-24 at \$31.5 billion. The Governor maintains the January reductions he proposed to the various transportation programs and is not proposing to reduce funding any further. In the Governor's May Revision Summary, the Administration states:

*"While the state's transit agencies have benefitted from large infusions of capital dollars, both state and federal, post-pandemic ridership trends have resulted in significant operating challenges for many of the state's transit agencies, particularly as federal relief dollars begin to run out. The Administration welcomes discussion with the Legislature on potential near- and long-term solutions to support the viability of transit across the state."*

State Transit Assistance Program estimates are updated at the May Revise and now project \$1.09 billion for the STA in FY 2023-24, a \$30 million increase over the January Budget estimate and a \$50 million decrease over the final FY 2022-23 projection of \$1.14 billion. These STA estimates are historical considering the STA received \$830 million in FY 2021-22 and has never crossed the \$1 billion threshold.

The May Revise also signals the Administration's intent to propose a package of budget trailer bills to expedite transportation, water, and clean energy infrastructure projects. The details of those proposals is noted below.

### ***Governor Newsom Releases Proposals to Expedite Infrastructure Projects in California***

On May 19, Governor Newsom announced a [package of budget trailer bills](#) and executive actions to help expedite infrastructure projects in California and leverage additional federal funding from the Infrastructure Investment and Jobs Act. The proposals from the Governor include CEQA judicial streamlining for transportation projects, NEPA delegation authority for state and local projects, truncating the administrative record process for CEQA litigation, and expanding progressive design-build authority for Caltrans projects, amongst several others.

The language is now available on the Department of Finance [website](#) under the Infrastructure Package header. Each proposal has an accompanying fact sheet. The proposed trailer bills must be negotiated with the Legislature in the weeks ahead to be included in the final budget package. Because these are proposed as trailer bills, they can be passed anytime this summer before the Legislature adjourns in mid-September, and once signed by the Governor, become law immediately.

### ***Senate Releases Budget Plan, Schedules Action on Key Transportation Elements of Plan***

On April 26, the California Senate Democrats released their ["Protect Our Progress"](#) budget plan. The budget plan builds on Governor Newsom's proposed January budget and is intended to serve as a starting point for negotiations with the Assembly and the Governor's Administration. Included in the plan are the following recommendations supporting transportation:

- Rejection of the Governor's proposed reductions and shifts to key programs in the energy and ZEV packages, including the following:
  - Rejection of the proposed \$210 million cut for ZEV Fueling Infrastructure Grants;
  - Rejection of the proposed \$242 million cut for Transit Buses & Infrastructure;
  - Rejection of the proposed \$98 million shift to the Greenhouse Gas Reduction Fund for Clean Trucks, Buses, and Off-Road Equipment; and,
  - Rejection of the proposed \$70 million cut for Emerging Opportunities.
- Rejection of the Governor's proposed reductions and shifts to the Transportation Infrastructure Package, including the following:
  - Rejection of the proposed \$2 billion cut to the Transit and Intercity Rail Capital Program;
  - Rejection of the proposed \$350 million delay to Grade Separations; and,
  - Rejection of the proposed \$500 million cut to the Active Transportation Program.

*Additionally, the plan "sets the expectation of working with stakeholders, the Assembly, and the Administration in establishing local flexibility opportunities with various transportation funding streams to assist transit agencies with operations expenses. This will be paired with reform and accountability measures and will serve as a bridge until additional long-term operations funding can be established. Critical infrastructure projects will be identified and protected in these discussions."*

On May 23, the Senate Budget Subcommittee #5 is scheduled to take a series of actions relative to key transportation issues, including several of the proposals noted above. These actions, which would restore the full \$4 billion of committed funding for the Transit and Intercity Rail Capital Program, provide flexibility in TIRCP to fund operations, and extend and expand the statutory relief previously secured in 2020 and 2021 align with the California Transit Association's budget request, though they do not address the full balance of the request.

Specifically, the committee calls for the following actions:

#### **Issue 1: Transportation Infrastructure Package**

- Reject the proposed reductions to the Population-Based Transit and Intercity Rail Capital Program (TIRCP).
- Adopt trailer bill language that allows for some flexibility of funds for Population-Based TIRCP, contingent on meeting specific accountability and reform requirements.

#### **Issue 24: Statutory Relief for Transit Operators**

- Expand provisions that temporarily hold harmless transit operators that receive state funding and whose ridership levels have been negatively impacted by COVID-19.
- Extend the provisions that temporarily eliminate financial penalties for noncompliance with transit funding efficiency measures in the Transportation Development Act and the State Transit Assistance Program.
- Expand provisions that allow for increased flexibility in the use of funds transit operators receive from the State Transit Assistance - State of Good Repair program and the Low Carbon Transit Operations program.
- Create a Task Force to examine ways to improve transit and increase ridership in the long term, including reforming the Transportation Development Act.

Notably, the proposed trailer bill language referencing the Transit Task Force directly correlates with the contents of AB 761 (Friedman).

### ***Statewide Effort on Transit Operations Funding***

On April 25, the California Transit Association released its [letter](#) outlining the Association's transit operations funding request and its commitment to reform and ridership growth. The letter was followed by an [addendum](#), released on May 18, which presented a robust accountability and reform framework for governing access to, and use of, any new transit operations funding the Legislature provides.

### ***Senate Select Committee on Bay Area Public Transit Holds Key Hearing***

The Senate Select Committee on Bay Area Public Transit held an information hearing on May 16 entitled "Working Together: Challenges & Opportunities for Bay Area Public Transit," which was focused on highlighting the reforms and operational improvements transit agencies have implemented in the face of the pandemic, and which touched on the Bay Area's funding needs for maintaining and improving public transit service. Executive Director Seamus Murphy presented on a panel entitled "Ridership Recovery – Short- and Long-term Reforms to Improve the Rider Experience" alongside representatives from the San Francisco Bay Area Rapid Transit District, Seamless Bay Area, Bay Area Council, and Stop AAPI Hate.

### ***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. **This bill was held in the Assembly Appropriations Committee.**

#### **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. **This bill was held in the Assembly Appropriations Committee.**

**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) Student Transit Pass Pilot Program: Free Student Transit Passes.**

This bill would create the Student 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 student transit passes to persons attending certain public educational institutions, providing free transit service to holders of those passes, and administering and participating in the program. The bill would authorize a transit agency to submit a grant application in partnership with one or more educational institutions and would also authorize grant funds to be used to maintain, subsidize, or expand an existing fare free program. This summary was updated to reflect amendments taken to the bill on May 18.

**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. **This bill is dead.**

**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

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**TO:** Board Members

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

**SUBJECT:** Monthly Ridership and Recovery Report – April 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. WETA relaunched the South San Francisco service in November 2021.

The Plan enhanced service during midday and weekend periods to reflect changing demands from regular commuters and recreational riders. Lower fares, more in line with parallel transit options such as BART or Transbay buses, is an additional feature of the Plan. 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.

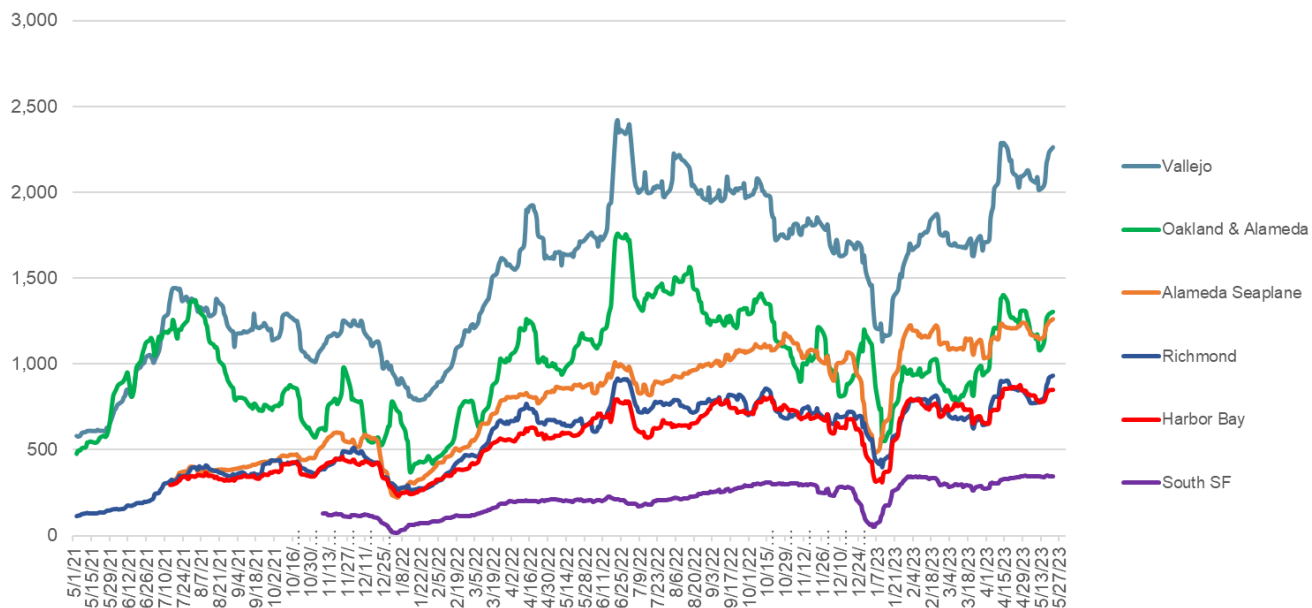
Highlights:

- WETA continues to outperform other regional transit operators in pandemic ridership recovery.
- After a winter slump, ridership is once again outperforming budget projections.
- April weekend ridership is well over 100% of April 2019 weekends.
- April Saturday ridership is comparable to Mondays and Fridays.

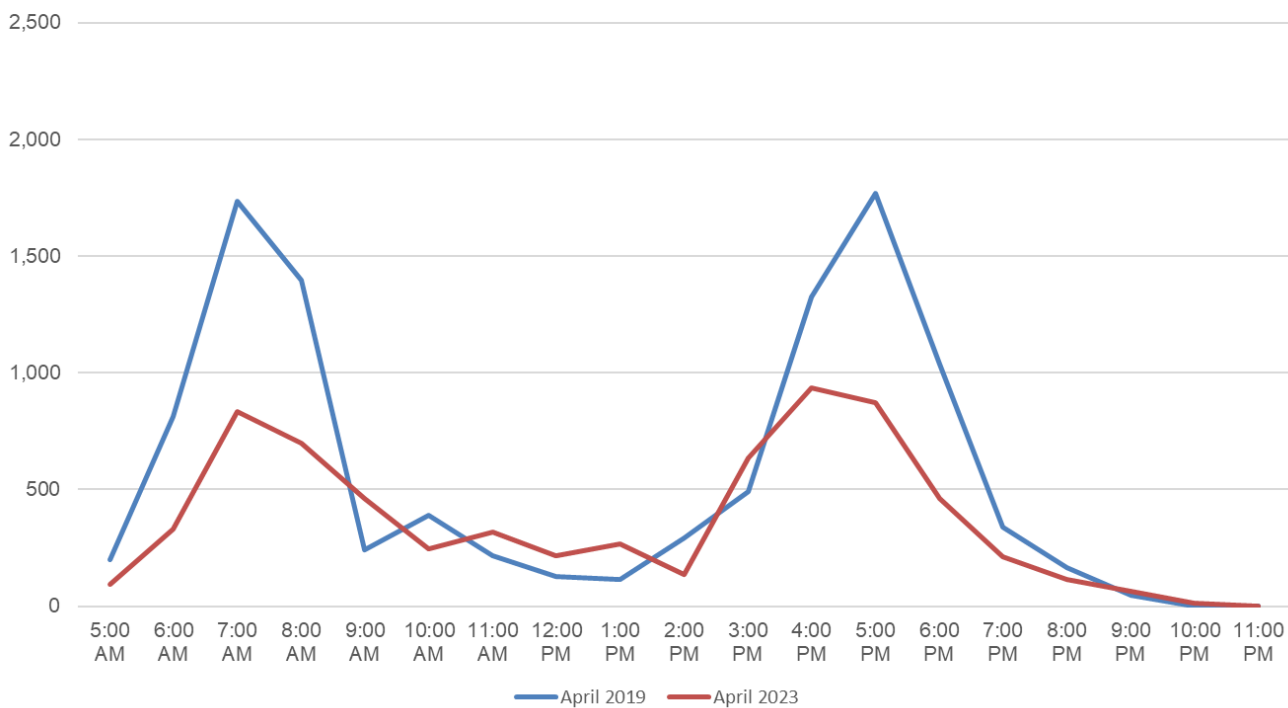
**Recommendations**

No recommendations at this time.

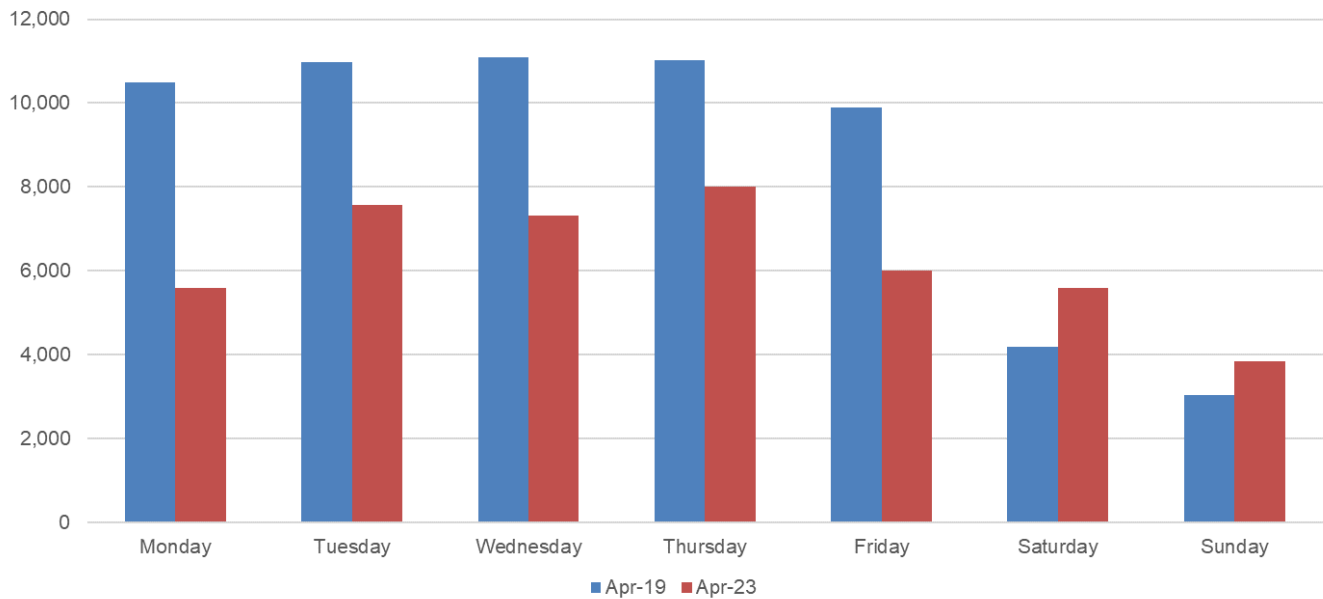
10-Day Weekday Average Ridership



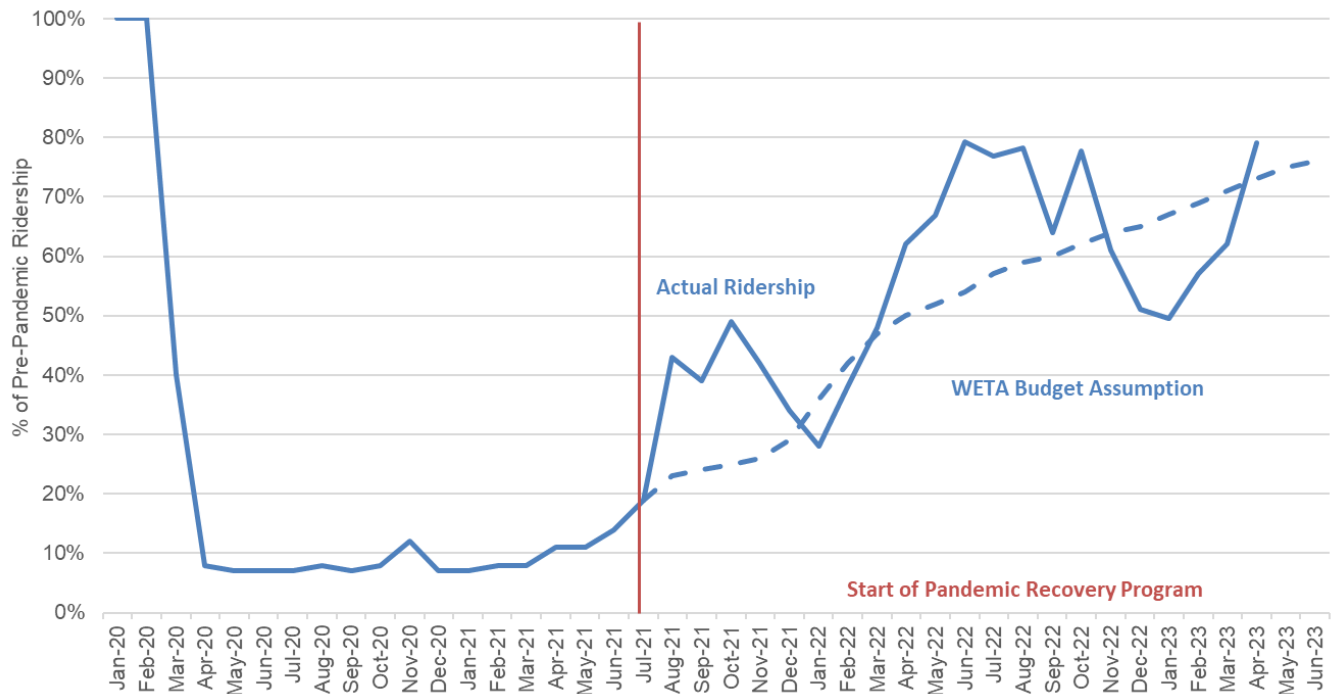
Average Weekday Hourly Boardings



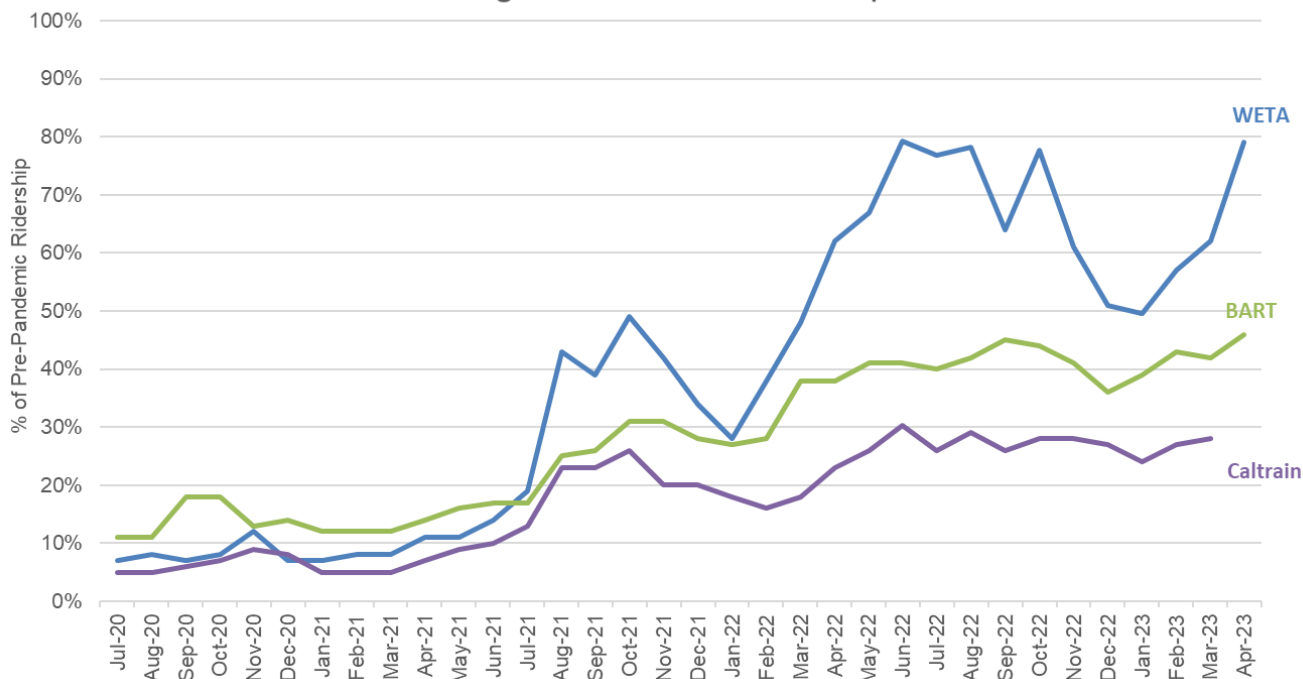
### Average Boardings by Day of Week Systemwide



### Actual vs. Budgeted Ridership



## Regional Transit Ridership



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

### Monthly Operating Statistics Report

| April 2023 |  |                                     | Oakland & Alameda* | Vallejo* | Richmond | Harbor Bay | Alameda Seaplane | South San Francisco** | Systemwide |
|------------|--|-------------------------------------|--------------------|----------|----------|------------|------------------|-----------------------|------------|
| Boardings  | vs. last month                         | Total Passengers April 2023         | 59,718             | 61,501   | 21,907   | 16,982     | 24,632           | 6,750                 | 191,490    |
|            |  | Total Passengers March 2023         | 37,490             | 47,059   | 17,772   | 16,451     | 25,431           | 6,599                 | 150,802    |
|            |  | Percent change                      | 59.29%             | 30.69%   | 23.27%   | 3.23%      | -3.14%           | 2.29%                 | 26.98%     |
|            | vs. same month last year               | Total Passengers April 2023         | 59,718             | 61,501   | 21,907   | 16,982     | 24,632           | 6,750                 | 191,490    |
|            |  | Total Passengers April 2022         | 48,864             | 49,008   | 17,582   | 12,353     | 17,053           | 4,277                 | 149,137    |
|            |  | Percent change                      | 22.21%             | 25.49%   | 24.60%   | 37.47%     | 44.44%           | 57.82%                | 28.40%     |
|            | vs. prior FY to date                   | Total Passengers Current FY To Date | 480,020            | 518,965  | 188,002  | 145,865    | 217,039          | 56,201                | 1,606,092  |
|            |  | Total Passengers Last FY To Date    | 370,266            | 367,704  | 118,306  | 84,510     | 106,620          | 15,175                | 1,062,581  |
|            |  | Percent change                      | 29.64%             | 41.14%   | 58.91%   | 72.60%     | 103.56%          | 270.35%               | 51.15%     |
| Ops Stats  | Avg Weekday Ridership April 2023       |                                     | 2,986              | 3,075    | 1,095    | 849        | 1,232            | 338                   | 9,575      |
|            | Passengers Per Hour April 2023         |                                     | 122                | 82       | 65       | 93         | 127              | 53                    | 92         |
|            | Revenue Hours April 2023               |                                     | 491                | 747      | 339      | 183        | 193              | 126                   | 2,080      |
|            | Revenue Miles April 2023               |                                     | 6,882              | 20,179   | 6,291    | 3,784      | 3,190            | 2,200                 | 42,526     |
|            | Farebox Recovery Year-To-Date          |                                     | 22%                | 25%      | 10%      | 16%        | 18%              | 7%                    | 19%        |
|            | Peak hour utilization, AM – April 2023 |                                     | 16%                | 41%      | 34%      | 32%        | 42%              | 29%                   | 32%        |
|            | Peak hour utilization, PM – April 2023 |                                     | 35%                | 58%      | 29%      | 33%        | 42%              | 25%                   | 37%        |
| Fuel       | Fuel Used (gallons) – April 2023       |                                     |                    |          |          |            |                  |                       | 0          |
|            | Avg Cost per gallon – April 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\*\*\*

MEMORANDUM

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**TO: Board Members**

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

**SUBJECT: Customer Experience Survey Results**

In the FY22 Pandemic Recovery Program, WETA staff committed to leveraging survey data to inform policy decisions in the dynamic new transit paradigm. In addition to rigorous, statistically valid passenger and market surveys, staff has used low-cost digital opt-in surveying tools to learn more about passenger preferences and barriers.

In March and April, staff executed a digital passenger survey focused on customer experience. Some 369 passengers completed the survey, with most respondents captured via email blast, the San Francisco Bay Ferry newsletter and onboard messaging.

Below is a summary of the findings along with action items related to areas in need of improvement.

**Passenger Satisfaction by Experience Segment**

In WETA's 2022 onboard passenger survey, 99% of passenger reported satisfaction with their ferry experience, with 76% of passengers responding that they were "very satisfied." In the 2023 customer experience survey, staff sought to drill down into specific topics where the ferry experience is excellent and where improvement is possible.

Respondents were asked to rate the following experience segments on a scale of 1 to 5 where 1 represents "poor" and 5 represents "excellent." These are the average responses. The highest scores are bolded; the lowest scores are bolded and italicized. All categories were optional, though most respondents provided a score in most categories with the exceptions of bicycle stowage and access, Wi-Fi, and concessions.

- **Safety on the ferry: 4.5**
- **Cleanliness of the ferry: 4.4**
- Service reliability: 4.2
- **On-time performance: 4.4**
- **Crew interactions: 4.4**
- Boarding process: 4.3
- Disembarkation process: 4.2
- ***Wi-Fi: 3.2***
- Passenger information: 4.1
- Terminal signage: 4.1
- **Concessions: 3.7**
- Bike stowage and access: 4.1
- Parking lots at terminals: 4.0

**Action Items:** WETA is currently in the process of upgrading its Wi-Fi networks to improve connectivity for its ticketing, real-time location, and ridership recording systems as well as to improve the availability of public Wi-Fi for passengers. This work will continue into FY24, pending budget approval. WETA is leaning into the positive responses on safety, cleanliness and on-time performance as a part of its ongoing marketing campaigns.

WETA is also working to improve passenger experience as it pertains to passenger information and terminal signage. Staff is participating in the Regional Wayfinding and Signage Program organized by the Metropolitan Transportation Commission (MTC), a project that came out of the Blue Ribbon Transit Recovery Panel. Staff is also working with Blue & Gold Fleet's guest assistance representative team to launch a mobile kiosk for the Downtown San Francisco Ferry Terminal.

### **Rider Alerts**

Prior to transitioning to the Anchor integrated ticketing system and the Swiftly real-time information system, WETA provided rider alerts through a system called Blackboard Connect, which is primarily used by schools to contact parents and guardians around emergencies. Rider alerts include notification of schedule or fare changes, cancellations, major delays or other system disruptions. The system's user interface for passengers subscribing to alerts, Blue & Gold Fleet dispatchers publishing alerts, and WETA staff managing the system was arcane and prone to malfunction.

With the launch of the San Francisco Bay Ferry app through the Anchor migration, WETA elected to focus its rider alert efforts on the app and the San Francisco Bay Ferry website and social media channels, primarily Twitter. This removed the long-held ability of passengers to subscribe to push notifications via text message or email. Upon launch in July 2022, the Swiftly system did not have a text or email notification integration available. Push notifications for rider alerts were, however, available to passengers via the San Francisco Bay Ferry app.

In this survey, 62% of respondents indicated that they subscribe to rider alerts in the app. Users gave the alerts service in the app an average score of 4.1 out of 5. Other ways passengers said they receive real-time alerts include the San Francisco Bay Ferry website (33%), the dedicated @SFBFBayAlerts Twitter feed (14%), and via word-of-mouth in the queue (13%).

WETA asked if passengers were interested in text message or email rider alerts. 89% of respondents said they would be very or somewhat likely to subscribe to text message rider alerts. 79% of respondents said they would be very or somewhat likely to subscribe to email rider alerts.

**Action Items:** As a result of these findings, qualitative feedback from passengers gathered over the past eight months, and the increasing unreliability of Twitter as a real-time communication platform, WETA is pursuing automated text message and email rider alert solutions. Staff expects a new rider alert subscription functionality to launch in Summer 2023.

### **Concessions**

Prior to the pandemic, a third-party concessionaire managed by Blue & Gold Fleet offered concessions on all routes at all times of day per terms of WETA's operating agreement. WETA suspended concessions on board the ferry in March 2020 and resumed concessions service in July 2021 parallel to the launch of the Pandemic Recovery Program. However, the third-party concessionaire faced staffing challenges in a tight labor market. In addition, lower ridership also contributed to reduced demand for concessions.

As ridership increases, WETA has worked with Blue & Gold Fleet management and the concessionaire to increase concessions service over the past two years. Currently, concessions are offered on most afternoon and evening weekday trips (with the exception of the South San Francisco route) and all weekend trips, pending staff availability.

To better understand passenger demand for morning concessions, WETA presented survey questions on this amenity. A plurality of respondents indicated that they would purchase morning concessions at least occasionally if offered. In response to an open-ended question about concessions, a significant number of respondents indicated a desire for morning coffee and tea service.

**Action Items:** WETA staff has been working with Blue & Gold Fleet management on creative strategies to improve concession availability and to improve the quality of the concessions offered.

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



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

*[May 4, 2023]*

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

**1. CALL TO ORDER**

Chair James Wunderman called the meeting to order at 1:03 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.

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. PUBLIC HEARING ON PROPOSED FISCAL YEAR 2024-2028 FARE PROGRAM**

Chair Wunderman stated that WETA was conducting a public hearing concerning the proposed Fiscal Year 2024-2028 Fare Program. He noted that the program would define annual fare adjustments for both regular and special event services over a five-year period beginning July 1, 2023. He asked staff to introduce the item before opening the floor to the public.

Transportation Planner Arthi Krubanandh introduced this item with a summary of the program.

Chair Wunderman opened the public hearing to receive comments and asked speakers to clearly state their name and city of residence for the record.

With no further public comments, Chair Wunderman closed the public hearing.

**4. REPORT OF BOARD CHAIR**

Chair Wunderman reported that he has enjoyed his experience riding the ferry from Oakland to San Francisco regularly and rode the special event ferry from Chase Center back to Oakland. He thanked Public Information and Marketing Manager Thomas Hall for assisting him with purchasing a ticket through the San Francisco Bay Ferry app.

Chair Wunderman said he felt like he was seeing more people on a regular basis on the return trips and that riding the ferry was the best part of the day and thanked the Blue & Gold Fleet (Blue & Gold) crew for contributing to a positive environment. He said that WETA provides a valuable and reliable service.

**5. REPORTS OF DIRECTORS**

Director Dew reported that she had attended the Highway 37 tolling meeting and that the Solano Transportation Authority (STA) was discussing ferry service from Vallejo to San Rafael. She noted that she had been appointed to the Transportation Subcommittee for the STA.

Director Dew commented that she was in Sacramento for the California Association of Realtors and shared a concern about expansion challenges including a Solano County project that would take three years before a Pacific Gas & Electric connection could be completed.

Director Dew reported that the City of Vallejo had submitted a marina project to Assemblymember Lori Wilson's office but did not have any details about the project. She commented that she had taken the ferry today with 10 people in line waiting to purchase a paper ticket. She said that she was excited to see more cars in the garage but noted that the parking fee had been increased and would discuss the increase with the City of Vallejo.

## **6. REPORTS OF STAFF**

Executive Director Seamus Murphy confirmed the increase in ridership that was observed by the Directors.

Mr. Murphy commended the Blue & Gold crews for circling back to pick up a child who had been left behind on the shoreside and reconnecting that child with their family who were on the vessel.

Mr. Murphy complimented Congressman John Garamendi for doing a fantastic job working on WETA's budget requests and leading the effort to get his colleagues to sign on to those requests. Mr. Murphy said that one of the key requests was for the reconfiguration of the Vallejo Ferry Terminal, which would reduce the need for dredging there. He added that San Francisco Bay Ferry fan Congressman Garamendi recently held his staff retreat on the WETA system.

Mr. Murphy reported that WETA was awarded a grant from Transit and Intercity Rail Capital Program in the amount of \$13.8 million to support upgrading electric capacity and commended WETA staff for working on the advocacy front. He said that he received feedback from California State Transportation Agency (CalSTA) that WETA's applications continue to rank as some of the program's highest scoring.

Mr. Murphy said that he anticipated a June launch for *Sea Change* that would provide service between Pier 41 and the Downtown Ferry Terminal, adding that it would be the first hydrogen ferry in the world. He said that details for the June launch event would be made available when ready. He said that *Sea Change* was docked at Pier 9 and that he would look for some time to invite the Board for a tour. He said that employers have expressed interest in extending the demonstration longer than the anticipated six months.

Mr. Murphy thanked Government & Regulatory Affairs Manager Lauren Gularte for organizing the tour of the Northern Waterfront in Contra Costa. He said that the Contra Costa Transportation Authority (CCTA) is conducting a ferry study for potential ferry service to Antioch, Hercules, Martinez, and Pittsburgh. He acknowledged Bay Crossings Founder Bobby Winston and Zell & Associates Principal Eric Zell for assistance in organizing the tour. He thanked Chair Wunderman for participating in the tour and meeting the stakeholders.

Chair Wunderman thanked Ms. Gularte for organizing the tour and commented that the cities on the tour were very interested in getting ferry service.

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

Chair Wunderman asked if ridership data trails and wondered if there was more updated data or very late changes that were not reflected on the ridership report. Mr. Murphy commented that the most recent changes have all been positive and staff expects that trend to continue.

Vice Chair Moyer commended staff for the incredible amount of work that she has seen come to fruition during her short time on the Board.

Chair Wunderman asked Mr. Murphy to comment on the future of transportation and fiscal cliff funding. Mr. Murphy stated that WETA was fortunate to be the recipient of Regional Measure 3 (RM3) revenues that could be accessed immediately to help balance WETA's operating budget. He said that other fare revenue dependent agencies were desperate for the state to provide gap funding for the next few years. He said that Senator Scott Weiner is leading the charge to work on solutions that don't impact the general fund.

Chair Wunderman noted that San Francisco Bay Area Rapid Transit (BART) still uses a portion of its operating funds for capital. Mr. Murphy explained that agencies needed to keep their system in a state of good repair in order to operate.

#### PUBLIC COMMENT

SWITCH Maritime Founder and Chief Executive Officer Pace Ralli expressed his gratitude to WETA and Blue & Gold Fleet for being phenomenal partners and hoped to continue the partnership beyond the six-month demonstration period.

#### 7. CONSENT CALENDAR

Director DelBono made a motion to approve the consent calendar:

- a. Approve Board Meeting Minutes – March 2, 2023
- b. Approve Board Meeting Minutes – April 17, 2023
- c. Item pulled from Consent Calendar by Chair Wunderman
- 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. Item pulled from Consent Calendar by Vice Chair Moyer
- k. Approve Amendment No. 2 to Agreement #22-004 with Pacific Power Group, LLC

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

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

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

The Directors pulled two items from the Consent Calendar for additional discussion:

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

Chair Wunderman asked if other agencies were transferring funds to the Metropolitan Transportation Commission for the Blue Ribbon Task Force Action Plan. Mr. Murphy stated that other agencies were proportionately contributing to the plan. He explained that the COVID relief funds that were intended for the plan were distributed to operators in order to position the region to compete for supplemental COVID relief funding. He said that WETA competed and successfully received additional COVID relief funds in the amount of \$26 million.

In response to Vice Chair Moyer, Mr. Murphy confirmed that no restrictions existed for State Transit Assistance funds to be used in this manner.

Chair Wunderman called for public comments on item 7c, and there were none.

Director Dew made a motion to adopt Resolution No. 2023-10 approving this item.

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

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

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

Engineering & Maintenance Administrator Jeffery Powell introduced this item recommending approving Amendment No. 1 to Agreement #21-028 with Pacific Power Group, LLC 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.

Vice Chair Moyer asked for clarification about the significant increase in cost. Mr. Powell explained the reasoning for the unanticipated costs. Operations and Maintenance Manager Timothy Hanners offered to share the itemized breakdown and justification of all the costs with the Board.

The Directors stated that the detailed analysis would be helpful from a process standpoint.

Chair Wunderman called for public comments on item 7j, and there were none.

Director DelBono made a motion to adopt Resolution No. 2023-13 approving this item.

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

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

## **8. ADOPT WETA FARE POLICY AND FISCAL YEAR 2024-28 FARE PROGRAM**

Transportation Planner Arthi Krubanandh introduced this item recommending adopting the WETA Fare Policy and the Fiscal Year 2024-28 Fare Program, consistent with the WETA Fare Policy and authorize the Executive Director to take any actions necessary to implement the program.

Ms. Krubanandh shared her presentation on the fare policy and program noting that the fare program was developed based on the fare policy.

Ms. Krubanandh said that the public recognized and appreciated the overall reduction in fares. Chair Wunderman commented that special event fares were expensive for low-income riders and was interested in doing something if the technology and capability existed in the future. Principal Planner Michael Gougherty addressed the affordability issue and shared WETA's efforts to apply a discount potentially through the Clipper START program.

The Directors spoke in support of the fare increase to support growing the ferry system, discounts on special event fares, and offered suggestions for increasing Clipper usage.

Mr. Murphy suggested adding a bullet to the fare policy focusing on opportunities to provide a means-based discount for special event fares in response to comments from Director Dew and others.

## **PUBLIC COMMENT**

Seamless Bay Area Advocacy Director Adina Levin sent a letter supporting the proposed fare policy.

Director Dew made a motion to adopt Resolution No. 2023-15 with the following amendments under Special Events:

- Explore opportunities to partner with special event hosts in offering discount programs to serve disadvantaged communities.
- Evaluate the potential of fare ticketing systems in offering low-income discount products.

and Resolution 2023-16 approving this item.

Chair Wunderman called for public comments, and there were none.  
Director DelBono seconded the motion, and the item passed unanimously.

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

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

Ms. Krubanandh presented this item recommending approving 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. Prior to her presentation, Ms. Krubanandh noted a correction in the fiscal impact section in the amount of \$18,000.

Ms. Krubanandh noted that Kimley-Horn had one Small Business Enterprise (SBE) subcontractor with 16 percent participation.

Government and Regulatory Affairs Specialist Terence Candell provided more details about Disadvantaged Business Enterprise (DBE) participation for this project.

Director Alba made a motion to adopt Resolution 2023-17 approving this item.

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

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

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

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

Planning and Development Manager Kevin Connolly presented this item recommending awarding 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 and authorize the Executive Director to negotiate and execute agreements for these on-call services.

Mr. Murphy said that he was surprised that WETA had only received two proposals as the on-call pilot and emergency ferry services and operations program was a path WETA created to enable private operators to do business with WETA.

Director DelBono commented that PROPSF and Blue & Gold have set a high standard to be competitive in the process.

Mr. Connolly said that a pilot service would be revealed in June and that the on-call emergency ferry services were created to accelerate the possibility of contracting with operators in the instance of an emergency in response to Director Dew. He added that future pilots and how WETA handled emergency services would be part of the business plan.

Director Dew commented on various conversations she has had with requests and concerns about pilot services and emergency needs.

PUBLIC COMMENT

Inlandboatmen's Union Regional Director Robert Estrada credited Mr. Murphy for involving labor by inviting Mr. Estrada to Mavrik Marine in La Conner, WA to see the vessels being constructed which provided an opportunity for extensive discussion of the plans.

Director Dew made a motion to adopt Resolution 2023-18 approving this item.

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

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

**11. DRAFT FINAL WETA ZERO EMISSIONS PLAN**

Senior Planner/Project Manager Chad Mason and Maintenance & Operations & Maintenance Manager Timothy Hanners presented this informational item and shared their presentation on updates to the two-year effort of the draft final WETA zero emissions plan. They thanked consultants Arup, Aurora Marine Design, Elliott Bay Design Group, and Liftech Consultants Inc. for their help in this effort. Mr. Mason presented the consumption needs, feasibility, cost, implementation, and other shoreside considerations, and Mr. Hanners presented information related to vessels.

Mr. Mason stated that the California Energy Commission (CEC) process developed a blueprint for WETA to transition to zero-emission technology and was instrumental in receiving the TIRCP grant award that would fund enhanced charging capacity to WETA terminals including the Downtown San Francisco terminal.

Mr. Mason said that WETA is actively engaged with the San Francisco Public Utilities Commission (SFPUC), Alameda Municipal Power, and the Port of San Francisco (Port of SF) to move these projects forward. Applications have been submitted to the SFPUC and Alameda Municipal Power.

Mr. Hanners said that battery life is extended by more frequent charging minimizing total battery drain and that charging connection strategy has not yet been determined. He remarked that studies show that the overall cost of having an electric fleet and paying for electricity is lower than diesel but that more work needed to be done, adding that he expected maintenance and capital costs to be reduced.

Mr. Mason said that the plan would be built into the business plan and will be included in the RM3 five-year plan that would be presented in June.

Director Alba commented that WETA should keep in mind that technology is rapidly evolving and that electricity may not always flow and how that might affect operations and battery capacity.

Ms. Gularte said that the California Transit Association (CTA) was working on Assembly Bill 463 which would prioritize power use and consumption to transit during brownouts or blackouts.

PUBLIC COMMENT

Berkeley resident Kelly Hammargren said that this may help with climate, but new technologies may create other damage.

Mr. Ralli said that he was supportive of electric, hydrogen, and other fuel types with the objective of achieving zero emissions.

Mr. Murphy thanked and commended Mr. Mason and Mr. Hanners for their presentation. He reminded the Board about accessing resources including the BEACN group presentation on battery choices that would have the least impact from a human rights, mineral availability, and sustainability standpoint.



**12. REVIEW PROPOSED FISCAL YEAR 2023/24 BUDGET AND SALARY SCHEDULE**

Mr. Murphy introduced the item stating that the budget would see increases over the prior year and would have looked very different without RM3.

Chief Financial Officer Erin McGrath presented this informational item and shared her presentation on the proposed fiscal year 2023/24 budget and salary schedule.

The Directors thanked Ms. McGrath for her report and presentation.

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

**13. 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**

*[May 26, 2023]*

The Board of Directors of the San Francisco Bay Area Water Emergency Transportation Authority met in special session via videoconference.

**1. CALL TO ORDER**

Chair James Wunderman called the meeting to order at 1:03 p.m.

**2. ROLL CALL**

Chair James Wunderman, Director Jessica Alba, and Director Pippin Dew were in attendance.

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

**3. RECESS INTO CLOSED SESSION**

Chair Wunderman recessed the meeting at 1:06 p.m., and the Directors met with legal counsel in closed session.

- a. Conference with Legal Counsel – Anticipated Litigation  
Significant Exposure to Litigation  
Pursuant to Government Code Sections 54956.9 (d)(2)  
One case

**4. REPORT OF ACTIVITY IN CLOSED SESSION**

Upon returning to open session at 1:54 p.m., Chair Wunderman had nothing to report and that no action had been taken.

With all business concluded, Chair Wunderman adjourned the meeting at 1:54 p.m.

- Board Secretary

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



**MEMORANDUM**

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**TO:** Board Members

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

**SUBJECT:** Extend Participation in Clipper START Pilot Program

**Recommendation**

Approve extension of participation in Clipper START pilot program for an additional 24-month period.

**Background**

The Clipper START pilot program was launched by MTC between July 2020 and January 2021 for 21 of the Bay Area transit agencies. The program offers a 20 or 50 percent discount on single ride fares for eligible adults who live in the Bay Area and who earn under 200 percent of the federal poverty level.

Participation in the Clipper START program was approved by the Board and launched for WETA in November 2020 offering Clipper START fares at half the cost of a paper ticket. As part of the Pandemic Recovery Program, WETA's Clipper START fares were further lowered to half the cost of a Clipper ticket. In September 2021, the Board approved continuing participation in the pilot program for an additional 18-month period through June 30, 2023. This extension was to provide more time for the program to take shape and be properly evaluated.

As of March 2023, the total number of program enrollees systemwide reached 19,000, surpassing the initial goals of the program to enroll at least 15,000 riders. A total of 24,000 Clipper START trips have been made on San Francisco Bay Ferry since the program launch, representing about 1 percent of total trips. The ratio of Clipper START users to total of WETA users has remained relatively consistent throughout the program.

**Discussion**

In November 2022, MTC staff provided program updates and several Board members communicated their desire that the Clipper START program be further extended, that more robust discounts be offered, and that barriers to program eligibility be reduced. WETA staff continues to advocate for these goals with MTC staff and other transit members of the Clipper START program working group.

During the on-going pilot period, MTC has evaluated the program to assess the program design, development, and impacts on improving mobility, affordability, and access to opportunities. This evaluation identified potential strategies to increase program reach, improve customer experience, and reduce administrative costs. Key findings included denser enrollment rates in equity priority communities, more interest in varied Clipper START products such as

accumulator passes, and the need for a comprehensive marketing approach to reach underrepresented demographics.

As a next step, MTC recommends extending the program for a 24-month period through June 30, 2025. This extension will allow MTC to conduct feasibility, benefits, and risk analysis of the potential strategies. MTC would continue an extensive regional marketing effort to support and improve the reach of Clipper START program, including direct mail advertising and partnering with Community Based Organizations to conduct on-site events. WETA staff has discussed market priorities with MTC staff and will continue to promote the program through social media and marketing efforts. In addition, WETA staff will continue to advocate and champion the Board's direction to MTC in the subsequent phases of this program.

Agencies that desire to extend their participation in the program are requested to adopt resolutions approving the proposed extension. Staff recommends that the Board approve this item to extend WETA's participation in the Clipper START pilot program.

**Fiscal Impact**

To reduce financial risk and to simplify the processing of reimbursement for operators, MTC proposes an upfront one-time payment to partially cover revenue loss incurred by operators for the 24-month extension period. Currently, MTC reimburses 20% of WETA's revenue loss on a quarterly basis. Anticipated revenue loss, after that reimbursement, for FY 2023/24 is \$53,000.

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

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

**RESOLUTION NO. 2023-19**

**APPROVE EXTENTION OF PARTICIPATION IN THE CLIPPER START PILOT PROGRAM**

**WHEREAS**, on October 8, 2020, the Board approved participation and adopted fares for the Clipper START program, a regional means-based fare discount pilot program; and

**WHEREAS**, on September 2, 2021, the Board approved an extension to WETA's participation in the Clipper START pilot program until June 30, 2023; and

**WHEREAS**, the Metropolitan Transportation Commission (MTC) has recommended extending the program for a 24-month period through June 30, 2025, during which period MTC and WETA will conduct feasibility, benefits, and risk analysis of the program, as well as continued marketing of the program; now, therefore, be it

**RESOLVED**, that the Board of Directors hereby approves extending participation in the Clipper START pilot program until June 30, 2025.

**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 June 5, 2023.

YEA:

NAY:

ABSTAIN:

ABSENT:

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/s/ Board Secretary

2023-19

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

**MEMORANDUM**

**TO: Board Members**

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

**SUBJECT: Approve Fiscal Year 2023/24 Budget and Salary Schedule**

**Recommendation**

Staff recommends that the Board approve FY 2023/24 WETA Budget and Salary Schedule.

**Background**

At its meeting on May 4, the Board received a detailed briefing on the proposed FY 2023/24 budget. Today the Board will consider the final proposed budget along with the required accompanying resolutions.

**Summary**

The FY 2023/24 Budget authorizes \$143.4 million in spending for Ferry Operations, Planning, Administration, and Capital Projects, funded by a variety of revenue sources, as shown below:

| FY 2023/24 Proposed Budget<br>(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          |
| <b>Total Budget Expense</b>                 | <b>\$ 143.4</b> | <b>Total Budget Revenue</b> | <b>\$ 143.4</b> |

A detailed discussion of each category of spending and funding is provided in the full budget document which is attached to this report. A resolution is attached authorizing the approval of the budget expenditures and providing authority needed for managing WETA funds. A subsequent item on today's agenda will provide the authority for staff to secure funding allocations as needed for operating and capital revenue reflected in the budget.

**Changes to the May Draft Budget**

There is no change to the overall budget as presented in May. Total amounts and funding for the operating and capital budgets are overall as reflected in the chart above. However, between the May draft and June final draft, there are shifts in the allocation of operating costs between the different service routes. Improvements made to WETA's ridership database over the past

year now offer more precise and detailed information about actual operating miles and hours by run segment for each route. The allocation of costs to the various routes is designed to properly spread costs to routes that are shared by all routes. For example, although a transaction for diesel fuel is recorded as an expense in the fuel category, the allocation of the cost of that fuel to the route on which it is used is based on the miles a vessel using that route travels in service of a particular route. Similarly, the costs related to repairs or labor for maintaining vessels is tied first to a type of vessel, but then to the route miles that a class of vessels is planned to travel in the coming year.

Using revised information from WETA's improved ridership database, and updated crewing and vessel plan information for FY2023/24, staff has reallocated total operating costs (which remain unchanged) to more accurately represent the share of system expenses incurred by route. This data was only finalized in early May in order to apply the new allocation formulas to the budgeted costs.

The result of the allocation shifts is a decrease in the Alameda/Oakland route costs of \$1,178,213 and increases to the remaining routes as follows:

Harbor Bay Route: Increased \$292,677  
Alameda Seaplane: Increase \$483,162  
Vallejo Route: Increased \$339,941  
South San Francisco: Increased \$1,039,935  
Richmond: Increased \$22,498.

The charts for each route have been updated to reflect these changes in the attached budget document.

**Fiscal Impact**

Approval of the budget provides authorization of \$143.4 million for Operations and Capital programs. The proposed budget is fully funded with a combination of fare revenues and various federal, state, and local grant funds available to support WETA's ferry services and capital projects. Details are provided in the full budget document, Attachment A.

**Attachment A** –FY 2023/24 WETA Budget and Salary Schedule

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

# WATER EMERGENCY TRANSPORTATION AUTHORITY

## FISCAL YEAR 2023/24 BUDGET





## OVERVIEW

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The San Francisco Bay Area Water Emergency Transportation Authority (WETA) is a regional public transit agency tasked with developing, operating and expanding ferry service on the San Francisco Bay and with coordinating the water transit response to regional emergencies. WETA operates the San Francisco Bay Ferry system which provides daily passenger service to the cities of Alameda, Oakland, San Francisco, Vallejo, Richmond, and South San Francisco. Service is also provided for special events at Oracle Park and Chase Center throughout the year. In addition to current service, WETA is actively planning for a system that seamlessly connects cities in the greater Bay Area with San Francisco, using fast, environmentally responsible vessels.

### ***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 follows 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 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.



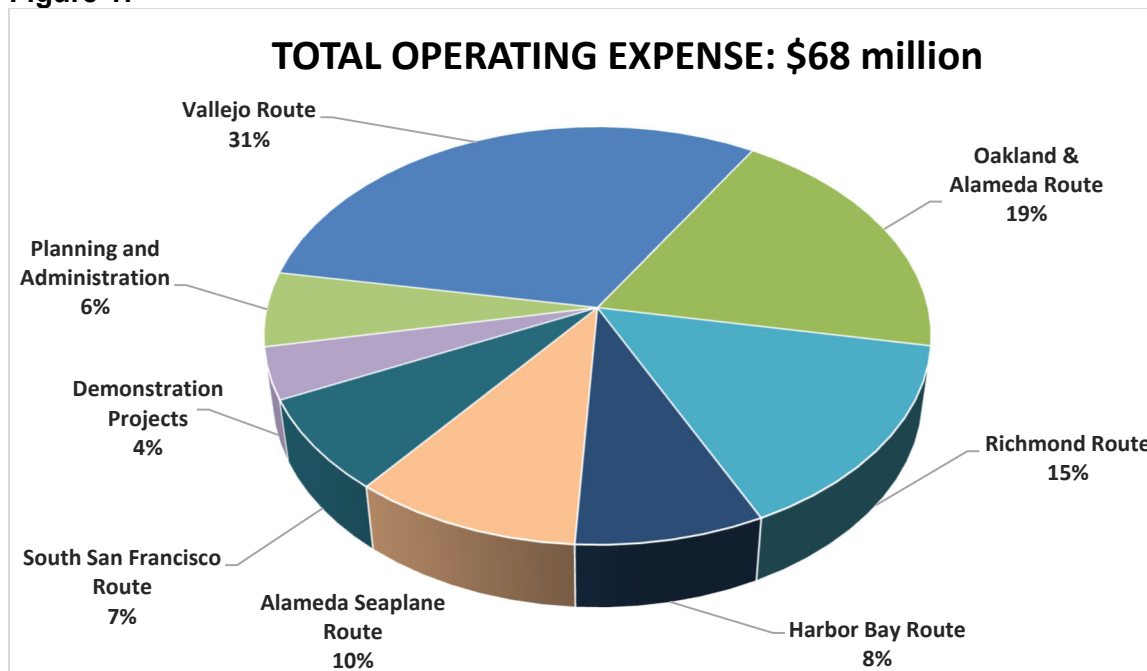
**Table 1: WETA Budget FY 2023/24**

| FY 2023/24 Proposed Budget<br>(in millions) |           |              |                             |           |              |
|---|-----------|--------------|-----------------------------|-----------|--------------|
| Expense                                     |           |              | Revenue                     |           |              |
| Operating Budget Expenditures               | \$        | 68.4         | Bridge Tolls                | \$        | 45.7         |
|   | \$        | 61.7         | Federal Funds               | \$        | 53.5         |
|   | \$        | 2.7          | State Funds                 | \$        | 22.5         |
|   | \$        | 3.9          | Local Funds                 | \$        | 6.2          |
|   | \$        | 75.0         | Passenger Fares             | \$        | 12.8         |
| Capital Budget Expenditures                 | \$        | 75.0         | Other Funds                 | \$        | 2.7          |
| <b>Total Budget Expense</b>                 | <b>\$</b> | <b>143.4</b> | <b>Total Budget Revenue</b> | <b>\$</b> | <b>143.4</b> |

## OPERATING BUDGET

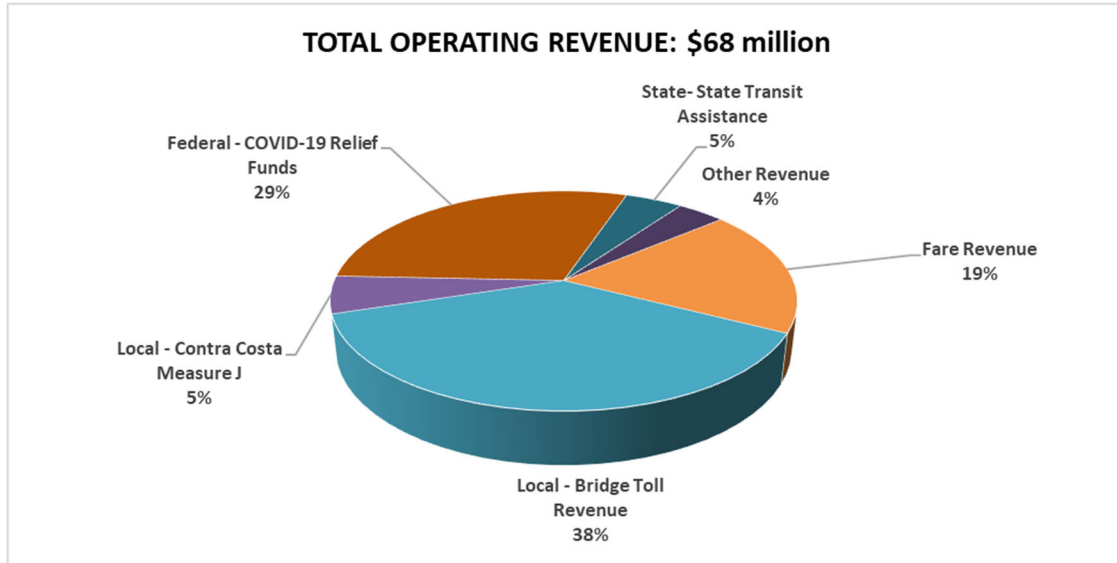
The FY 2023/24 operating budget is made up of two primary components: a \$64.5 million Ferry Service Operating Budget and a \$3.9 million Planning and Administration budget. Together those two components result in a total Operating Budget is \$68.4 million. Detailed budget charts showing WETA's Planning 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 averages 72% of pre-pandemic levels over the course of the year. This means that ridership will grow 11% over FY 2022/23 levels, and in June of 2024 peak at 87% of average 2019 monthly ridership. 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: Fare Revenue and Ridership**

| 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%        |
| <b>Total</b>                          | <b>\$ 12,715,492</b> |            | <b>2,281,212</b>    |            |

## 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. Details are not yet finalized on this project.

## 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. Details are forthcoming but could include two shorter or one longer year-long pilot in the coming year.

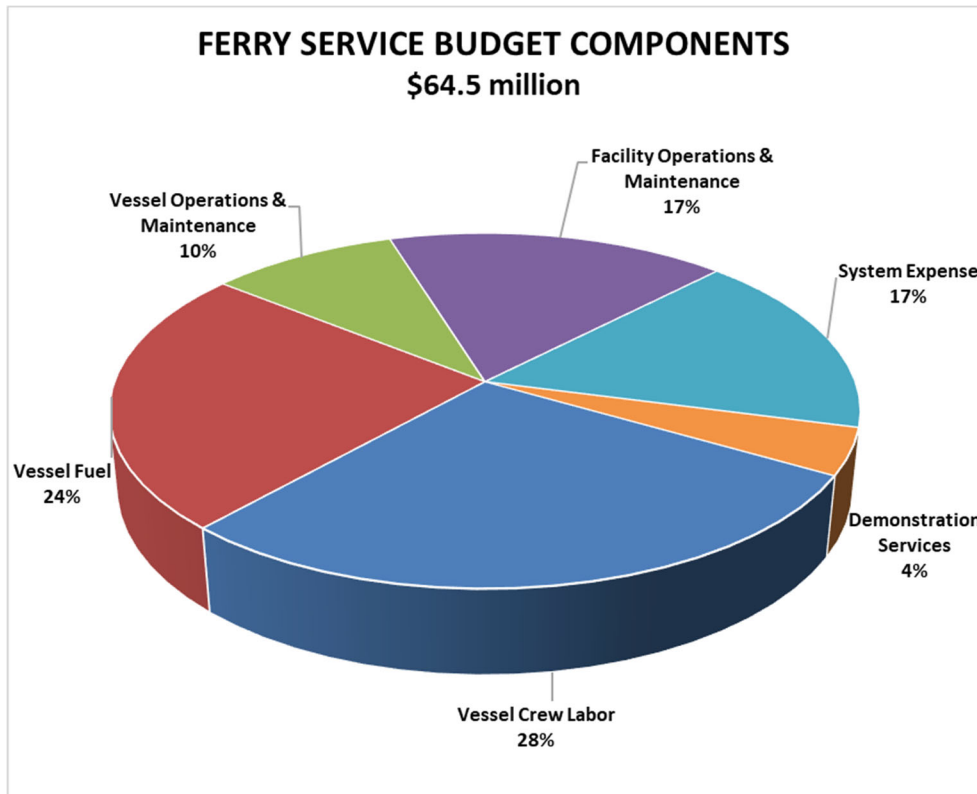
### Ferry Service Operating Expense

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 52% 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%       |
| <b>Total</b>                       | <b>\$ 3,945,194</b> |            |

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 fill

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



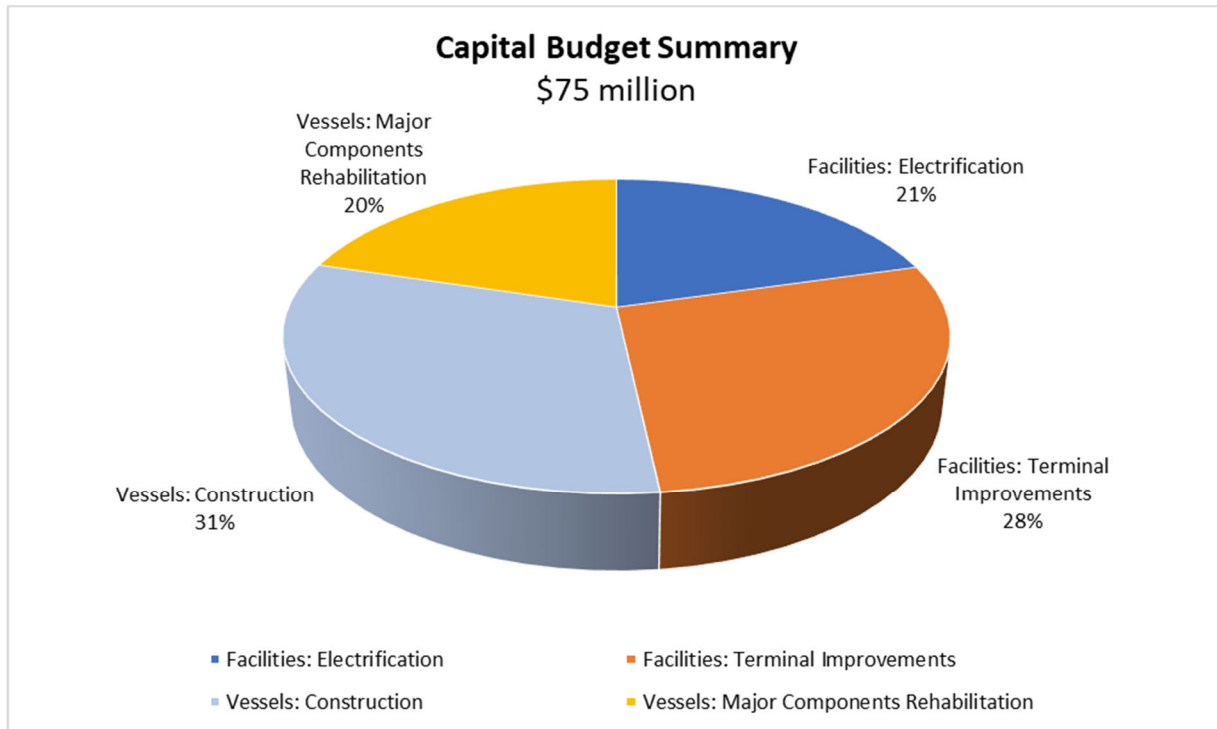
in 2026. Procurement and negotiation will likely take at least a year and must be completed well in advance of the expiration of the current contract.

- **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 Tolls          | \$ 20,017,064        | 27%        |
| Local Dedicated/Other | \$ 2,439,004         | 3%         |
| <b>Total Revenues</b> | <b>\$ 75,074,912</b> |            |

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 on capital projects in FY 2023/24 from RM3 is \$13 million. A more detailed, longer-term plan for spending on RM3 is in progress and will be presented separately. This budget proposal represents just the first year of spending which primarily focuses on planning and preliminary design 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 Gemini and Pisces, and a quarter life refurbishment for the 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.

## DETAILED BUDGET INFORMATION

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**Attachment A** –FY 2023/24 Operating Budget

**Attachment B** –FY 2023/24 Capital Budget

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

## Attachment A

### San Francisco Bay Area Water Emergency Transportation Authority

#### FY 2023/24 Operating Budget

| SUMMARY OPERATING                    |           | FY2023/24<br>Proposed<br>Budget |
|--------------------------------------|-----------|---------------------------------|
| <b>Revenues</b>                      |           |                                 |
| 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                       |
| <b>Total Revenues</b>                | <b>\$</b> | <b>68,427,022</b>               |
| <b>Expenses</b>                      |           |                                 |
| <b>Planning and Administration</b>   |           |                                 |
| 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)                     |
| <b>Operations</b>                    |           |                                 |
| Vessel Crew Labor                    |           | 18,255,015                      |
| Vessel Fuel                          |           | 15,540,000                      |
| Vessel Operations & Maintenance      |           | 6,100,909                       |
| Facility Operations & Maintenance    |           | 11,042,477                      |
| System Expense                       |           | 10,805,686                      |
| Demonstration Projects               |           | 2,737,741                       |
| <b>Total Expenses</b>                | <b>\$</b> | <b>68,427,022</b>               |

**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 &<br>Alameda | Harbor<br>Bay       | Alameda<br>Seaplane | Vallejo              | South San<br>Francisco | Richmond             | Subtotal Service<br>Routes |
| <b>Revenues</b>                                      |                      |                     |                     |                      |                        |                      |                            |
| Fare Revenue   | \$ 3,360,783         | \$ 858,074          | \$ 1,225,360        | \$ 5,945,062         | \$ 285,836             | \$ 1,040,378         | \$ 12,715,492              |
| Bridge Toll Revenue                                  | 4,766,846            | 2,583,793           | 2,932,509           | 7,199,832            | 2,797,123              | 1,534,152            | 21,814,256                 |
| - Regional Measure 2                                 | 3,560,567            | 1,507,819           | 1,821,487           | 5,758,539            | 1,350,589              | 0                    | 13,999,000                 |
| - Regional Measure 3                                 | 1,206,280            | 1,075,974           | 1,111,023           | 1,441,293            | 1,446,535              | 1,534,152            | 7,815,256                  |
| Local - Contra Costa Measure J                       | 0                    | 0                   | 0                   | 0                    | 0                      | 3,761,720            | 3,761,720                  |
| State Transit Assistance                             | 687,342              | 291,074             | 351,625             | 1,111,645            | 260,721                | 535,847              | 3,238,254                  |
| Federal - COVID-19 Relief Funds                      | 4,290,639            | 1,816,988           | 2,194,971           | 6,939,292            | 1,627,518              | 3,344,956            | 20,214,365                 |
| <b>Total Revenues</b>                                | <b>\$ 13,105,611</b> | <b>\$ 5,549,929</b> | <b>\$ 6,704,465</b> | <b>\$ 21,195,831</b> | <b>\$ 4,971,200</b>    | <b>\$ 10,217,053</b> | <b>\$ 61,744,087</b>       |
| <b>Expenses</b>                                      |                      |                     |                     |                      |                        |                      |                            |
| Vessel Crew Labor                                    | \$ 4,381,204         | \$ 1,825,501        | \$ 2,190,602        | \$ 4,928,854         | \$ 1,642,951           | \$ 3,285,903         | \$ 18,255,015              |
| Vessel Fuel  | 2,952,600            | 1,087,800           | 1,398,600           | 7,148,400            | 777,000                | 2,175,600            | 15,540,000                 |
| Vessel Operations & Maintenance                      | 1,169,544            | 830,241             | 745,262             | 1,290,015            | 929,482                | 1,136,367            | 6,100,909                  |
| Facility Operations & Maintenance                    | 2,056,349            | 798,286             | 1,018,718           | 4,687,016            | 761,156                | 1,720,952            | 11,042,477                 |
| System Expense                                       | 2,545,914            | 1,008,100           | 1,351,283           | 3,141,546            | 860,610                | 1,898,232            | 10,805,686                 |
| <b>Total Expenses</b>                                | <b>\$ 13,105,611</b> | <b>\$ 5,549,929</b> | <b>\$ 6,704,465</b> | <b>\$ 21,195,831</b> | <b>\$ 4,971,200</b>    | <b>\$ 10,217,053</b> | <b>\$ 61,744,087</b>       |
| <b>Operating Statistics:</b>                         |                      |                     |                     |                      |                        |                      |                            |
| Ridership  | \$ 702,689           | \$ 200,768          | \$ 298,166          | \$ 738,024           | \$ 76,520              | \$ 265,045           | \$ 2,281,212               |
| Vessel Operating Miles                               | 96,640               | 56,337              | 43,669              | 245,316              | 39,640                 | 101,040              | 582,642                    |
| Vessel Operating Hours                               | 8,352                | 3,332               | 4,450               | 10,339               | 2,665                  | 6,280                | 35,418                     |
| <b>Performance Measures:</b>                         |                      |                     |                     |                      |                        |                      |                            |
| Farebox Recovery %                                   | 26%                  | 15%                 | 18%                 | 28%                  | 6%                     | 10%                  | 21%                        |
| Cost per Operating Miles                             | \$ 136               | \$ 99               | \$ 154              | \$ 86                | \$ 125                 | \$ 101               | \$ 106                     |
| Cost per Operating Hour                              | \$ 1,569             | \$ 1,666            | \$ 1,507            | \$ 2,050             | \$ 1,865               | \$ 1,627             | \$ 1,743                   |

| FY 2023/24 Operating Budget - Demonstration Projects |                        |   |  |                           |
|--|------------------------|---|--|---------------------------|
|  | Hydrogen Sea<br>Change | Oakland<br>Estuary                          |  | Subtotal<br>Demonstration |
| <b>Revenues</b>                                      |                        |   |  |                           |
| Fare Revenue   | \$ 41,667              | \$ -  |  | \$ 41,667                 |
| Other Revenue (Donation/Grant)                       | 1,696,074              | 1,000,000                                   |  | 2,696,074                 |
|  |                        |   |  | \$ -                      |
| <b>Total Revenues</b>                                | <b>\$ 1,737,741</b>    | <b>\$ 1,000,000</b>                         |  | <b>\$ 2,737,741</b>       |
| <b>Expenses</b>                                      |                        |   |  |                           |
| Vessel Crew Labor                                    | \$330,499              | Contract details<br>still in<br>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                 |
| <b>Total Expenses</b>                                | <b>\$1,737,741</b>     | <b>\$1,000,000</b>                          |  | <b>\$ 2,737,741</b>       |
| <b>TOTAL OPERATIONS BUDGET</b>                       |                        |   |  | <b>\$ 64,481,828</b>      |



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

|  | <b>FY 2021/22<br/>Actual</b> | <b>FY 2022/23<br/>Approved<br/>Budget</b> | <b>FY 2022/23<br/>Projected Actual</b> | <b>FY 2023/24 Budget<br/>Proposed</b> |
|--|------------------------------|---|--|---------------------------------------|
| <b>Revenues</b>                                  |                              |   |  |                                       |
| 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                              | 4,766,846                             |
| - <i>Regional Measure 2</i>                      | 2,929,837                    | 5,806,473                                 | 3,152,263                              | 3,560,567                             |
| - <i>Regional Measure 3</i>                      | -                            | -   | -                                      | 1,206,280                             |
| State Transit Assistance                         | -                            | -   | -                                      | 687,342                               |
| Federal - COVID-19 Relief Funds                  | 5,221,225                    | 5,036,995                                 | 7,551,295                              | 4,290,639                             |
| Other Revenue                                    | 20,970                       | -   | -                                      | -                                     |
| <b>Total Revenues</b>                            | <b>\$ 10,602,486</b>         | <b>\$ 14,110,416</b>                      | <b>\$ 13,696,560</b>                   | <b>\$ 13,105,611</b>                  |
| <b>Expenses</b>                                  |                              |   |  |                                       |
| <b>Vessel Crew Labor</b>                         | <b>3,840,392</b>             | <b>\$4,999,858</b>                        | <b>\$4,969,302</b>                     | <b>\$4,381,204</b>                    |
| <b>Vessel Fuel</b>                               | <b>2,742,417</b>             | <b>\$2,797,200</b>                        | <b>\$2,763,998</b>                     | <b>\$2,952,600</b>                    |
| <b>Vessel Operations &amp; Maintenance</b>       | <b>723,344</b>               | <b>\$1,185,911</b>                        | <b>\$1,215,165</b>                     | <b>\$1,169,544</b>                    |
| <b>Facility Operations &amp; Maintenance</b>     | <b>1,526,225</b>             | <b>\$2,329,236</b>                        | <b>\$2,239,523</b>                     | <b>\$2,056,349</b>                    |
| - <i>Terminals</i>                               | 221,846                      | 266,864                                   | 266,057                                | 240,584                               |
| - <i>Operations &amp; Maintenance Facilities</i> | 1,304,379                    | 2,062,372                                 | 1,973,466                              | 1,815,765                             |
| <b>System Expense</b>                            | <b>1,770,109</b>             | <b>2,798,211</b>                          | <b>2,508,573</b>                       | <b>2,545,914</b>                      |
| - <i>WETA Staff and Overhead</i>                 | 806,139                      | 1,224,875                                 | 995,235                                | 873,182                               |
| - <i>Contractor (BGF) Staff Expenses</i>         | 160,736                      | 176,115                                   | 155,765                                | 196,328                               |
| - <i>Contractor (BGF) Profits</i>                | 352,946                      | 441,310                                   | 421,885                                | 395,961                               |
| - <i>Administration and Engineering</i>          | 173,058                      | 286,113                                   | 269,023                                | 335,124                               |
| - <i>Advertising &amp; Marketing</i>             | 175,413                      | 407,346                                   | 407,346                                | 469,193                               |
| - <i>Insurance &amp; Fees</i>                    | 28,844                       | 97,027                                    | 92,577                                 | 89,246                                |
| - <i>Ticketing</i>                               | 72,972                       | 165,425                                   | 166,742                                | 186,879                               |
| <b>Total Expenses</b>                            | <b>\$ 10,602,486</b>         | <b>\$ 14,110,416</b>                      | <b>\$ 13,696,560</b>                   | <b>\$ 13,105,611</b>                  |
| <b>Operating Statistics:</b>                     |                              |   |  |                                       |
| Ridership  | 486,178                      | 664,377                                   | 644,565                                | 702,689                               |
| Vessel Operating Miles                           | 90,548                       | 84,252                                    | 90,066                                 | 96,640                                |
| Vessel Operating Hours                           | 6,451                        | 6,120                                     | 6,458                                  | 8,352                                 |
| <b>Performance Measures:</b>                     |                              |   |  |                                       |
| Farebox Recovery %                               | 23%                          | 23%                                       | 22%                                    | 26%                                   |
| Cost per Operating Miles                         | \$ 117                       | \$ 167                                    | \$ 152                                 | \$ 136                                |
| Cost per Operating Hour                          | \$ 1,644                     | \$ 2,306                                  | \$ 2,121                               | \$ 1,569                              |

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

|  | <b>FY 2021/22<br/>Actual</b> | <b>FY 2022/23<br/>Approved<br/>Budget</b> | <b>FY 2022/23<br/>Projected Actual</b> | <b>FY 2023/24<br/>Budget<br/>Proposed</b> |
|--|------------------------------|---|--|---|
| <b>Revenues</b>                                  |                              |   |  |   |
| Fare Revenue                                     | \$ 452,837                   | \$ 537,194                                | \$ 764,172                             | \$ 858,074                                |
| Bridge Toll Revenue                              | 1,335,590                    | 1,201,049                                 | 1,407,682                              | 2,583,793                                 |
| - <i>Regional Measure 2</i>                      | 1,335,590                    | 1,201,049                                 | 1,407,682                              | 1,507,819                                 |
| - <i>Regional Measure 3</i>                      | -                            | -   | -                                      | 1,075,974                                 |
| State Transit Assistance                         | -                            | -   | -                                      | 291,074                                   |
| Federal - COVID-19 Relief Funds                  | 2,429,479                    | 3,016,848                                 | 2,467,977                              | 1,816,988                                 |
| Other Revenue                                    | 7,197                        | -   | -                                      |   |
|  |                              |   |  |   |
| <b>Total Revenues</b>                            | <b>\$ 4,225,104</b>          | <b>\$ 4,755,091</b>                       | <b>\$ 4,639,830</b>                    | <b>\$ 5,549,929</b>                       |
| <b>Expenses</b>                                  |                              |   |  |   |
| <b>Vessel Crew Labor</b>                         | <b>\$ 1,536,190</b>          | <b>\$1,551,680</b>                        | <b>\$1,545,645</b>                     | <b>\$1,825,501</b>                        |
| <b>Vessel Fuel</b>                               | <b>998,252</b>               | <b>1,087,800</b>                          | <b>1,074,888</b>                       | <b>1,087,800</b>                          |
| <b>Vessel Operations &amp; Maintenance</b>       | <b>491,467</b>               | <b>542,008</b>                            | <b>506,319</b>                         | <b>830,241</b>                            |
| <b>Facility Operations &amp; Maintenance</b>     | <b>547,337</b>               | <b>793,813</b>                            | <b>800,496</b>                         | <b>798,286</b>                            |
| - <i>Terminals</i>                               | 73,835                       | 110,777                                   | 109,908                                | 106,726                                   |
| - <i>Operations &amp; Maintenance Facilities</i> | 473,502                      | 683,036                                   | 690,588                                | 691,560                                   |
| <b>System Expense</b>                            | <b>651,857</b>               | <b>779,790</b>                            | <b>712,482</b>                         | <b>1,008,100</b>                          |
| - <i>WETA Staff and Overhead</i>                 | 301,924                      | 253,361                                   | 205,861                                | 347,793                                   |
| - <i>Contractor (BGF) Staff Expenses</i>         | 62,250                       | 67,998                                    | 60,141                                 | 78,198                                    |
| - <i>Contractor (BGF) Profits</i>                | 136,678                      | 170,390                                   | 162,890                                | 157,713                                   |
| - <i>Administration and Engineering</i>          | 63,864                       | 110,468                                   | 103,870                                | 133,482                                   |
| - <i>Advertising &amp; Marketing</i>             | 58,023                       | 84,231                                    | 84,231                                 | 186,882                                   |
| - <i>Insurance &amp; Fees</i>                    | 11,150                       | 29,400                                    | 31,111                                 | 29,597                                    |
| - <i>Ticketing</i>                               | 17,967                       | 63,942                                    | 64,379                                 | 74,435                                    |
|  |                              |   |  |   |
| <b>Total Expenses</b>                            | <b>4,225,104</b>             | <b>\$4,755,091</b>                        | <b>4,639,830</b>                       | <b>\$5,549,929</b>                        |
| <b>Operating Statistics:</b>                     |                              |   |  |   |
| Ridership  | 113,207                      | 137,424                                   | 184,161                                | 200,768                                   |
| Vessel Operating Miles                           | 59,598                       | 59,952                                    | 59,254                                 | 56,337                                    |
| Vessel Operating Hours                           | 3,054                        | 3,408                                     | 2,998                                  | 3,332                                     |
| <b>Performance Measures:</b>                     |                              |   |  |   |
| Farebox Recovery %                               | 11%                          | 11%                                       | 16%                                    | 15%                                       |
| Cost per Operating Miles                         | \$ 71                        | \$ 79                                     | \$ 78                                  | \$ 99                                     |
| Cost per Operating Hour                          | \$ 1,383                     | \$ 1,395                                  | \$ 1,548                               | \$ 1,666                                  |

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

|  | <b>FY 2021/22<br/>Actual</b> | <b>FY 2022/23<br/>Approved<br/>Budget</b> | <b>FY 2022/23<br/>Projected Actual</b> | <b>FY 2023/24<br/>Budget<br/>Proposed</b> |
|--|------------------------------|---|--|---|
| <b>Revenues</b>                                  |                              |   |  |   |
| Fare Revenue                                     | \$ 607,565                   | \$ 971,075                                | \$ 1,091,264                           | \$ 1,225,360                              |
| Bridge Toll Revenue                              | 1,336,809                    | 2,035,484                                 | 1,645,678                              | 2,932,509                                 |
| - <i>Regional Measure 2</i>                      | <i>1,336,809</i>             | <i>2,035,484</i>                          | <i>1,645,678</i>                       | <i>1,821,487</i>                          |
| - <i>Regional Measure 3</i>                      | -                            | -   | -                                      | <i>1,111,023</i>                          |
| Local - Contra Costa Measure J                   | -                            | -   | -                                      |   |
| State Transit Assistance                         | -                            | -   | -                                      | 351,625                                   |
| Federal - COVID-19 Relief Funds                  | 2,541,550                    | 2,516,371                                 | 2,829,335                              | 2,194,971                                 |
| Other Revenue                                    | 7,512                        | -   | -                                      | -   |
| <b>Total Revenues</b>                            | <b>\$ 4,493,436</b>          | <b>\$ 5,522,930</b>                       | <b>\$ 5,566,277</b>                    | <b>\$ 6,704,465</b>                       |
| <b>Expenses</b>                                  |                              |   |  |   |
| <b>Vessel Crew Labor</b>                         | <b>\$ 1,637,720</b>          | <b>\$ 1,724,089</b>                       | <b>\$ 1,761,828</b>                    | <b>\$ 2,190,602</b>                       |
| <b>Vessel Fuel</b>                               | <b>1,185,459</b>             | <b>1,398,600</b>                          | <b>1,381,999</b>                       | <b>1,398,600</b>                          |
| <b>Vessel Operations &amp; Maintenance</b>       | <b>398,627</b>               | <b>605,118</b>                            | <b>708,846</b>                         | <b>745,262</b>                            |
| <b>Facility Operations &amp; Maintenance</b>     | <b>509,180</b>               | <b>793,966</b>                            | <b>812,180</b>                         | <b>1,018,718</b>                          |
| - <i>Terminals</i>                               | <i>53,385</i>                | <i>80,120</i>                             | <i>82,393</i>                          | <i>98,288</i>                             |
| - <i>Operations &amp; Maintenance Facilities</i> | <i>455,795</i>               | <i>713,846</i>                            | <i>729,787</i>                         | <i>920,430</i>                            |
| <b>System Expense</b>                            | <b>762,450</b>               | <b>1,001,157</b>                          | <b>901,424</b>                         | <b>1,351,283</b>                          |
| - <i>WETA Staff and Overhead</i>                 | <i>372,308</i>               | <i>429,385</i>                            | <i>348,884</i>                         | <i>466,191</i>                            |
| - <i>Contractor (BGF) Staff Expenses</i>         | <i>60,419</i>                | <i>65,958</i>                             | <i>58,337</i>                          | <i>104,819</i>                            |
| - <i>Contractor (BGF) Profits</i>                | <i>138,232</i>               | <i>165,278</i>                            | <i>158,003</i>                         | <i>211,403</i>                            |
| - <i>Administration and Engineering</i>          | <i>68,340</i>                | <i>107,154</i>                            | <i>100,754</i>                         | <i>178,922</i>                            |
| - <i>Advertising &amp; Marketing</i>             | <i>84,880</i>                | <i>142,821</i>                            | <i>142,821</i>                         | <i>250,501</i>                            |
| - <i>Insurance &amp; Fees</i>                    | <i>10,825</i>                | <i>28,533</i>                             | <i>30,177</i>                          | <i>39,673</i>                             |
| - <i>Ticketing</i>                               | <i>27,445</i>                | <i>62,028</i>                             | <i>62,448</i>                          | <i>99,775</i>                             |
| <b>Total Expenses</b>                            | <b>\$ 4,493,436</b>          | <b>\$ 5,522,930</b>                       | <b>\$ 5,566,277</b>                    | <b>\$ 6,704,465</b>                       |
| <b>Operating Statistics:</b>                     |                              |   |  |   |
| Ridership  | 145,786                      | 232,900                                   | 273,503                                | 298,166                                   |
| Vessel Operating Miles                           | 38,502                       | 39,144                                    | 41,000                                 | 43,669                                    |
| Vessel Operating Hours                           | 2,471                        | 2,508                                     | 3,300                                  | 4,450                                     |
| <b>Performance Measures:</b>                     |                              |   |  |   |
| Farebox Recovery %                               | 14%                          | 18%                                       | 20%                                    | 18%                                       |
| Cost per Operating Miles                         | \$ 117                       | \$ 141                                    | \$ 136                                 | \$ 154                                    |
| Cost per Operating Hour                          | \$ 1,818                     | \$ 2,202                                  | \$ 1,687                               | \$ 1,507                                  |

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

|  | <b>FY 2021/22<br/>Actual</b> | <b>FY 2022/23<br/>Approved<br/>Budget</b> | <b>FY 2022/23<br/>Projected Actual</b> | <b>FY 2023/24<br/>Budget<br/>Proposed</b> |
|--|------------------------------|---|--|---|
| <b>Revenues</b>                                  |                              |   |  |   |
| Fare Revenue                                     | \$ 88,041                    | \$ 273,006                                | \$ 254,556                             | \$ 285,836                                |
| Bridge Toll Revenue                              | 831,927                      | 263,730                                   | 1,442,634                              | 2,797,123                                 |
| - <i>Regional Measure 2</i>                      | 831,927                      | 263,730                                   | 1,442,634                              | 1,350,589                                 |
| - <i>Regional Measure 3</i>                      | -                            | -   | -                                      | 1,446,535                                 |
| State Transit Assistance                         | -                            | -   | -                                      | 260,721                                   |
| Federal - COVID-19 Relief Funds                  | 1,621,969                    | 3,084,917                                 | 1,821,788                              | 1,627,518                                 |
| Other Revenue                                    | 5,609                        | -   | -                                      | -   |
| <b>Total Revenues</b>                            | <b>\$ 2,547,546</b>          | <b>\$ 3,621,653</b>                       | <b>\$ 3,518,978</b>                    | <b>\$ 4,971,200</b>                       |
| <b>Expenses</b>                                  |                              |   |  |   |
| <b>Vessel Crew Labor</b>                         | <b>\$ 769,627</b>            | <b>\$ 1,206,862</b>                       | <b>\$ 1,203,280</b>                    | <b>\$ 1,642,951</b>                       |
| <b>Vessel Fuel</b>                               | <b>512,744</b>               | <b>777,000</b>                            | <b>767,777</b>                         | <b>777,000</b>                            |
| <b>Vessel Operations &amp; Maintenance</b>       | <b>420,708</b>               | <b>464,549</b>                            | <b>354,423</b>                         | <b>929,482</b>                            |
| <b>Facility Operations &amp; Maintenance</b>     | <b>536,666</b>               | <b>708,666</b>                            | <b>752,036</b>                         | <b>761,156</b>                            |
| - <i>Terminals</i>                               | 160,886                      | 175,679                                   | 106,196                                | 211,975                                   |
| - <i>Operations &amp; Maintenance Facilities</i> | 375,780                      | 532,986                                   | 645,840                                | 549,181                                   |
| <b>System Expense</b>                            | <b>307,801</b>               | <b>464,576</b>                            | <b>441,462</b>                         | <b>860,610</b>                            |
| - <i>WETA Staff and Overhead</i>                 | 66,273                       | 55,634                                    | 45,204                                 | 277,494                                   |
| - <i>Contractor (BGF) Staff Expenses</i>         | 48,519                       | 53,038                                    | 46,910                                 | 62,392                                    |
| - <i>Contractor (BGF) Profits</i>                | 79,769                       | 132,904                                   | 127,054                                | 125,835                                   |
| - <i>Administration and Engineering</i>          | 71,423                       | 86,165                                    | 81,019                                 | 106,501                                   |
| - <i>Advertising &amp; Marketing</i>             | 26,040                       | 18,447                                    | 18,447                                 | 149,108                                   |
| - <i>Insurance &amp; Fees</i>                    | 8,703                        | 68,518                                    | 72,612                                 | 79,890                                    |
| - <i>Ticketing</i>                               | 7,074                        | 49,870                                    | 50,216                                 | 59,390                                    |
| <b>Total Expenses</b>                            | <b>\$2,547,546</b>           | <b>\$3,621,653</b>                        | <b>\$3,518,978</b>                     | <b>\$4,971,200</b>                        |
| <b>Operating Statistics:</b>                     |                              |   |  |   |
| Ridership  | 24,013                       | 30,176                                    | 70,191                                 | 76,520                                    |
| Vessel Operating Miles                           | 24,058                       | 36,324                                    | 36,968                                 | 39,640                                    |
| Vessel Operating Hours                           | 1,362                        | 2,052                                     | 2,095                                  | 2,665                                     |
| <b>Performance Measures:</b>                     |                              |   |  |   |
| Farebox Recovery %                               | 3%                           | 8%  | 7%                                     | 6%  |
| Cost per Operating Miles                         | \$ 106                       | \$ 100                                    | \$ 95                                  | \$ 125                                    |
| Cost per Operating Hour                          | \$ 1,870                     | \$ 1,765                                  | \$ 1,680                               | \$ 1,865                                  |

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

|  | <b>FY 2021/22<br/>Actual</b> | <b>FY 2022/23<br/>Approved<br/>Budget</b> | <b>FY 2022/23<br/>Projected Actual</b> | <b>FY 2023/24<br/>Budget<br/>Proposed</b> |
|--|------------------------------|---|--|---|
| <b>Revenues</b>                                  |                              |   |  |   |
| Fare Revenue                                     | \$ 604,904                   | \$ 759,737                                | \$ 926,526                             | \$ 1,040,378                              |
| Bridge Toll Revenue                              | -                            | -   | -                                      | 1,534,152                                 |
| - <i>Regional Measure 2</i>                      | -                            | -   | -                                      | -   |
| - <i>Regional Measure 3</i>                      | -                            | -   | -                                      | 1,534,152                                 |
| Local - Contra Costa Measure J                   | 3,651,299                    | 3,709,330                                 | 3,709,330                              | 3,761,720                                 |
| State Transit Assistance                         | -                            | -   | -                                      | 535,847                                   |
| Federal - COVID-19 Relief Funds                  | 2,981,097                    | 4,605,129                                 | 4,372,660                              | 3,344,956                                 |
| Other Revenue                                    | 12,530                       | -   | -                                      | -   |
| <b>Total Revenues</b>                            | <b>\$ 7,249,830</b>          | <b>\$ 9,074,196</b>                       | <b>\$ 9,008,515</b>                    | <b>\$ 10,217,053</b>                      |
| <b>Expenses</b>                                  |                              |   |  |   |
| <b>Vessel Crew Labor</b>                         | <b>\$ 2,839,413</b>          | <b>\$ 3,275,769</b>                       | <b>\$ 3,257,473</b>                    | <b>\$ 3,285,903</b>                       |
| <b>Vessel Fuel</b>                               | <b>1,886,524</b>             | <b>2,175,600</b>                          | <b>2,149,776</b>                       | <b>2,175,600</b>                          |
| <b>Vessel Operations &amp; Maintenance</b>       | <b>634,702</b>               | <b>\$697,397</b>                          | <b>\$911,374</b>                       | <b>\$1,136,367</b>                        |
| <b>Facility Operations &amp; Maintenance</b>     | <b>1,054,368</b>             | <b>1,676,668</b>                          | <b>1,542,404</b>                       | <b>1,720,952</b>                          |
| - <i>Terminals</i>                               | 235,390                      | 354,568                                   | 213,875                                | 368,405                                   |
| - <i>Operations &amp; Maintenance Facilities</i> | 818,978                      | 1,322,099                                 | 1,328,529                              | 1,352,547                                 |
| <b>System Expense</b>                            | <b>834,823</b>               | <b>1,248,762</b>                          | <b>1,147,488</b>                       | <b>1,898,232</b>                          |
| - <i>WETA Staff and Overhead</i>                 | 235,449                      | 356,585                                   | 289,732                                | 654,887                                   |
| - <i>Contractor (BGF) Staff Expenses</i>         | 108,484                      | 118,997                                   | 105,246                                | 147,246                                   |
| - <i>Contractor (BGF) Profits</i>                | 248,162                      | 298,183                                   | 285,058                                | 296,971                                   |
| - <i>Administration and Engineering</i>          | 108,254                      | 193,320                                   | 181,772                                | 251,343                                   |
| - <i>Advertising &amp; Marketing</i>             | 77,246                       | 118,572                                   | 118,572                                | 351,895                                   |
| - <i>Insurance &amp; Fees</i>                    | 19,477                       | 51,268                                    | 54,444                                 | 55,731                                    |
| - <i>Ticketing</i>                               | 37,751                       | 111,838                                   | 112,664                                | 140,160                                   |
| <b>Total Expenses</b>                            | <b>\$ 7,249,830</b>          | <b>\$ 9,074,196</b>                       | <b>\$ 9,008,515</b>                    | <b>\$ 10,217,053</b>                      |
| <b>Operating Statistics:</b>                     |                              |   |  |   |
| Ridership  | 158,986                      | 193,413                                   | 243,122                                | 265,045                                   |
| Vessel Operating Miles                           | 98,879                       | 93,732                                    | 95,014                                 | 101,040                                   |
| Vessel Operating Hours                           | 5,318                        | 5,172                                     | 5,289                                  | 6,280                                     |
| <b>Performance Measures:</b>                     |                              |   |  |   |
| Farebox Recovery %                               | 8%                           | 8%  | 10%                                    | 10%                                       |
| Cost per Operating Miles                         | \$ 73                        | \$ 97                                     | \$ 95                                  | \$ 101                                    |
| Cost per Operating Hour                          | \$ 1,363                     | \$ 1,754                                  | \$ 1,703                               | \$ 1,627                                  |

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

|  | <b>FY 2021/22<br/>Actual</b> | <b>FY 2022/23<br/>Approved<br/>Budget</b> | <b>FY 2022/23<br/>Projected Actual</b> | <b>FY 2023/24<br/>Budget<br/>Proposed</b> |
|--|------------------------------|---|--|---|
| <b>Revenues</b>                                  |                              |   |  |   |
| 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                              | 7,199,832                                 |
| - <i>Regional Measure 2</i>                      | 6,570,836                    | 5,543,264                                 | 6,350,743                              | 5,758,539                                 |
| - <i>Regional Measure 3</i>                      | -                            | -   | -                                      | 1,441,293                                 |
| Local - Contra Costa Measure J                   | -                            | -   | -                                      | -   |
| State Transit Assistance                         | -                            | -   | -                                      | 1,111,645                                 |
| Federal - COVID-19 Relief Funds                  | 7,129,132                    | 8,623,931                                 | 7,795,317                              | 6,939,292                                 |
| Other Revenue                                    | 20,853                       | -   | -                                      | -   |
| <b>Total Revenues</b>                            | <b>\$ 17,769,090</b>         | <b>\$ 19,538,162</b>                      | <b>\$ 19,440,534</b>                   | <b>\$ 21,195,831</b>                      |
| <b>Expenses</b>                                  |                              |   |  |   |
| <b>Vessel Crew Labor</b>                         | <b>\$ 4,203,312</b>          | <b>\$ 4,482,632</b>                       | <b>\$ 4,777,430</b>                    | <b>\$ 4,928,854</b>                       |
| <b>Vessel Fuel</b>                               | <b>6,784,469</b>             | <b>7,303,800</b>                          | <b>7,367,722</b>                       | <b>7,148,400</b>                          |
| <b>Vessel Operations &amp; Maintenance</b>       | <b>959,536</b>               | <b>1,506,018</b>                          | <b>1,367,061</b>                       | <b>1,290,015</b>                          |
| <b>Facility Operations &amp; Maintenance</b>     | <b>3,849,202</b>             | <b>3,373,394</b>                          | <b>3,350,261</b>                       | <b>4,687,016</b>                          |
| - <i>Terminals</i>                               | 898,747                      | 288,464                                   | 284,180                                | 217,455                                   |
| - <i>Operations &amp; Maintenance Facilities</i> | 2,950,455                    | 3,084,930                                 | 3,066,081                              | 4,469,561                                 |
| <b>System Expense</b>                            | <b>1,972,570</b>             | <b>2,872,318</b>                          | <b>2,578,060</b>                       | <b>3,141,546</b>                          |
| - <i>WETA Staff and Overhead</i>                 | 886,560                      | 1,169,353                                 | 950,120                                | 1,080,378                                 |
| - <i>Contractor (BGF) Staff Expenses</i>         | 180,516                      | 197,874                                   | 175,010                                | 242,914                                   |
| - <i>Contractor (BGF) Profits</i>                | 396,314                      | 495,835                                   | 474,010                                | 489,918                                   |
| - <i>Administration and Engineering</i>          | 172,773                      | 321,463                                   | 302,261                                | 414,645                                   |
| - <i>Advertising &amp; Marketing</i>             | 188,857                      | 388,783                                   | 388,783                                | 580,527                                   |
| - <i>Insurance &amp; Fees</i>                    | 32,404                       | 113,023                                   | 100,532                                | 101,940                                   |
| - <i>Ticketing</i>                               | 115,147                      | 185,987                                   | 187,344                                | 231,224                                   |
| <b>Total Expenses</b>                            | <b>\$ 17,769,090</b>         | <b>\$ 19,538,162</b>                      | <b>\$ 19,440,534</b>                   | <b>\$ 21,195,831</b>                      |
| <b>Operating Statistics:</b>                     |                              |   |  |   |
| Ridership  | 484,373                      | 634,260                                   | 676,978                                | 738,024                                   |
| Vessel Operating Miles                           | 236,693                      | 233,196                                   | 248,600                                | 245,316                                   |
| Vessel Operating Hours                           | 8,880                        | 8,604                                     | 9,000                                  | 10,339                                    |
| <b>Performance Measures:</b>                     |                              |   |  |   |
| Farebox Recovery %                               | 23%                          | 27%                                       | 27%                                    | 28%                                       |
| Cost per Operating Miles                         | \$ 75                        | \$ 84                                     | \$ 78                                  | \$ 86                                     |
| Cost per Operating Hour                          | \$ 2,001                     | \$ 2,271                                  | \$ 2,160                               | \$ 2,050                                  |

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

|  | <b>FY2021/22<br/>Actual</b> | <b>FY2022/23<br/>Approved<br/>Budget</b> | <b>FY2022/23<br/>Projected<br/>Actual</b> | <b>FY2023/24<br/>Proposed<br/>Budget</b> |
|--|-----------------------------|--|---|--|
| <b>Revenues</b>  |                             |  |   |  |
| Bridge Toll Revenue  | \$ 2,571,619                | \$ 3,400,000                             | \$ 2,719,085                              | \$ 3,945,194                             |
| - <i>Regional Measure 1 - 5%</i>                             | -                           | 700,000                                  | 340,000                                   | 360,000                                  |
| - <i>Regional Measure 2</i>                                  | 2,571,619                   | 2,700,000                                | 2,379,085                                 | 2,700,000                                |
| - <i>Regional Measure 3</i>                                  | -                           | -  | -   | 885,194                                  |
| <b>Total Revenues</b>  | <b>\$ 2,571,619</b>         | <b>\$ 3,400,000</b>                      | <b>\$ 2,719,085</b>                       | <b>\$ 3,945,194</b>                      |
| <b>Expenses</b>  |                             |  |   |  |
| Salaries, Wages & Fringe Benefits *                          | \$ 1,826,691                | \$ 1,775,164                             | \$ 1,907,375                              | \$ 2,437,349                             |
| - <i>Salaries &amp; Wages</i>                                | 2,188,855                   | 2,655,705                                | 2,582,856                                 | 3,522,312                                |
| - <i>Fringe Benefits</i>                                     | 1,596,707                   | 1,772,802                                | 1,676,092                                 | 2,448,820                                |
| - <i>Less Direct Charges to Ferry Services &amp; Capital</i> | (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                                |
| - <i>Management Services</i>                                 | 649,285                     | 809,000                                  | 642,400                                   | 815,000                                  |
| - <i>Professional &amp; Technical Svcs</i>                   | 624,805                     | 1,613,000                                | 698,232                                   | 1,154,900                                |
| - <i>Other Services</i>                                      | 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                                  |
| <b>Subtotal Expenses</b>                                     | <b>\$ 3,563,483</b>         | <b>\$ 4,728,784</b>                      | <b>\$ 3,733,489</b>                       | <b>\$ 5,080,437</b>                      |
| <b>Overhead Expense Transfers**</b>                          |                             |  |   |  |
| 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)                                |
| <b>Subtotal Expense Transfers</b>                            | <b>\$ (991,864)</b>         | <b>\$ (1,328,784)</b>                    | <b>\$ (1,014,404)</b>                     | <b>\$ (1,135,242)</b>                    |
| <b>Total Expenses</b>  | <b>\$ 2,571,619</b>         | <b>\$ 3,400,000</b>                      | <b>\$ 2,719,085</b>                       | <b>\$ 3,945,194</b>                      |

\* 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<br>Actuals | FY 2022-23<br>Actuals<br>(Estimated) | FY 2023-24<br>Budget<br>(Proposed) | Future Years         |
|--|-----------------------|------------------------|--------------------------------------|------------------------------------|----------------------|
| <b>CAPITAL REVENUES:</b>   |                       |                        |                                      |                                    |                      |
| 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              |
| <b>Total Capital Revenues</b>  | <b>\$214,916,115</b>  | <b>\$29,706,933</b>    | <b>\$14,584,093</b>                  | <b>\$75,074,912</b>                | <b>\$95,550,177</b>  |
| <b>CAPITAL EXPENDITURES:</b>   |                       |                        |                                      |                                    |                      |
| <b>CURRENT PROJECTS</b>  | <b>\$ 187,268,930</b> | <b>\$ 29,582,248</b>   | <b>\$ 14,584,093</b>                 | <b>\$ 50,000,712</b>               | <b>\$ 93,101,877</b> |
| <b>Facilities: Electrification</b>   | <b>15,055,880</b>     | <b>-</b>               | <b>50,000</b>                        | <b>13,007,000</b>                  | <b>1,998,880</b>     |
| Zero-Emission Float Electrification Project                                | 15,055,880            | -                      | 50,000                               | 13,007,000                         | 1,998,880            |
| <b>Facilities: Terminal Improvements</b>                                   | <b>30,575,500</b>     | <b>517,251</b>         | <b>4,993,879</b>                     | <b>7,619,370</b>                   | <b>17,445,000</b>    |
| 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                            | -                    |
| <b>Vessels: Construction</b>   | <b>134,214,550</b>    | <b>28,787,595</b>      | <b>9,123,534</b>                     | <b>23,406,400</b>                  | <b>72,897,021</b>    |
| 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           |
| <b>Vessels: Major Components Rehabilitation (Engines/Gears/ Waterjets)</b> | <b>7,423,000</b>      | <b>277,402</b>         | <b>416,679</b>                       | <b>5,967,943</b>                   | <b>760,976</b>       |
| Vessel Mid-Life Reurbishment - 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              |
| <b>New for FY 2023/24</b>  | <b>27,647,185</b>     | <b>124,685</b>         | <b>-</b>                             | <b>25,074,200</b>                  | <b>2,448,300</b>     |
| <b>Facilities: Electrification</b>   | <b>2,541,685</b>      | <b>124,685</b>         | <b>-</b>                             | <b>2,417,000</b>                   | <b>-</b>             |
| Shoreside Electrical Initiative (RM3/Planning Phase)*                      | 2,541,685             | 124,685                | -                                    | 2,417,000                          | -                    |
| <b>Facilities: Terminal Improvements</b>                                   | <b>13,187,000</b>     | <b>-</b>               | <b>-</b>                             | <b>13,187,000</b>                  | <b>-</b>             |
| 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                            | -                    |
| <b>Vessels: Construction</b>   | <b>240,000</b>        | <b>-</b>               | <b>-</b>                             | <b>240,000</b>                     | <b>-</b>             |
| Vessel Acquisition - 28' Workboat  | 240,000               | -                      | -                                    | 240,000                            | -                    |
| <b>Vessels: Major Components Rehabilitation (Engines/Gears/ Waterjets)</b> | <b>11,678,500</b>     | <b>-</b>               | <b>-</b>                             | <b>9,230,200</b>                   | <b>2,448,300</b>     |
| 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                          | -                    |
| <b>Grand Total Expenses</b>  | <b>214,916,115</b>    | <b>29,706,933</b>      | <b>14,584,093</b>                    | <b>75,074,912</b>                  | <b>95,550,177</b>    |

\* Prior year amounts reallocated/funded by other projects



## Attachment C

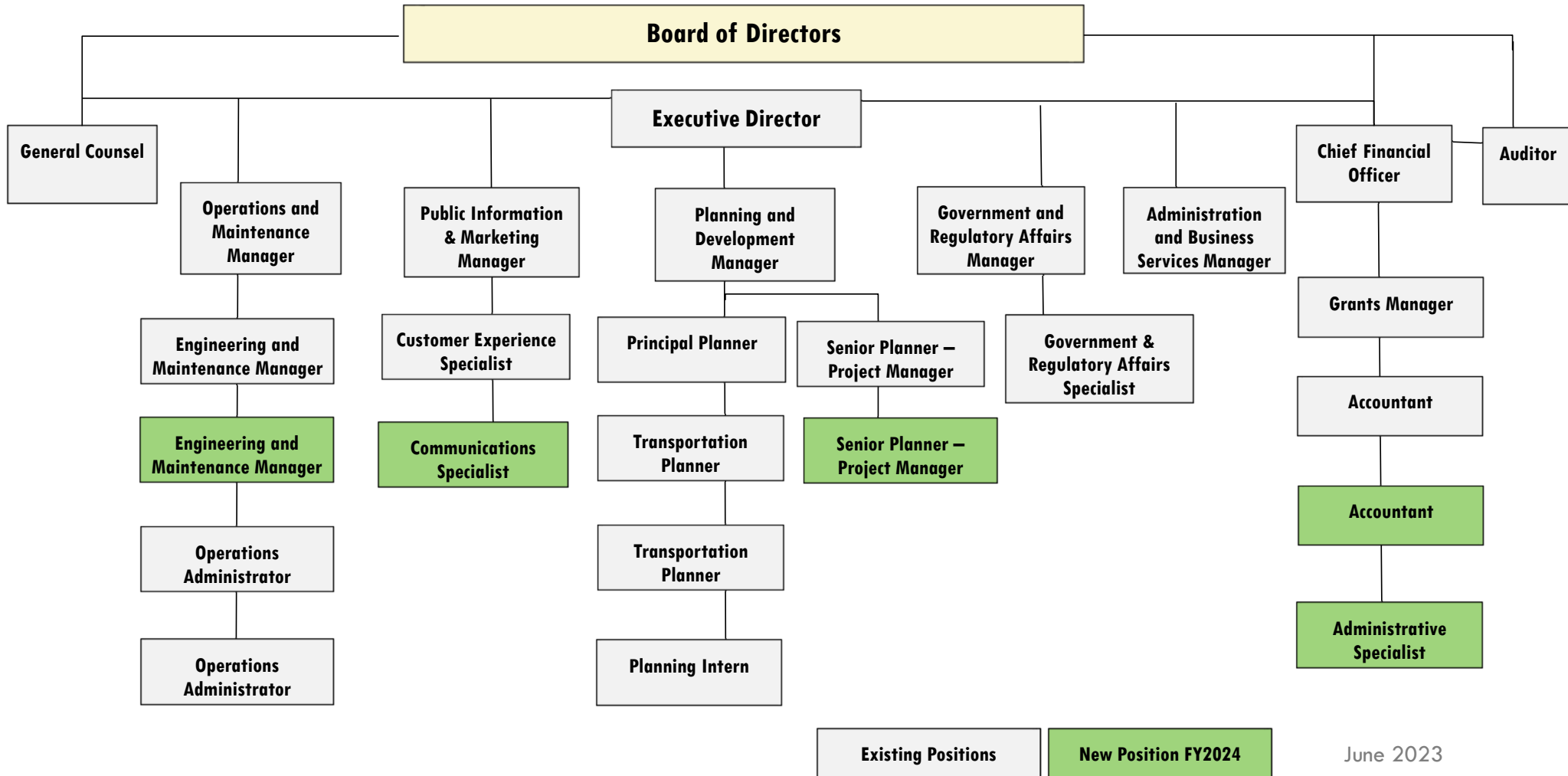
### FY 2023/24 Salary Schedule (effective date 7/01/2023)

| 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



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

**RESOLUTION NO. 2023-20**

**APPROVE ADOPTION OF THE FISCAL YEAR 2023/24  
OPERATING AND CAPITAL BUDGET**

**WHEREAS**, Pursuant to California Government Code Section 66540.41 and Section 106.1 of WETA's administrative code, WETA must prepare and adopt an annual budget to support the agency's operation; and

**WHEREAS**, the Fiscal Year (FY) 2023/24 Operating and Capital Budgets (Budget) contains \$143.4 million in expenditures including \$68 million to support operations and \$75 million to support capital projects; and

**WHEREAS**, the Budget is funded with \$45.7 million from bridge tolls, \$53.5 million from federal funds, \$22.5 million from state funds, \$8.9 million from local and other funds, and \$12.8 million from passenger fares; and

**WHEREAS**, the FY 2023/24 Budget reflects a spending plan to support the work activities necessary to deliver WETA's program of projects, plans, and services utilizing WETA staff, consultants, vendors, and WETA's contract operator; and

**WHEREAS**, at its duly noticed meetings on May 4, 2023 and again on June 5, 2023, the Board fully reviewed and considered the Annual Budget for Fiscal Year 2023/24; and

**WHEREAS**, the FY 2023/24 Budget includes an Salary Schedule for staff developed consistent with WETA's Human Resources Guide and California Public Employees' Retirement Law; and

**WHEREAS**, certain non-cash transactions such as the recording of assets and depreciation do not require appropriation authority and are not included in the annual budget but must be recorded during the preparation of financial statements for each fiscal year; and

**WHEREAS**, administrative and accounting adjustments and corrections which are necessary to move funds or expenses in accordance with accepted accounting practice may be necessary and do not require appropriation authority for each fiscal year; and

**WHEREAS**, California Government Code Section 53607 authorizes the Board to delegate to the Chief Financial Officer the authority to invest certain funds for up to one year; and

**WHEREAS**, included in the delegation of authority for investments is the authority to transfer funds between accounts in order to maximize investment returns for WETA; and

**WHEREAS**, upon such delegation, the Chief Financial Officer assumes full responsibility for those transactions until the Board revokes this authority or does not renew the annual delegation by resolution; and

**WHEREAS**, nothing in this resolution limits the Chief Financial Officer's authority pursuant to Government Code Sections 53635.2 and 53684; and

**WHEREAS**, all investments are reported monthly to the Board of Directors in accordance with Government Code Sections 53607 and 53646; now, therefore, be it

**RESOLVED**, the Board of Directors hereby approves the adoption of the FY 2023/24 Budget including the annual Salary Schedule, as presented to the Board at its meeting on this date.

**BE IT FURTHER RESOLVED** that the Chief Financial Officer is authorized to complete any administrative or accounting adjustments or transfers necessary for the proper presentation of WETA's annual financial statements that are in accordance with the Board's direction and approval of the Budget, including non-cash adjustments for depreciation and recording assets.

**BE IT FURTHER RESOLVED** that, pursuant to Government Code Section 53607, the Board of Directors hereby delegates to the Chief Financial Officer, for a period of one year, the authority to create and maintain accounts as necessary for management of WETA's funds, including the ability to invest and reinvest funds.

### **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 June 5, 2023.

YEA:

NAY:

ABSTAIN:

ABSENT:

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/s/ Board Secretary

2023-20

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

**MEMORANDUM**

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**TO:** Board Members

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

**SUBJECT:** Authorize Resolutions and Actions Related to Funding to Support the Fiscal Year 2023/24 Operating and Capital Budget

**Recommendation**

Approve the following actions relative to securing operating and capital grant funds to support WETA's Fiscal Year (FY) 2023/24 Operating and Capital Budget:

1. Authorize the request of \$2,866,803 in Regional Measure 1 (RM1), \$18,300,000 in Regional Measure 2 (RM2), and \$8,700,450 in Regional Measure 3 (RM3) funds from the Metropolitan Transportation Commission (MTC).
2. Approve a project list that includes Water Jet Equipment, and authorize other actions necessary to receive funds from the FY 2023/24 California State of Good Repair (SGR) Program.
3. Authorize the execution of documents related to the drawdown of State Transit Assistance (STA) funds.

**Background**

**Regional Bridge Toll Measures**

In 1988, voters approved RM1 authorizing a \$1 toll increase on all state-owned bridges in the Bay Area. Five percent (RM1 - 5%) of the revenue derived from this toll increase is made available for allocation by MTC for ferry transit operations and bicycle related planning, and two percent (RM1 - 2%) of the revenue from the toll increase is programmed and allocated for the capital costs associated with the design, construction, and acquisition of rapid water transit systems.

In 2004, voters approved Regional Measure 2 (RM2) authorizing an additional \$1.00 toll increase on the state-owned bridges in the Bay Area to fund various transportation projects within the region including both capital projects and operating support for a number of transit services as identified in Section 30914(c) and (d) of the California Street and Highways Codes (S&HC).

Senate Bill 976 amended State law to direct all RM1 and RM2 funds for ferries through MTC to WETA beginning January 1, 2008 to support WETA's regional ferry system.

Bay Area voters approved Regional Measure 3 (RM3) on June 5, 2018, authorizing a phased \$3 toll increase on state-owned bridges effective January 1, 2019, January 1, 2022, and January 1, 2025. A lawsuit challenging RM3 was appealed to the California State Supreme Court, which finally resolved the litigation of RM3 in January 2023. Toll revenues will finance the implementation of the RM3 Expenditure Plan, which identifies capital projects and operating programs to improve transportation options regionwide. WETA will receive up to \$35 million

annually for operating ferries, and a total of \$300 million for capital expansion projects for ferry service. WETA may receive less than \$35 million annually prior to 2025 when the final of three toll increases is scheduled to be implemented.

### **State Transit Assistance Funds**

STA funds are derived from the statewide sales tax on diesel fuel and appropriated by the Legislature to the State Controller's Office. The State Controller then allocates the tax revenue, by formula, to planning agencies (such as MTC) and other selected agencies. There are different types of funding available under this program. WETA will be using two STA fund sources for the FY 2023/24 budget: STA-SGR program funds and STA Revenue-based funds. The STA-SGR program funds eligible transit maintenance, rehabilitation and capital project activities that maintain the public transit system in a state of good repair. STA Revenue-based funds are allocated by formula to agencies based on agency revenues and expense. These funds are available for a variety of transit purposes, although usually utilized by agencies for operating subsidies. STA and SGR funds are allocated by MTC. An application for STA-SGR funds includes WETA's agreement to comply with required "Recipient Certifications and Assurances." These Certifications and Assurances, attached to this report, include standard reporting, accounting, and administrative procedures. Both WETA staff and General Counsel Have reviewed the Certifications and Assurances and recommend Board approval.

### **Discussion**

This item authorizes staff to prepare and submit applications to MTC for RM1, RM2, RM3 and STA funding required to support agency planning, administration, ferry service operations, and capital expenditures included in the proposed FY 2023/24 WETA Budget.

### **RM1**

This item includes authorization to file applications with MTC to receive a total of \$2,866,803 in RM1 funds to support WETA's FY 2023/24 budget for new capital projects.

### **RM2**

WETA is eligible to receive annual allocations of RM2 operating funds to support 1) administrative and planning activities and 2) ferry services. In the proposed FY 2023/24 WETA Budget, RM2 operating funds were budgeted at 90% of WETA's full allocation due to lower than projected bridge toll revenue. However, the past practice and recommendation of MTC is to request the full statutory amount that may be adjusted as MTC sees fit. The full amount potentially available that will be requested is as follows:

|  |                     |
|--|---------------------|
| - WETA Planning and General Administration | \$ 3,000,000        |
| - Ferry Services                           | <u>\$15,300,000</u> |
| Total                                      | \$18,300,000        |

While MTC staff has indicated that RM2 toll funds may be reduced again in FY 2023/24 due to reduced bridge traffic, it is also possible that more funds will be available as bridge traffic returns to pre-pandemic levels. If additional funding is made available, this reduces the need to use federal or RM3 funding to cover operating costs.

### **RM3**

WETA's strategy for RM3 operating funds will be to prioritize the use of available RM2 funding, which expires at the end of each year. RM3 operating funds will be utilized after full expenditure of RM2 funds. WETA's annual RM3 amounts "roll over" each year into an account that only WETA can utilize, therefore any unspent funds will be available for future use. For FY 2023/24, after utilizing all other funding sources (including federal COVID funding and RM2), WETA has budgeted for the use of up to \$8,700,450 in RM3 operating funds. For RM3 operating, WETA will be utilizing this year's funding primarily for planning, environmental and design activities

towards projects. However, the process for RM3 capital allocations will require future Board action on each project. Authorization for those requests will be brought to the Board at a later meeting.

**STA-SGR Funds**

WETA's share of STA-SGR funds for FY 2023/24 is estimated to be \$435,002. In order to qualify for these funds, WETA is required to submit a proposed project list to California Department of Transportation (Caltrans) on an annual basis. To support the FY 2023 Capital Budget, WETA's project list will be comprised of a single project, Water Jet Equipment, which is necessary to keep WETA vessels in a state of good repair.

**STA-Revenue Funds**

WETA has budgeted for the use of STA Revenue funds to support operating expenses as federal funds expire toward the end of the fiscal year. WETA will budget its anticipated annual allocation of \$3,238,254 for this purpose. By utilizing only the annual allocation, WETA preserves its balance of \$13.3 million, which is available for any operating purpose.

**Fiscal Impact**

This item supports securing necessary requests for new funding allocations to balance the Fiscal Year 2023/24 WETA budget. The amounts and processes authorized are: \$29,867,253 in RM1, RM2, and RM3 bridge toll funding and \$3,673,256 in STA funding.

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

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

## **RESOLUTION NO. 2023-21**

### **AUTHORIZE FILING AN APPLICATION WITH THE METROPOLITAN TRANSPORTATION COMMISSION FOR FY 2023/24 BRIDGE TOLL FUNDING**

**WHEREAS**, Bay Area voters approved Regional Measure 1 (RM1) in November 1988, which authorized a standard auto toll of \$1.00 for all seven state-owned Bay Area toll bridges, to fund transportation projects that reduce congestion in the bridge corridors, as well as capital costs associated with the design, construction, and acquisition of rapid water transit systems; and

**WHEREAS**, Bay Area voters approved Regional Measure 2 (RM2) in November 2004, which authorized an additional \$1.00 toll increase to fund various transportation projects in the Bay Area Region; and

**WHEREAS**, Bay Area voters approved Regional Measure 3 (RM3) in June, 2018, which authorized an additional \$3.00 toll increase to fund projects identified in the Regional Measure 3 Expenditure Plan, which includes both specific WETA capital projects and WETA's operating program; and

**WHEREAS**, the Metropolitan Transportation Commission (MTC) is responsible for funding capital projects and operating assistance eligible for RM1, RM2, and RM3 funds; and

**WHEREAS**, as part of its consideration of the WETA Fiscal Year 2023/24 proposed budget, WETA has identified the need for RM1, RM2, and RM3 assistance for projects necessary for the efficient operation of ferry services; and

**WHEREAS**, MTC has established a process whereby eligible transportation project sponsors may submit allocation requests for RM1, RM2 and RM 3 funding; and

**WHEREAS**, WETA is an eligible sponsor and is authorized to submit an application for RM1, RM2, and RM3 funds in accordance with the California Streets and Highways Code and MTC policy and procedures; and

**WHEREAS**, WETA's allocation requests demonstrate a fully funded operating plan that is consistent with the adopted performance measures, as applicable, for which WETA is requesting that MTC allocate funds; now, therefore, be it

**RESOLVED**, that WETA's Board of Directors authorizes its Executive Director or his designee to submit an allocation request to MTC for FY 2023/24 RM 1 funds in the amount of \$2,866,803, RM2 funds in the amount of \$18,300,000, and RM 3 funds in the amount of \$8,700,4503, for the projects, purposes, and amounts included in the applications for funding, and to enter into all agreements and provide all certifications and assurances as may be necessary to secure these funds; and be it further

**RESOLVED**, that WETA certifies that the requested projects are consistent with Regional Transportation Plans and that WETA will comply with all MTC policies and resolutions as necessary for MTC to allocate funds: in particular (i) there is no legal impediment to WETA making allocation requests for RM1, RM2, and RM3 funds, (ii) there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of WETA to deliver such project, and (iii) WETA agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution 3866; and be it further



**RESOLVED**, that WETA certifies that the projects and purposes for which funds are being requested are in compliance with the requirements of the California Environmental Quality Act (Public Resources Code §21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations §150000 et seq.) and, if relevant, the National Environmental Policy Act (NEPA), 42 USC § 4-1 et seq. and the applicable regulations thereunder; and be it further

**RESOLVED**, that WETA indemnifies and holds harmless MTC, its Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of the Authority, its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under this allocation of funds. In addition to any other remedy authorized by law, so much of the funding due under this allocation of funds as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages; and be it further

**RESOLVED**, that WETA shall, if any revenues or profits from any non-governmental use of property (or project) that those revenues or profits shall be used exclusively for the public transportation services for which the project was initially approved, either for capital improvements or maintenance and operational costs, otherwise MTC is entitled to a proportionate share equal to MTC's percentage participation in the project(s); and be it further

**RESOLVED**, that assets purchased with RM1, RM2 or RM3 funds including facilities and equipment shall be used for the public transportation uses intended and should said facilities and equipment cease to be operated or maintained for their intended public transportation purposes for its useful life, that MTC shall be entitled to a present-day value refund or credit (at MTC's option) based on MTC's share of the Fair Market Value of the said facilities and equipment at the time the public transportation uses ceased, which shall be paid back to MTC in the same proportion that RM1, RM2 or RM3 funds were originally used; and be it further

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

### **CERTIFICATION**

The undersigned, Board Secretary, does hereby certify that the foregoing is a full, true and correct copy of a resolution duly and regularly adopted at a meeting of the San Francisco Bay Area Water Emergency Transportation Authority held on June 5, 2023.

YEA:

NAY:

ABSTAIN:

ABSENT:

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/s/ Board Secretary

2023-21

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

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

**RESOLUTION NO. 2023-22**

**APPROVING THE PROJECT LIST FOR FY 2023-24  
FOR THE CALIFORNIA STATE OF GOOD REPAIR PROGRAM**

**WHEREAS**, Senate Bill 1 (SB 1), the Road Repair and Accountability Act of 2017, establishing the State of Good Repair (SGR) program to fund eligible transit maintenance, rehabilitation and capital project activities that maintain the public transit system in a state of good repair; and

**WHEREAS**, SGR funds are allocated by the Metropolitan Transportation Commission (MTC); and

**WHEREAS**, San Francisco Bay Area Water Emergency Transportation Authority (WETA)'s share of SGR funds for fiscal year 2023-24 is estimated to be \$435,002; and

**WHEREAS**, these funds will be used for Water Jet Equipment; and

**WHEREAS**, in order to qualify for these funds, WETA is required to submit a proposed project list to California Department of Transportation (Caltrans) on an annual basis; and now, therefore, be it

**RESOLVED** that the Board of Directors of the San Francisco Bay Area Water Emergency Transportation Authority hereby approves the Water Jet Equipment project for inclusion on the SB1 State of Good Repair Project List for FY 2023-24; and be it further

**RESOLVED** that WETA agrees to comply with all conditions and requirements set forth in the Certification and Assurances document and applicable statutes, regulations and guidelines for all SGR funded transit capital projects; and be it further

**RESOLVED** that the Executive Director and/or Chief Financial Officer is hereby authorized to submit a request for Scheduled Allocation of the SB1 State of Good Repair Funds and to execute the related grant applications, forms and agreements.

**CERTIFICATION**

The undersigned, Board Secretary, does hereby certify that the foregoing is a full, true and correct copy of a resolution duly and regularly adopted at a meeting of the San Francisco Bay Area Water Emergency Transportation Authority held on June 5, 2023.

YEA:

NAY:

ABSTAIN:

ABSENT:

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/s/ Board Secretary

2023-22

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

## **State Transit Assistance State of Good Repair Program**

### **Recipient Certifications and Assurances**

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

**Effective Date:** *June 5 2023*

In order to receive State of Good Repair Program (SGR) funds from the California Department of Transportation (Department), recipients must agree to following terms and conditions:

#### **A. General**

- (1) The recipient agrees to abide by the State of Good Repair Guidelines as may be updated from time to time.
- (2) The potential recipient must submit to the Department a State of Good Repair Program Project List annually, listing all projects proposed to be funded by the SGR program. The project list should include the estimated SGR share assigned to each project along with the total estimated cost of each project.
- (3) The recipient must submit a signed Authorized Agent form designating the representative who can submit documents on behalf of the recipient and a copy of the board resolution authorizing the agent.

#### **B. Project Administration**

- (1) The recipient certifies that required environmental documentation will be completed prior to expending SGR funds. The recipient assures that each project approved for SGR funding comply with Public Resources Code § 21100 and § 21150.
- (2) The recipient certifies that SGR funds will be used for transit purposes and SGR funded projects will be completed and remain in operation for the estimated useful lives of the assets or improvements.
- (3) The recipient certifies that it has the legal, financial, and technical capacity to deliver the projects, including the safety and security aspects of each project.
- (4) The recipient certifies that there is no pending litigation, dispute, or negative audit findings related to any SGR project at the time an SGR project is submitted in the annual list.

- (5) Recipient agrees to notify the Department immediately if litigation is filed or disputes arise after submission of the annual project list and to notify the Department of any negative audit findings related to any project using SGR funds.
- (6) The recipient must maintain satisfactory continuing control over the use of project equipment and/or facilities and will adequately maintain project equipment and/or facilities for the estimated useful life of each project.
- (7) Any and all interest the recipient earns on SGR funds must be reported to the Department and may only be used on approved SGR projects or returned to the Department.
- (8) The recipient must notify the Department of any proposed changes to an approved project list by submitting an amended project list.
- (9) Funds will be expended in a timely manner.

### **C. Reporting**

- (1) Per Public Utilities Code § 99312.1 (e) and (f), the recipient must submit the following SGR reports:
  - a. Annual Expenditure Reports within six months of the close of the fiscal year (by December 31<sup>st</sup>) of each year.
  - b. The annual audit required under the Transportation Development Act (TDA), to verify receipt and appropriate expenditure of SGR funds. A copy of the audit report must be submitted to the Department within six months of the close of each fiscal year in which SGR funds have been received or expended.

### **D. Cost Principles**

- (1) The recipient agrees to comply with Title 2 of the Code of Federal Regulations Part 200, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.
- (2) The recipient 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 allowability 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.

- (3) Any project cost for which the recipient has received payment that are determined by subsequent audit to be unallowable under 2 CFR, Part 200, are subject to repayment by the recipient to the State of California (State). Should the recipient 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 recipient from the State or any third-party source, including but not limited to, the State Treasurer and the State Controller.

#### **E. Record Retention**

- (1) The recipient 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 recipient, its contractors and all subcontractors shall conform to Generally Accepted Accounting Principles (GAAP), enable the determination of incurred costs at interim points of completion, and provide support for reimbursement payment vouchers or invoices. All accounting records and other supporting papers of the recipient, its contractors and subcontractors connected with SGR funding shall be maintained for a minimum of three (3) years from the date of final payment 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 recipient, 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 recipient pursuant to the provisions of federal and State law. In the absence of such an audit, any acceptable audit work performed by the recipient'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 recipient's contracts with third parties pursuant to Government Code § 8546.7, the recipient, its contractors and subcontractors and the Department shall each maintain and make available for inspection all books, documents, papers, accounting records, and other evidence pertaining to the performance of such contracts, including, but not limited to, the costs of administering those various contracts. All of the above referenced parties shall make such materials available at their respective offices at all reasonable times during the entire project period and for three (3) years from the date of final payment. The State, the California State Auditor, or any duly authorized representative of the State, shall each have access to any books, records, and documents that are pertinent to a project for audits, examinations, excerpts, and transactions, and the recipient shall furnish copies thereof if requested.

- (3) The recipient, 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**

- (1) Recipient acknowledges that if a project list is not submitted timely, the recipient forfeits its apportionment for that fiscal year.
- (2) Recipients with delinquent expenditure reports may risk future eligibility for future SGR funding.
- (3) Recipient acknowledges that the Department shall have the right to perform an audit and/or request detailed project information of the recipient's SGR funded projects at the Department's discretion from SGR award through 3 years after the completion and final billing of any SGR funded project. Recipient agrees to provide any requested project information.

I certify all of these conditions will be met.

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

**BY:** \_\_\_\_\_  
*Seamus Murphy, Executive Director*

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

**RESOLUTION NO. 2023-23**

**AUTHORIZING THE SUBMITTAL OF A CLAIM FOR STATE TRANSIT ASSISTANCE FUNDS  
AND DESIGNATION OF THE EXECUTIVE DIRECTOR AND/OR CHIEF FINANCIAL OFFICER  
AS AUTHORIZED AGENTS**

**WHEREAS**, WETA is an eligible project sponsor and may receive funding from the State Transit Assistance (STA) Revenue Program described in Public Utilities Code Section 99314; and

**WHEREAS**, the Metropolitan Transportation Commission (MTC) is the regional agency responsible for disbursement of STA Revenue Funds apportioned by the State Controller's Office; and

**WHEREAS**, MTC has developed guidelines for the purpose of administering and distributing STA funds to eligible project sponsors, described in MTC's Annual Fund Application Manual; and

**WHEREAS**, WETA wishes to use STA funds for the purpose of funding the FY 2023/24 Operating budget; and

**WHEREAS**, WETA wishes to delegate authorization to submit and execute all required STA claim documents and any amendments thereto to the Executive Director and/or Chief Financial Officer, in accordance with MTC guidelines; now therefore, be it

**RESOLVED** that the Board of Directors hereby

1. Authorizes the submittal of the WETA claim for State Transit Assistance Revenue Funds to support the FY 2023/24 Operating Budget; and
2. Designates WETA's Executive Director and/or Chief Financial Officer to be authorized to execute all required documents of the STA program and any amendments thereto with MTC which may be necessary for the completion of the aforementioned project.

**CERTIFICATION**

The undersigned, Board Secretary, does hereby certify that the foregoing is a full, true and correct copy of a resolution duly and regularly adopted at a meeting of the San Francisco Bay Area Water Emergency Transportation Authority held on June 5, 2023.

YEA:

NAY:

ABSTAIN:

ABSENT:

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/s/ Board Secretary

2023-23

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