

**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**

*Tuesday, September 12, 2023 at 2:00 p.m.*

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

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*and*

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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. Ticket Validation Changes
    - ii. Director DelBono Reappointment
    - iii. Transit Month Activities
  - b. Monthly Review of Financial Statements
  - c. Federal Legislative Update
  - d. State Legislative Update
  - e. Monthly Operations, Ridership, and Recovery Report
6. CONSENT CALENDAR **Action**
  - a. Approve Board Meeting Minutes – July 13, 2023
  - b. Approve Amendment to Agreement with Jacobs for Construction Management Services Related to the Alameda Main Street Ferry Terminal Refurbishment Project

**Water Emergency Transportation Authority  
September 12, 2023 Meeting of the Board of Directors**

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- c. Ratify Contract Award to Bay Ship and Yacht Co. for MV *Intintoli* Dry Dock and Jet Work
  - d. Approve a Contract Award to Bay Ship and Yacht Co. For MV *Lyra* Dry Dock and Jet Work
  - e. Approve Sole Source Contract Award to Northern Lights Power & Energy, Inc. for M/V Gemini Class Swing Main Engine
  - f. Approve Sole Source Contract Award to HamiltonJet Inc. for M/V Pyxis Class Waterjet Control System Upgrades
7. AWARD CONTRACT TO WARTSILA NORTH AMERICA, INC. FOR FLEET ELECTRIFICATION AND SYSTEMS INTEGRATOR SERVICES **Action**
8. APPROVE ENTERING INTO A MEMORANDUM OF UNDERSTANDING WITH THE CITY OF ALAMEDA AND OTHER PARTIES FOR A HARBOR SEAL HAUL-OUT MONITORING CAMERA AND RIGHT OF ENTRY AGREEMENT AT THE CENTRAL BAY OPERATIONS AND MAINTENANCE FACILITY **Action**
9. MAIN STREET TERMINAL CLOSURE SERVICE ADJUSTMENTS **Information**
10. RECESS INTO CLOSED SESSION **Information/  
Action**
- a. Conference with Legal Counsel – Pending Litigation
  - b. Public Employee Performance Evaluation; Conference with Labor Negotiator  
Pursuant to Government Code Sections 54957(b)(1) and 54957.6  
Title: Executive Director  
Agency Designated Representative: Jim Wunderman
11. REPORT OF ACTIVITY IN CLOSED SESSION **Action**  
Potential approval of amendment to Executive Director employment agreement. **To Be Determined**
12. PUBLIC COMMENTS FOR NON-AGENDA ITEMS

**ADJOURNMENT**

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

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

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

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

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

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

**AGENDA ITEM 1**  
**CALL TO ORDER**

**AGENDA ITEM 2**  
**ROLL CALL**

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

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

**NO MATERIALS**

TO: WETA Board Members

FROM: Seamus Murphy, Executive Director

DATE: September 12, 2023

RE: Executive Director's Report

**Sea Change Hydrogen Vessel Demonstration Project**

Progress toward putting the Sea Change into operation continues but the process of identifying and completing repairs to the power systems has revealed other issues that need to be addressed in order for the vessel to begin sea trials. Contractors responsible for ensuring the full functionality of these systems are on-site and working to complete the work. Staff will report on the outcome of these efforts at the September Board meeting. Once the vessel is fully operational, it's estimated that two weeks will be needed for testing before the vessel is certified for operation.

**Marketing Update**

WETA's summer advertising campaigns wrapped up in August. A summary report of the campaigns will be provided at the October Board of Directors meeting.

In August, staff launched a planning effort with marketing consultant MacKenzie Communications to establish a year-long integrated marketing campaign incorporating advertising, strategic communications, community events, and brand activations.

Staff has also launched its FY24 onboard passenger survey and market research projects. Results from these projects are expected in early 2024.

**Ticket Validation Changes**

Beginning August 10, after consultation with crews, WETA and its contract operator Blue & Gold Fleet implemented new ticket validation changes to speed up the disembarkation process for ferry arrivals systemwide. Passenger outreach began in July with announcements in the media, on the San Francisco Bay Ferry website and social media channels, and onboard displays. As of August 10, passengers are required to show proof of fare when boarding the ferry.

Clipper users, who represent the majority of ferry riders, experienced no changes to the boarding process. Passengers using Clipper tag on when boarding and tag off at their destination terminal. Passengers with mobile or paper tickets are now required to show or give their activated ticket to the deckhand at the gate as they board. Previously, this was done at the end of the trip and slowed the disembarkation process when crew assistance was needed for passengers unfamiliar with the ticketing options.

Passengers without Clipper or a ticket are asked for their name and party size and given a ticket slip, recorded in duplicate by the deckhand. These passengers are required to visit the ticket counter on board after departure in order to buy their tickets. Deckhands can track passengers that do not visit the counter and ensure fare is paid before arrival.

The benefit of these changes is that on arrival, no tickets need to be checked by crews. By preventing a bottleneck, disembarkation is more streamlined, allowing riders to get where they need to go more quickly.

Passengers who arrive without fare media create friction in the new system. This is more acute on weekends, where a greater share of passengers do not use Clipper or the app. Guest Assistance Representatives (GARs) were deployed during the transition to educate riders and smooth the process. WETA staff were on hand during the first week of the transition to observe and assist. Additionally, WETA staff continues to communicate with crews to find solutions to boarding friction and will continue to streamline the process and develop materials to help educate new riders.

### **Community Events**

#### **Board Member Confirmation**

The Senate Rules Committee held a hearing on August 23 and reappointed Jeff DelBono, effective January 1, 2024, to the WETA Board of Directors.

#### **Rosie Ride**

On Saturday, September 16 as a part of Transit Month, WETA will participate in the inaugural Rosie Ride. The event is a partnership between Transit Month organizers, WETA, the Rosie the Riveter WWII Home Front National Historical Park, Rosie the Riveter Trust, the Columbia Sportswear Employee Store, and Assemble Marketplace. The concept is to encourage riders from San Francisco to take an eastward ferry ride to experience the NHP's museum near the Richmond terminal with some additional activations from partners. Docents will meet riders at the terminal and help guide participants through the museum. WETA is providing media and promotional support and a limited number of free ferry tickets to boost interest. If successful, this event can be replicated and extended to other parts of the system.

#### **Passenger Appreciation Day**

WETA is planning to hold its San Francisco Bay Ferry Passenger Appreciation Day on Thursday, September 21, as a part of Transit Month. Staff and the agency's community outreach consultant Next Steps Marketing will be on hand to distribute promotional giveaways, treats, and activities to help celebrate passengers.

#### **Public Ferry Coalition**

WETA and Washington State Ferries are co-chairs of the Public Ferry Coalition (PFC). The PFC was previously a loosely defined coalition of the largest ferry operators around the country that worked together periodically on federal advocacy issues. Through extensive outreach to public ferry operators in 2022, WETA and Washington State Ferries started quarterly meetings of the PFC in fall 2022 to focus on federal advocacy issues as well as operational, regulatory and administrative issues that are specific to public ferry operators.

On August 15, staff co-chaired the fourth quarterly meeting of the PFC with representatives attending from 12 different public ferry operators around the country. The August meeting provided a federal legislative update on the appropriations process, discussion on boarding efficiency methods of member agencies, and software systems agencies use to track maintenance and state of good repair. Additionally on July 13, the PFC held a special meeting with the Technical Director of HADAG, a ferry operation in Hamburg Germany, focusing on their response and lessons learned during a recent cyber security attack. The next meeting of the PFC will take place on November 14.

#### **Bay Ferry VI Exercise**

Bay Ferry VI, a regional active threat full scale exercise will take place September 18-21. WETA and Blue and Gold Fleet have worked over the last nine months with the Golden Gate Bridge, Highway and Transportation District (GGBHTD), U.S. Coast Guard to plan and coordinate this exercise. GGBHTD secured a Port Security Grant to fund this exercise which will include the development, training and testing of an active shooter training curriculum for ferry crews. WETA worked with the U.S. Coast Guard, GGBHTD, and other bay area ferry operators in early 2022 to outline the specific needs for this type of training in the specific environment in which ferry crews operate. This four-day exercise will test the plans and response of participating agencies to an active threat situation. Participants will include ferry operators, Bay Area police and fire agencies with maritime assets, along with county, state and federal

agencies. As part of the lead-up training for the Bay Ferry VI exercise, WETA has hosted and participated in several training sessions for ferry crews and local law enforcement including underway boarding training with San Francisco Police Department and most notably Active Threat training for San Francisco Bay Ferry crews. WETA will be providing a vessel and staff for this exercise on Wednesday September 20 and Thursday September 21. Staff will provide an update to the WETA board at its October meeting on the achievements and the lessons learned from this exercise.

**San Francisco Fleet Week Defense Support of Civil Authorities Exercise**

As in years past, WETA will participate in the annual Defense Support of Civil Authorities (DSCA) exercise that is a part of the San Francisco Fleet Week menu of events. DSCA is the process by which United States military assets and personnel can be used to assist in missions normally carried out by civil authorities. The focus for the 2023 DSCA exercise is on state, federal, and Department of Defense capabilities to support damage assessment and first responder communications after a catastrophic earthquake. WETA will be participating in both the table-top exercise on September 12 and the full-scale exercise on October 2 and will be testing our communications equipment with participating agencies.

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

## MEMORANDUM

**TO:** Board Members

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

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

### Recommendation

There is no recommendation associated with this informational item.

### Financial Statements Summary

This report provides a summary of financial activity for the first month of the Fiscal Year. Actual revenue and expense are reflected as of July 31 against the Fiscal Year 2023/24 approved budget. Revenue and expense to date for operations is \$4.5 million. The summary table below shows the high-level comparison, with 8% of the fiscal year completed.

Operating Budget vs. Actual	Year - To - Date		Annual	
	FY2023/23 Actual	FY2023/24 Actual	FY2023/24 Approved Budget	% of FY 2023/24 Budget
	Prior YTD	Current YTD		
<b>Revenue:</b>				
Fare Revenue	\$1,101,573	\$1,267,683	\$ 12,757,159	10%
Federal - COVID-19 Relief Funds	2,232,021	2,336,118	20,214,365	12%
Bridge Toll Revenues	1,192,813	569,183	25,759,450	2%
State Operating Assistance	-	-	3,238,254	0%
Contra Costa Measure J	309,110	313,477	3,761,720	8%
Other Revenue	1,000	36,973	2,696,074	1%
<b>Total Operating Revenues</b>	<b>\$4,836,517</b>	<b>\$4,523,434</b>	<b>\$ 68,427,022</b>	<b>7%</b>
<b>Expense:</b>				
Ferry Services (all)	\$4,651,422	\$ 4,322,327	\$64,481,828	7%
Planning & Administration	185,095	201,107	3,945,194	5%
<b>Total Operations Expenses</b>	<b>\$4,836,517</b>	<b>4,523,434</b>	<b>\$68,427,022</b>	<b>7%</b>
<b>Farebox Recovery % (Regular Service)</b>	<b>24%</b>	<b>30%</b>		

Capital Budget expenses, as shown below, are \$3.6 million for the year. Although it is early in the year, it is anticipated that a number of projects that had been delayed in the latter half of the last fiscal year are incurring expense now following resolution of issues such as electric vessel and infrastructure coordination strategies and resolution of permitting issues in the Main Street project.

Capital Budget vs. Actual	FY2023/24 Actual Current YTD	FY2023/24 Approved Budget	% of FY 2023/24 Budget
<b>Revenue:</b>			
Federal Funds	\$2,131,831	\$33,327,627	6%
State Funds	896,204	19,291,217	5%
Bridge Toll Revenues	369,467	20,017,064	2%
Other Revenues	166,375	2,439,004	7%
<b>Total Capital Revenues</b>	<b>\$3,563,878</b>	<b>\$75,074,912</b>	<b>5%</b>
<b>Expense:</b>			
<b>Total Capital Expenses</b>	<b>\$3,563,878</b>	<b>\$75,074,912</b>	<b>5%</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 \$16,626,380.

### **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 2023/24 Operating & Administration Revenue and Expense**  
**Through the Month Ending 07/31/23**

% of Year Elapsed

8%

	Jul-23 Actual	Year - To - Date		Total FY2023-24 Budget	Total Budget
		FY2022-23 Actual	FY2023-24 Actual		
<b>OPERATING EXPENSE</b>					
<b><u>FERRY OPERATIONS:</u></b>					
<b>Harbor Bay Ferry Service (AHBF)</b>					
Vessel Crew Labor	149,073	110,555	149,073	1,825,501	8%
Vessel Fuel	60,209	101,956	60,209	1,087,800	6%
Vessel Operations & Maintenance	18,343	42,418	18,343	830,241	2%
Facility Operations & Maintenance	51,175	62,142	51,175	798,286	6%
System Expense	63,412	55,677	63,412	1,008,100	6%
<b>Total Harbor Bay</b>	<b>\$342,211</b>	<b>\$372,748</b>	<b>\$342,211</b>	<b>\$5,549,929</b>	<b>6%</b>
<b>Farebox Recovery - AHBF</b>	<b>21%</b>	<b>14%</b>	<b>21%</b>	<b>15%</b>	
<b>Alameda/Oakland Ferry Service (AOFS)</b>					
Vessel Crew Labor	414,090	389,415	414,090	4,381,204	9%
Vessel Fuel	220,768	291,303	220,768	2,952,600	7%
Vessel Operations & Maintenance	33,161	130,593	33,161	1,169,544	3%
Facility Operations & Maintenance	134,769	173,086	134,769	2,056,349	7%
System Expense	182,529	162,515	182,529	2,545,914	7%
<b>Total Alameda/Oakland</b>	<b>\$985,317</b>	<b>\$1,146,912</b>	<b>\$985,317</b>	<b>\$13,105,611</b>	<b>8%</b>
<b>Farebox Recovery - AOFS</b>	<b>40%</b>	<b>30%</b>	<b>40%</b>	<b>26%</b>	
<b>Vallejo Ferry Service (Vallejo)</b>					
Vessel Crew Labor	463,781	440,339	463,781	4,928,854	9%
Vessel Fuel	471,641	655,432	471,641	7,148,400	7%
Vessel Operations & Maintenance	54,580	69,323	54,580	1,290,015	4%
Facility Operations & Maintenance	355,041	283,412	355,041	4,687,016	8%
System Expense	206,756	179,676	206,756	3,141,546	7%
<b>Total Vallejo</b>	<b>\$1,551,798</b>	<b>\$1,628,183</b>	<b>\$1,551,798</b>	<b>\$21,195,831</b>	<b>7%</b>
<b>Farebox Recovery - Vallejo</b>	<b>37%</b>	<b>33%</b>	<b>37%</b>	<b>28%</b>	
<b>South San Francisco Ferry Service (SSF)</b>					
Vessel Crew Labor	149,073	85,231	149,073	1,642,951	9%
Vessel Fuel	50,175	72,826	50,175	777,000	6%
Vessel Operations & Maintenance	20,724	36,451	20,724	929,482	2%
Facility Operations & Maintenance	51,717	59,272	51,717	761,156	7%
System Expense	44,653	31,240	44,653	860,610	5%
<b>Total South San Francisco</b>	<b>\$316,341</b>	<b>\$285,019</b>	<b>\$316,341</b>	<b>\$4,971,200</b>	<b>6%</b>
<b>Farebox Recovery - SSF</b>	<b>9%</b>	<b>6%</b>	<b>9%</b>	<b>6%</b>	
<b>Richmond Ferry Service (Richmond)</b>					
Vessel Crew Labor	298,145	306,357	298,145	3,285,903	9%
Vessel Fuel	120,419	203,912	120,419	2,175,600	6%
Vessel Operations & Maintenance	25,601	54,888	25,601	1,136,367	2%
Facility Operations & Maintenance	114,233	117,545	114,233	1,720,952	7%
System Expense	106,204	72,495	106,204	1,898,232	6%
<b>Total Richmond</b>	<b>\$664,603</b>	<b>\$755,198</b>	<b>\$664,603</b>	<b>\$10,217,053</b>	<b>7%</b>
<b>Farebox Recovery - Richmond</b>	<b>15%</b>	<b>9%</b>	<b>15%</b>	<b>10%</b>	

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**San Francisco Bay Area Water Emergency Transportation Authority**  
**FY 2023/24 Operating & Administration Revenue and Expense**  
**Through the Month Ending 07/31/23**

% of Year Elapsed

8%

	Jul-23 Actual	Year - To - Date		Total FY2023-24 Budget	Total Budget
		FY2022-23 Actual	FY2023-24 Actual		
<b>OPERATING EXPENSE (continued)</b>					
<b>Seaplane Lagoon Ferry Service (SPL)</b>					
Vessel Crew Labor	182,200	138,603	182,200	2,190,602	8%
Vessel Fuel	80,279	131,086	80,279	1,398,600	6%
Vessel Operations & Maintenance	18,339	68,070	18,339	745,262	2%
Facility Operations & Maintenance	67,694	59,700	67,694	1,018,718	7%
System Expense	76,799	65,902	76,799	1,351,283	6%
<b>Total Seaplane Lagoon Farebox Recovery - SPL</b>	<b>\$425,311</b>	<b>\$463,362</b>	<b>\$425,311</b>	<b>\$6,704,465</b>	<b>6%</b>
	<b>24%</b>	<b>16%</b>	<b>24%</b>	<b>18%</b>	
<b>Sub-Total Ferry Operations (Ongoing Service)</b>	<b>\$4,285,582</b>	<b>\$4,651,422</b>	<b>\$4,285,582</b>	<b>\$61,744,087</b>	<b>7%</b>
<b>FAREBOX RECOVERY</b>	<b>30%</b>	<b>24%</b>	<b>30%</b>	<b>21%</b>	
<b>Hydrogen Demostration Project (Sea Change)</b>	36,745	-	36,745	1,737,741	2%
<b>Oakland Estuary Demonstration Project</b>		N/A	-	1,000,000	0%
<b>Subtotal Ferry Operations (All)</b>	<b>\$4,322,327</b>	<b>\$4,651,422</b>	<b>\$4,322,327</b>	<b>\$64,481,828</b>	<b>7%</b>
<b>PLANNING &amp; ADMINISTRATION:</b>					
Wages and Fringe Benefits	\$175,759	\$155,659	\$175,759	\$2,437,349	7%
Professional & Other Services	59,516	67,320	59,516	2,046,600	3%
Information Tech., Office, Supplies	728	907	728	148,800	0%
Utilities/Communications	1,554	345	1,554	31,700	5%
Insurance	3,461	3,314	3,461	25,508	14%
Dues, Memberships, Misc.	9,067	13,448	9,067	123,440	7%
Leases and Rentals	21,252	19,845	21,252	267,040	8%
Admin Overhead Expense Transfer	(70,229)	(75,743)	(70,229)	(1,135,242)	6%
<b>Sub-Total Planning &amp; Gen Admin</b>	<b>\$201,107</b>	<b>\$185,095</b>	<b>\$201,107</b>	<b>\$3,945,194</b>	<b>5%</b>
<b>Total Operating Expense</b>	<b>\$4,523,434</b>	<b>\$4,836,517</b>	<b>\$4,523,434</b>	<b>\$68,427,022</b>	<b>7%</b>
<b>OPERATING REVENUE</b>					
Fare Revenue	\$1,267,683	\$1,101,573	\$1,267,683	\$12,757,159	10%
Federal Operating Assistance	2,336,118	2,232,021	2,336,118	20,214,365	12%
Regional - Bridge Toll	569,183	1,192,813	569,183	25,759,450	2%
State Operating Assistance			-	3,238,254	0%
Regional - Contra Costa Measure J	313,477	309,110	313,477	3,761,720	8%
Other Revenue	36,973	1,000	36,973	2,696,074	1%
<b>Total Operating Revenue</b>	<b>\$4,523,434</b>	<b>\$4,836,517</b>	<b>\$4,523,434</b>	<b>\$68,427,022</b>	<b>7%</b>

**San Francisco Bay Area Water Emergency Transportation Authority**  
**FY 2023/24 Capital Revenue and Expense**  
**Through the Month Ending 07/31/23**

Project Description	Jul-23 Total	Total Project Budget	Prior Year Expense	Total FY2023/24 Budget	Year-To-Date FY2023/24 Actual	Total Future Year	% of Total Project Budget
<b>CAPITAL EXPENSES:</b>							
<b><u>FACILITIES:</u></b>							
<b>Electrification</b>							
Zero Emission Float Electrification		15,055,880	151,607	13,007,000	-	1,897,273	1%
Shoreside Electrical Initiative (Planning Phase)		2,541,685	124,685	2,417,000	-	-	5%
<b>Terminal Improvement</b>							
Terminal Rehabilitation - Alameda Main Street	831,880	9,760,000	1,779,132	5,077,002	831,880	2,903,866	27%
Passenger Float Rehabilitation - South SF		908,500	601,192	190,250	-	117,058	66%
Terminal Reconfiguration - Vallejo	6,873	16,696,000	62,059	440,117	6,873	16,193,824	0%
Central Bay Terminal Expansion		1,849,000	937	550,000	-	1,298,063	0%
Passenger Float Rehabilitation - Pier 9		1,362,000	-	1,362,000	-	-	0%
Vallejo Ferry Terminal Dredging		2,842,000	-	2,842,000	-	-	0%
Mission Bay Ferry Landing Project		6,000,000	-	6,000,000	-	-	0%
Berkeley Pier/Ferry (Planning/Enviro)		3,000,000	-	3,000,000	-	-	0%
Oakland Expansion (Feasibility)		900,000	-	900,000	-	-	0%
Temporary Floats (Emergency - Feasibility)		445,000	-	445,000	-	-	0%
<b><u>FERRY VESSELS:</u></b>							
<b>Vessel Construction</b>							
New Commuter Class High-Speed Vessels - (Two)	892,214	30,115,000	26,543,351	2,557,000	892,214	1,014,649	91%
All Electric Vessel Expansion Small Vessels (Three)	-	13,250,450	106,893	2,000,000	-	11,143,557	1%
Replacement Vessels - MV Bay Breeze and Solano	1,806,873	37,902,400	11,652,247	7,359,400	1,806,873	18,890,753	36%
Replacement Vessel - MV Intintoli (Electric)	13,647	26,446,700	377,522	7,370,000	13,647	18,699,178	1%
Replacement Vessel - MV Mare Island (Electric)	6,298	26,500,000	-	4,120,000	6,298	22,380,000	0%
Vessel Acquisition - 28' Workboat		240,000	-	240,000	-	-	0%
<b>Vessel Rehabilitation and Refurbishment</b>							
Vessel Mid-Life Refurbishment - MV Gemini		4,488,000	-	4,488,000	-	-	0%
Vessel Waterjet System Upgrade - Pyxis Class Vessels		700,000	-	350,000	-	350,000	0%
Vessel Mid-Life Refurbishment & Overhaul - MV Pisces	2,752	4,679,000	-	4,354,000	2,752	325,000	0%
Vessel Quarter Life Refurbishment - MV Hydrus		2,252,000	-	238,700	-	2,013,300	0%
Engine Overhauls - FY22/FY23	-	2,235,000	694,081	1,129,943	-	410,976	31%
Engine Overhauls - FY24	-	2,010,000	-	1,900,000	-	110,000	0%
Major Waterjet Projects	3,340	1,404,500	-	1,404,500	3,340	-	0%
Spare Parts	-	1,333,000	-	1,333,000	-	-	0%
<b>Total Capital Expenses</b>	<b>3,563,878</b>	<b>\$214,916,115</b>	<b>\$42,093,706</b>	<b>\$75,074,912</b>	<b>\$3,563,878</b>	<b>\$97,747,497</b>	
<b>CAPITAL REVENUES:</b>							
Federal Funds	2,131,831	112,540,737	11,938,943	33,327,627	2,131,831	67,274,167	13%
State Funds	896,204	54,168,310	22,315,562	19,291,217	896,204	12,561,531	43%
Regional - Bridge Toll	369,467	42,878,054	6,628,821	20,017,064	369,467	16,232,169	16%
Regional - Alameda Sales Tax Measure B / BB	166,375	5,329,014	1,210,379	2,439,004	166,375	1,679,631	26%
<b>Total Capital Revenues</b>	<b>\$3,563,878</b>	<b>\$214,916,115</b>	<b>\$42,093,705</b>	<b>\$75,074,912</b>	<b>\$3,563,878</b>	<b>\$97,747,497</b>	

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

	Jul-23
Bank of America (Checking)	\$3,081,513
Bank of America (Prop 1B)	899,458
Bank of America (Measure B/BB)	8,146,094
Local Agency Investment Fund (LAIF)	4,499,315
<b>Total</b>	<b>\$16,626,380</b>

**TO: WETA Board Members**

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

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

This report covers the following topics:

- FY24 Appropriations Bills Contain Funding for WETA
  - WETA Receives Congressionally Directed Spending
  - Additional Funding Included for FTA Ferry Program
  - Path Forward on FY24 Appropriations
- Advocating for Funding through the FTA Ferry Grant Program

#### **FY24 Appropriations Bills Contain Funding for WETA**

Prior to departing Washington, D.C. for the six-week August district work period, the House and Senate Appropriations Committees took up and passed most of the 12 appropriations bills that fund federal government agencies and departments. While only one of those bills went to the House or Senate floor (the House took up and passed the Military Construction appropriations bill) before the August break, we expect the House and Senate to take up and pass additional appropriations bills in September. Even so, we fully expect Congress to have to pass a continuing resolution (CR) to keep the government running beyond the end of the fiscal year (more on this below).

#### ***WETA Receives Congressionally Directed Spending***

The FY24 House Transportation-HUD Appropriations bill includes \$3 million for WETA to reconfigure the Vallejo Ferry Terminal. It is notable that this is the second time in two years that Congressman John Garamendi (D-CA) has prioritized WETA's Congressionally Directed Spending request. This is significant, especially considering that Rep Garamendi was limited to making 15 requests for his entire Congressional district across all 12 appropriations bills.

#### ***Additional Funding Included for FTA Ferry Program***

The Senate Transportation-HUD Appropriations bill includes an additional \$20 million for the Section 5307(h) FTA Ferry Boat Program, which would mean that \$50 million would be available for competitive grants through this program in FY24. This funding was included in the bill in part because of our continued advocacy on the Hill – we worked with the California Congressional delegation to press Senate Appropriations Committee Chair Patty Murray (D-WA) to include this funding and through the Public

Ferry Coalition we encouraged other public ferry operators to lobby their own members of Congress.

There is not additional funding for any of the programs under the Transportation Infrastructure Grants (transit grants) account in the House bill, which is not entirely surprising given that Republican leadership has implemented major cuts across all the appropriations bills going through that chamber.

### ***Path Forward on FY24 Appropriations***

Although fiscal year 2024 begins on October 1, we don't expect any of the 12 annual appropriations bills to have been signed into law by then. This means Congress will need to pass a continuing resolution (CR) keep the federal government operating past the end of the current fiscal year, which ends on September 30.

We are hoping Congress can complete work on the FY24 appropriations process by the end of the calendar year, but that is by no means guaranteed. If Congress is unable to pass all 12 appropriations bills by December 31, there will be an automatic 1% across-the-board cut. This automatic cut was put in place as part of the legislation that Congress passed earlier this year to raise the nation's borrowing limit and is intended to provide additional motivation to Congress to complete the appropriations process by the end of the year.

If Congress does complete the appropriations process by the end of 2023, that would mean the funding described above would likely be available in Q2 of calendar year 2024.

### **Advocating for Funding through the FTA Ferry Grant Program**

We have been working to solicit Congressional support for the funding that WETA is seeking through the 5307(h) Passenger Ferry Grant Program. FTA is awarding \$50.1 million 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.

Letters of support have been submitted to FTA by Senators Feinstein and Padilla, and the Bay Area House delegation.

We don't know when awards will be announced, although we should assume that FTA will not make decisions until closer to the end of the year, at the earliest.

Respectfully Submitted,  
Peter Friedmann and Ray Bucheger



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

September 1, 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 – September 2023**

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### ***General Update***

The Legislature returned from Summer Recess on August 14 to finish the final month of the first year of the two-year Legislative Session. September 1 was the deadline for fiscal committees to hear and report bills to the floor before the Legislature adjourns for the interim recess on September 14. The Legislative Calendar, which sets the deadlines for the year can be viewed [here](#).

### ***Update on SB 125 Implementation***

As you know, the FY 2023-24 Budget Act included [SB 125 \(Committee on Budget and Fiscal Review\)](#), which imposes new accountability and reform requirements on regions and their transit agencies to access the \$5.1 billion in funds authorized under AB 102 (Committee on Budget). SB 125 requires the California State Transportation Agency (CalSTA) to adopt guidelines that provide greater structure and specificity to these accountability and reform requirements.

On September 1, CalSTA released [formal draft guidelines](#) to implement SB 125. The release followed the earlier release of [informal draft guidelines](#) on August 19. When adopted, the guidelines will govern access to the General Fund-supported Transit and Intercity Rail Capital Program and Zero-Emission Transit Capital Program. AB 102 appropriated \$4 billion in General Fund support to the TIRCP over the next two fiscal years as well as \$1.1 billion in Greenhouse Gas Reduction Fund and Public Transportation Account support to the Zero-Emission Transit Capital Program (ZETCP) over the next four years. Of the amounts noted above, the Metropolitan Transportation Commission is estimated to receive \$1.2 billion for suballocation to transit agencies in its jurisdiction.

The release of the formal draft guidelines formally opens a public comment period and will help facilitate the adoption of final guidelines by CalSTA by September 30. On August 31, the California Transit Association's Transit Operations Funding Subcommittee, of which WETA is a member, submitted a letter to CalSTA in response to the informal draft guidelines, highlighting consensus priorities for the final guidelines. The Association will begin to review the draft guidelines in the week of September 4 and will provide written comments to CalSTA in response by the comment deadline of September 13.

### ***Senate Leadership Change***

On August 28, Senate President pro Tempore Toni Atkins (D-San Diego) announced that the Senate Democratic Caucus convened and determined that Senator Mike McGuire (D-Healdsburg) will be the Pro Tem Designee, with a transition schedule to be announced in 2024. Pro Tem Atkins has served as the leader of her house since 2018. With the change in this leadership position, we would expect to also see changes in key leadership and committee chair positions in 2024.

### ***SB 532 (Wiener) Bridge Toll Increase for Transit Operations***

On August 21, Senator Wiener announced that he would not be moving forward with SB 532 this year. This bill, as drafted, would have temporarily raise tolls on seven state-owned bridges in the Bay Area by \$1.50 for five years, generating approximately \$180 million annually. SB 532 would have directed this revenue to the Metropolitan Transportation Commission to help eligible transit operators avoid service cuts and maintain operations and to transform transit service pursuant to MTC's adopted Transit Transformation Action Plan, or to make specific safety, security, reliability, or cleanliness improvements.

In making the announcement, Senator Wiener stated, "I will continue to make transit operations funding a major priority, and I look forward to continuing those discussions into the Fall. If a consensus emerges on a path forward that includes a future regional transit funding measure to generate ongoing funds so that all people have access to reliable, affordable transportation, I also look forward to taking a leadership role in developing and passing authorizing legislation."

### ***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. **This bill was passed by the Assembly Appropriations Committee, and now heads to the Assembly Floor.**

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

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

**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. **This bill is on the Senate Floor.**

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

This bill would create the Youth Transit Pass Pilot Program for the purposes of awarding grants to transit agencies for the costs of creating, designing, developing, advertising, distributing, and implementing free youth transit passes to persons attending certain educational institutions, providing free transit service to holders of those passes, and administering and participating in the program. The bill would authorize a transit agency to submit a grant application in partnership with one or more educational institutions and would also authorize grant funds to be used to maintain, subsidize, or expand an existing fare free program. **This bill was passed by the Senate Appropriations Committee, and now heads to the Senate Floor.**

**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. **This bill was incorporated into SB 125 (Committee on Budget and Fiscal Review).**

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

This bill also provides a broad interpretation of the Brown Act for all legislative bodies to participate in meetings via teleconferencing outside of a declared state of emergency without posting the physical location of members or requiring a quorum to be present at a meeting location, but would require a



local agency to have a physical meeting location open to the public and follow certain notification procedures and meeting procedures. **This is a two-year bill.**

**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. **This measure was passed by the Senate Appropriations Committee, and now heads to the Senate Floor.**

MEMORANDUM

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**TO:** Board Members

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

**SUBJECT:** Monthly Operations, Ridership, and Recovery Report – September 2023

**Background**  
**Operations**

WETA's implementation of the Swiftly ridership and operations data system allows for the development of accurate on-time performance and reliability reports. Staff will now aggregate and publish this data in this Monthly Operations, Ridership, and Recovery Report.

The following metrics are now included in this report:

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

The report also compares WETA's on-time performance and service reliability metrics to a group of other ferry operators that includes:

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

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

**Ridership Recovery**

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

The Plan enhanced service during midday and weekend periods to reflect changing demands from regular commuters and recreational riders. Lower fares, more in line with parallel transit options such

as BART or Transbay buses, is an additional feature of the Plan. This report provides a monthly update on ridership trends, comparisons to historical data and other regional transit operators, as well as upcoming service adjustments.

### **Discussion**

#### **Operations**

##### **Highlights:**

- Overall, WETA's on-time performance and service reliability remains consistently high from month-to-month.
- Year-to-date **on-time performance** for January to August 2023 averaged 97% systemwide.
- Year-to-date **service reliability** for January to August 2023 averaged 99% systemwide, with less than 1% of total scheduled trips cancelled.
- On-time performance is generally consistent for weekends and weekdays, and across routes, with minor variations from month-to-month.
- There was a total of 246 trip segments cancelled over the period January to August 2023 compared to 33,761 trip segments provided over this period.
- Beginning in June 2023, a new data reporting feature allows tracking for reasons why a particular trip was cancelled, allowing WETA to track and analyze trip cancellations in greater detail over time.
- Based on a preliminary review, it appears roughly 56% of the trip segments cancelled to date (138) were due to significant storm events on or around January 4 and March 21, which resulted in weather-related cancellations.
- Over the period June to August there were 41 trip segments cancelled. Based on a review of the data, 76% of these cancelled trips were due to mechanical issues, while 24% were due to other issues, such as medical emergencies, changes in event schedules, staffing issues, etc.
- The month of June included four vessels with four separate mechanical issues that affected 7 trip segments. These mechanical issues were related to components in steering systems and fuel systems.
- The month of July included three vessels with four separate mechanical issues that affected 6 trip segments. These mechanical issues included a main engine failure, fuel system components, and a head gasket failure.
- The month of August included five vessels with six separate mechanical issues that affected 18 trip segments. These mechanical issues included one main engine failure, coolant system components, hydraulic system components, and an electronic monitoring unit.
- When unexpected mechanical failures do occur, Blue & Gold dispatch seeks to minimize service disruption by using available vessels to provide backup service to cover routes that are impacted. Therefore, not all mechanical failures result in service cancellations.
- WETA has similar, if not higher, levels of on-time performance and reliability compared to other public ferry operators analyzed. WETA's year-to-date on-time performance through July 2023 averaged 97% compared to 93% for other selected public ferry operators considered in this report (August data was not yet available for other operators). WETA's average year-to-date reliability performance was similar to the average for the other public ferry operators analyzed, both averaging roughly 99%.

#### **Ridership Recovery**

Overall, ridership continues to trend up year-over-year. Summer 2023 saw even higher ridership compared to 2022 with large weekend crowds for major events driving the ridership surge. Weekday ridership continues to tick up with Tuesdays, Wednesdays, and Thursdays seeing the highest ridership.

**Highlights:**

- WETA continues to outperform other regional transit operators in pandemic ridership recovery.
- FY23 ridership came in at about 92% of the budget projection and was ~30% higher than FY22 ridership.
- Ridership in August has dropped off from the historical high summer months of June and July.
- Year over year, ridership continues to trend up driven largely by the Vallejo and Oakland & Alameda routes.
- South SF continues to lag behind the rest of the system with farebox recovery dipping down to 9% in July.

**Recommendations**

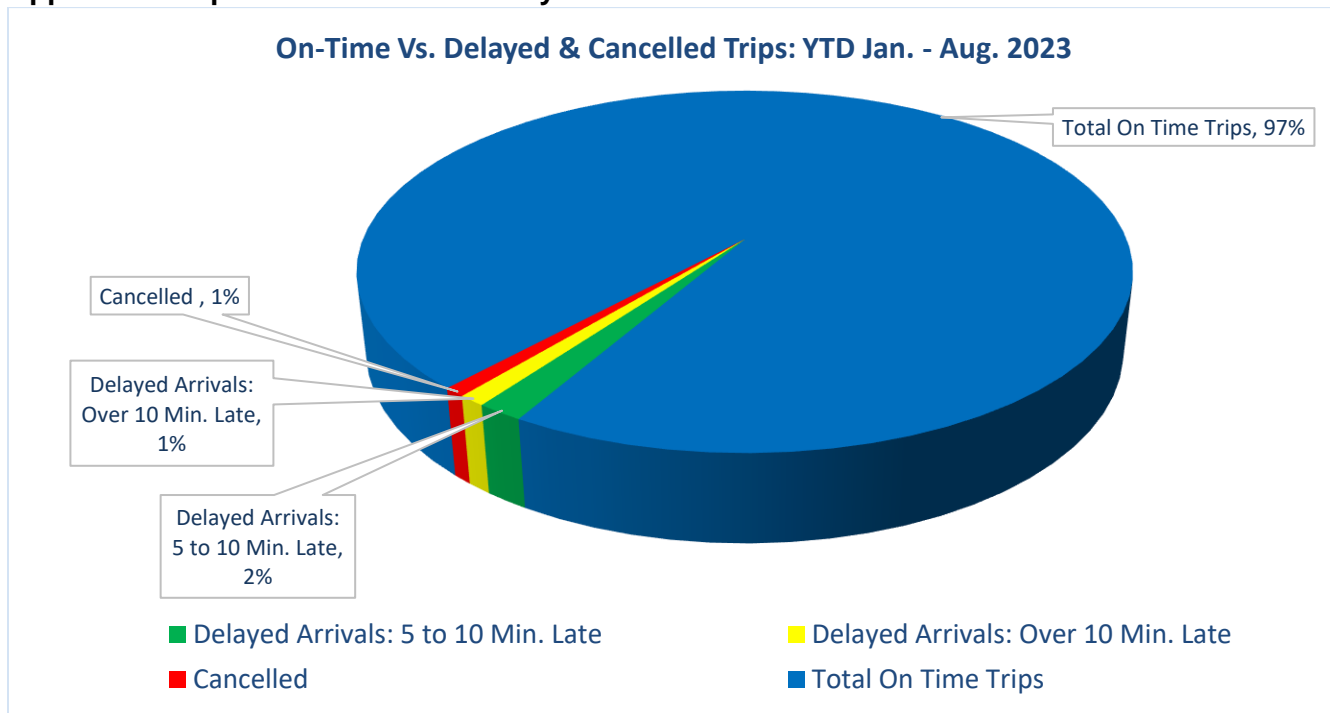
**Operations**

None at this time.

**Ridership Recovery**

None at this time. The Board is receiving an update in a separate item regarding a temporary service change due to construction at the Alameda Main Street terminal.

## Appendix A. Operations Data Summary



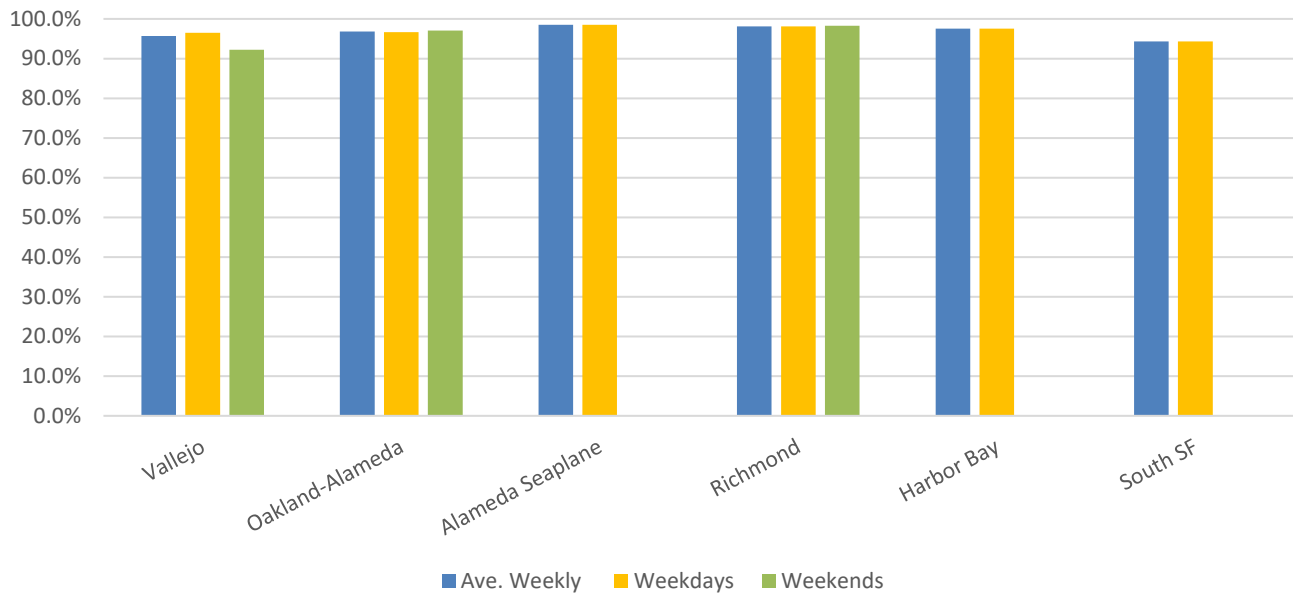
### Percentage of Trips On-Time: Year-to-Date (Jan-Aug. 2023)

Route	Ave. Weekly	Weekdays	Weekends
Vallejo	95.7%	96.5%	92.2%
Oakland-Alameda	96.8%	96.7%	97.0%
Alameda Seaplane	98.5%	98.5%	Not Provided
Richmond	98.1%	98.1%	98.3%
Harbor Bay	97.5%	97.5%	Not Provided
South SF	94.3%	94.3%	Not Provided
<b>Total System</b>	<b>97.0%</b>	<b>97.1%</b>	<b>96.1%</b>

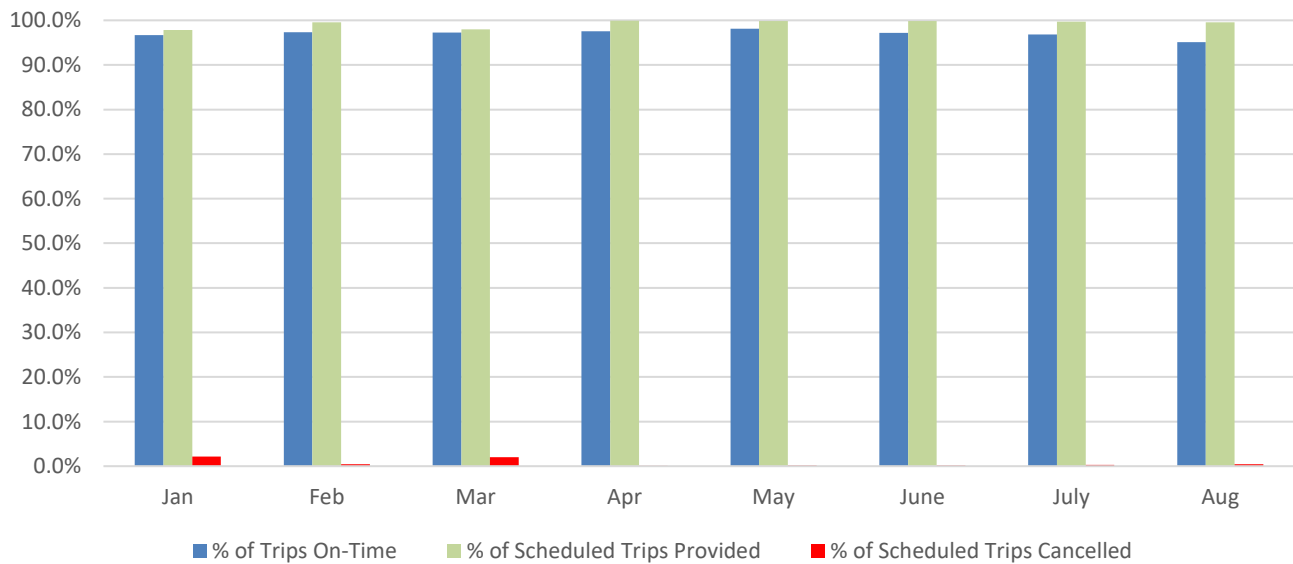
### On-Time Performance & Reliability by Month (Jan-Aug. 2023)

	% of Trips On-Time	% of Scheduled Trips Provided	% of Scheduled Trips Cancelled
January	96.7%	97.9%	2.1%
February	97.3%	99.6%	0.4%
March	97.3%	98.0%	2.0%
April	97.5%	99.9%	0.1%
May	98.1%	99.9%	0.1%
June	97.2%	99.8%	0.2%
July	96.8%	99.7%	0.3%
August	95.1%	99.6%	0.4%
<b>Average (YTD)</b>	<b>97.0%</b>	<b>99.3%</b>	<b>0.7%</b>

Percentage of Total Trips On Time by Route, Weekdays vs. Weekends



Percentage of Total Trips On-Time, Provided and Cancelled by Month

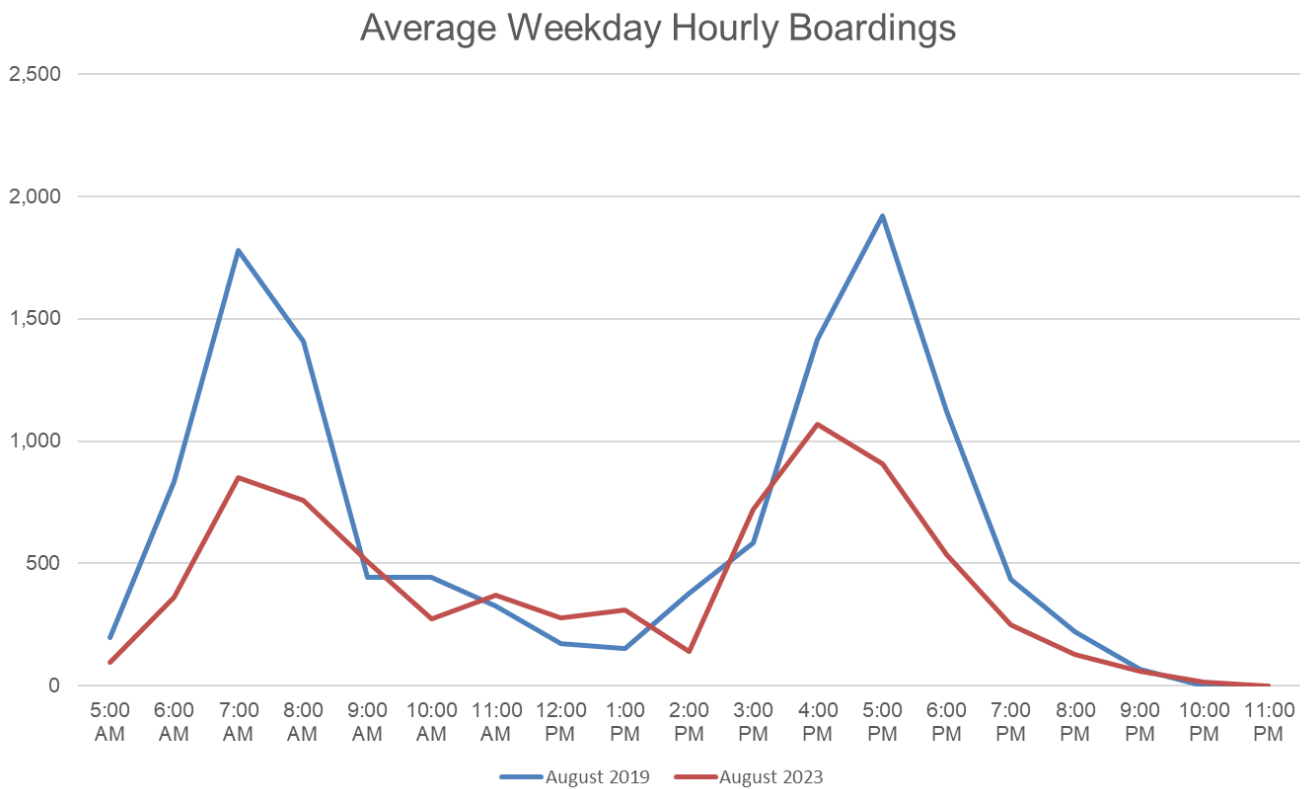
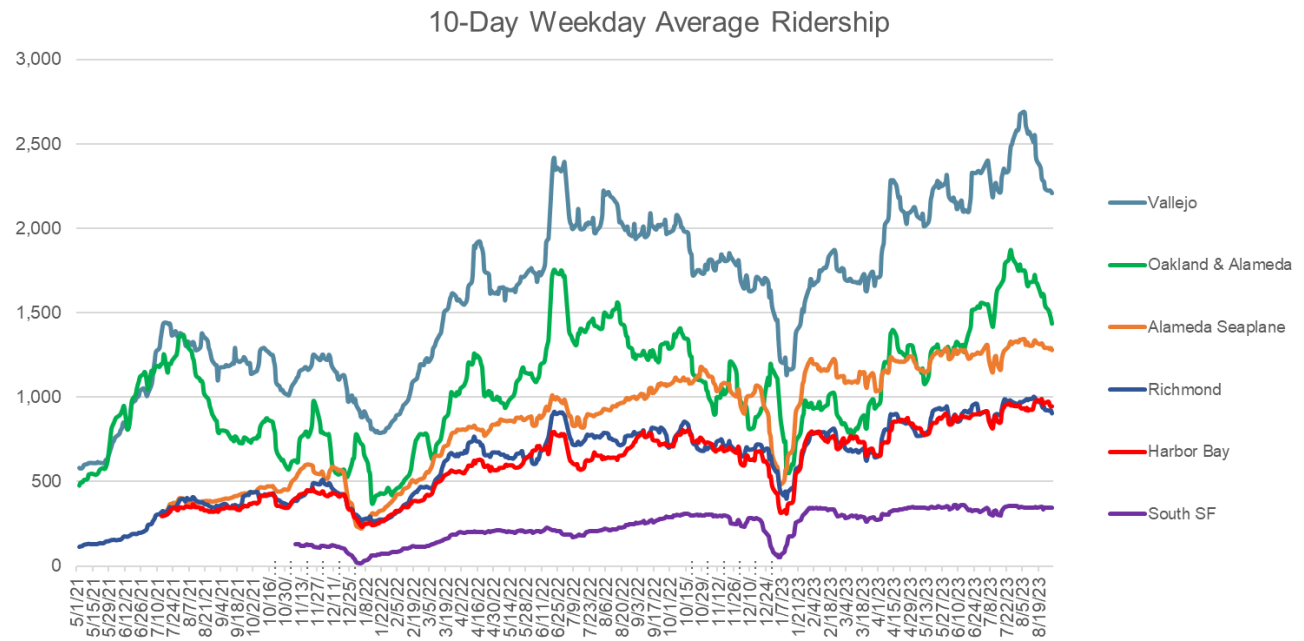


**WETA On-Time Performance & Reliability Compared to Other Ferry Operators, YTD Jan. – July 2023\***

	<b>% of Trips on Time</b>	<b>% of Scheduled Trips Provided</b>
Golden Gate	96.6%	98.9%
Washington State Ferries	83.7%	97.9%
Kitsap Transit	98.2%	98.5%
Mass. Bay Transportation Authority	99.2%	99.4%
NYC Ferry	83.3%	97.4%
Staten Island Ferry	94.3%	99.4%
<b>Average of Comps</b>	<b>92.6%</b>	<b>98.6%</b>
<b>WETA</b>	<b>97.3%</b>	<b>99.2%</b>
BART	68.8%	n/a
MUNI	83.3%	n/a
AC Transit	74.0%	n/a

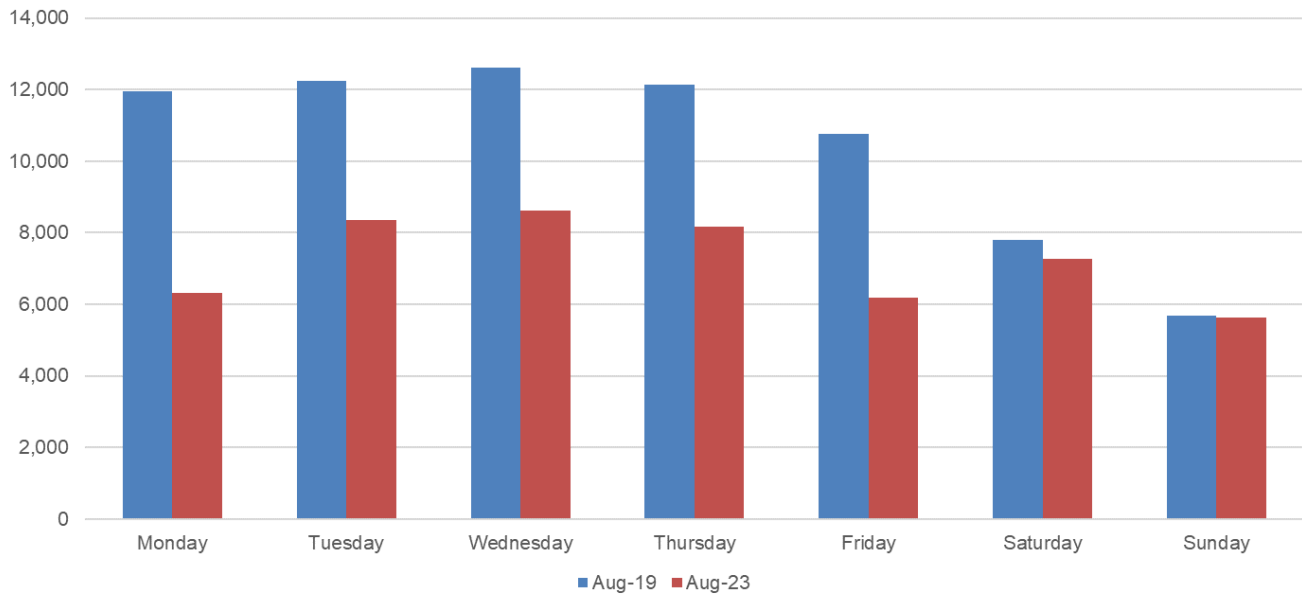
\* **Note:** The definition of on-time performance varies among the other ferry and transit operators considered in this analysis. Some operators consider on-time performance based on late departures instead of late arrivals. Most operators define on-time trips as trips departing or arriving within 5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

## Appendix B. Ridership Recovery Data Summary

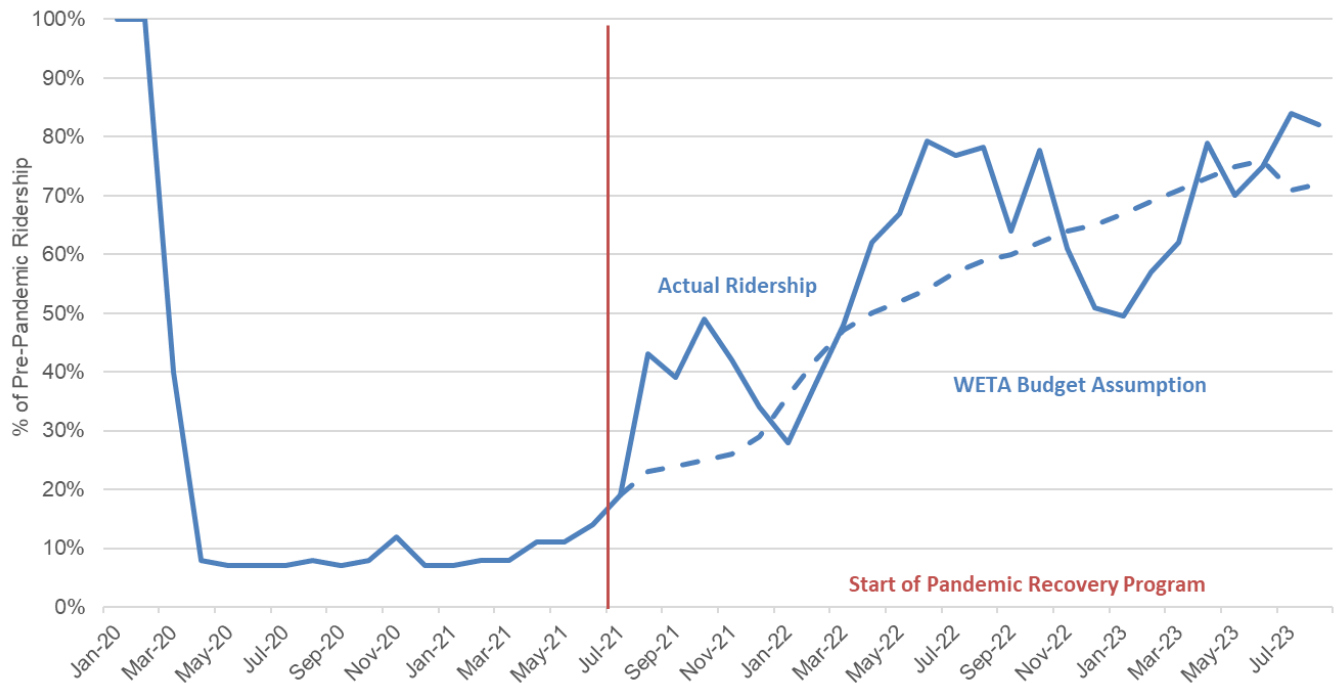




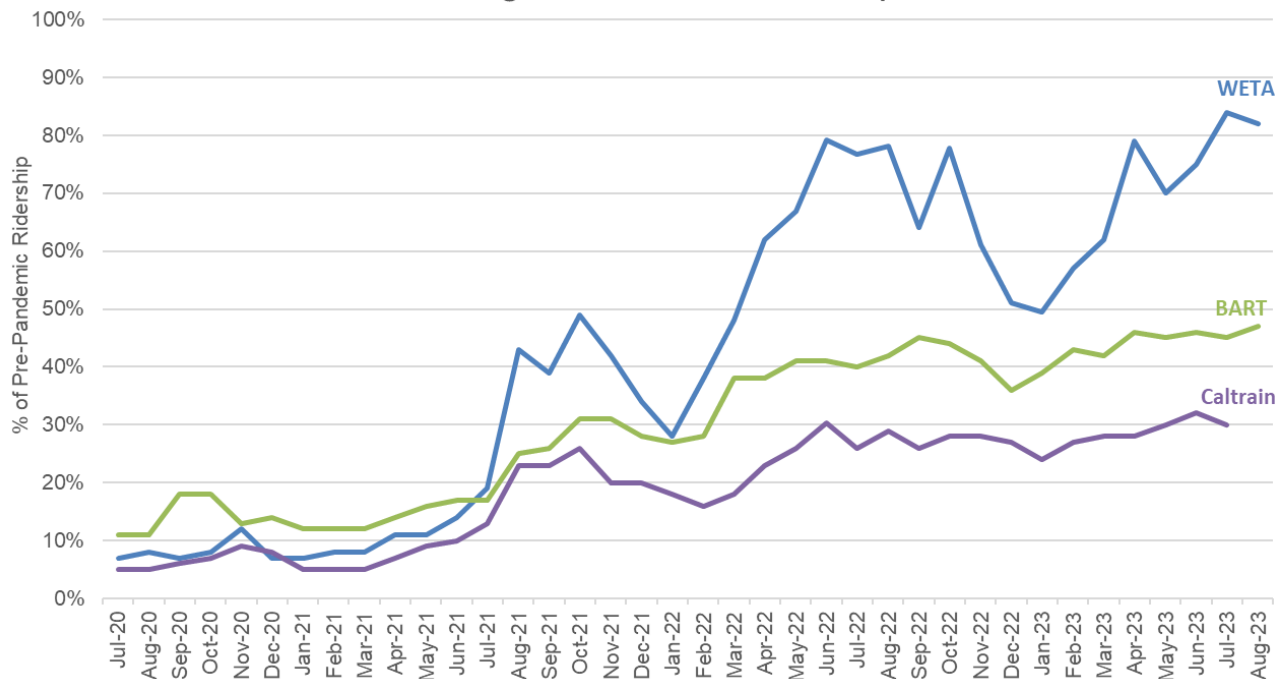
Average Boardings by Day of Week  
Systemwide



Actual vs. Budgeted Ridership



## Regional Transit Ridership



Note: Caltrain ridership for August will be available following their October meeting.

July 2023		Oakland & Alameda*	Vallejo*	Richmond	Harbor Bay	Alameda Seaplane	South San Francisco**	Systemwide
Boardings	vs. last month	Total Passengers July 2023	89,173	78,471	24,729	17,345	23,998	240,057
		Total Passengers June 2023	68,324	68,285	23,920	19,461	27,672	215,064
		Percent change	30.51%	14.92%	3.38%	-10.87%	-13.28%	11.62%
	vs. same month last year	Total Passengers July 2023	89,173	78,471	24,729	17,345	23,998	240,057
		Total Passengers July 2022	62,747	63,900	19,078	12,240	17,224	179,056
		Percent change	42.12%	22.80%	29.62%	41.71%	39.33%	34.07%
	vs. prior FY to date	Total Passengers Current FY To Date	89,173	78,471	24,729	17,345	23,998	240,057
		Total Passengers Last FY To Date	62,747	63,900	19,078	12,240	17,224	179,056
		Percent change	42.12%	22.80%	29.62%	41.71%	39.33%	34.07%
Ops Stats	Avg Weekday Ridership July 2023		4,246	3,737	1,178	826	1,143	11,431
	Passengers Per Hour July 2023		185	109	72	95	124	117
	Revenue Hours July 2023		481	723	344	183	126	2,050
	Revenue Miles July 2023		6,787	20,359	6,374	3,784	3,185	42,674
	Farebox Recovery Year-To-Date		40%	37%	15%	21%	24%	21%
	Peak hour utilization, AM – July 2023		21%	51%	31%	30%	32%	32%
Fuel	Peak hour utilization, PM – July 2023		62%	64%	41%	35%	43%	45%
	Fuel Used (gallons) – July 2023		63,828	136,360	34,815	17,408	23,210	290,127
	Avg Cost per gallon – July 2023		\$3.46	\$3.46	\$3.46	\$3.46	\$3.46	\$3.46

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

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

Note: August 2023 operating stats will be available at next month's Board meeting.

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

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

*[July 13, 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**

Vice Chair Monique Moyer called the meeting to order at 1:01 p.m.

**2. ROLL CALL**

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

Vice Chair Moyer led the Pledge of Allegiance. She welcomed directors, staff, and meeting guests and noted that the meeting was being conducted in person and by videoconference and was being recorded. She advised guests about offering public comment and how guests could sign up to speak throughout the meeting.

**3. REPORT OF BOARD CHAIR**

No report.

**4. REPORTS OF DIRECTORS**

Vice Chair Moyer said that she would be chairing the meeting in Chair James Wunderman's place who was called away for business purposes.

Director Dew reported that she attended the Solano Transportation Authority (STA) meeting where Executive Director Seamus Murphy gave a report.

Vice Chair Moyer encouraged attendees to visit the historic Ferry Building in recognition of its 125<sup>th</sup> anniversary today.

**5. REPORTS OF STAFF**

Executive Director Murphy noted that WETA made fares for youths free today to encourage families to get out and take advantage of all the activities happening in the Ferry Building.

Mr. Murphy introduced Operations Analyst Joe Ramey who was working as an economic consultant in the private sector, which included supporting some procurements for the National Park Service, before joining WETA. He added that WETA had three active recruitments of the five positions that were approved by the Board as part of the current fiscal year budget.

Mr. Murphy provided an update on the Sea Change project noting that the vessel was successfully fueled for the first time on June 15; however, some power and fuel cell issues were identified requiring further investigation prior to operation. He said that WETA was looking at an August launch for the vessel.

Mr. Murphy reported that Governor Gavin Newsom signed a budget agreement that restores \$2 billion to the California State Transportation Agency (CalSTA) Transit and Intercity Rail Capital Program (TIRCP) funding which would provide matching local funds for major capital projects receiving federal

funds, noting that this amendment would not impact WETA directly. He said the budget included \$1.1 billion in flexible funds to support transit operations that would be helpful to agencies facing a fiscal cliff. He noted that a 2026 ballot measure to provide a permanent dedicated source for operating revenue was in process.

Mr. Murphy introduced Public Information and Marketing Manager Thomas Hall to provide a marketing update. Mr. Hall shared his presentation and highlighted three ongoing campaigns including an animated illustration-based streaming campaign by Underground Agency with assistance from Next Steps Marketing, an out-of-home display campaign by MacKenzie Communications, the successful Latino influencer campaign by D&A Communications, and next steps for an integrated marketing campaign.

The Directors thanked Mr. Hall for his presentation and looked forward to the roll out.

Mr. Murphy introduced Chief Financial Officer Erin McGrath to provide a financial report. Ms. McGrath stated that based on financials through May 31 that the fiscal year would be closed on budget. She highlighted lower than anticipated fare revenue and fuel prices. She indicated that the unspent FY2023 capital budget would be included in the FY2024 budget.

Mr. Murphy introduced Transportation Planner Gabriel Chan to provide the ridership report. Mr. Chan reported that weekend ridership was high in May and June and that ridership was on the uptick for all routes except South San Francisco.

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

The Directors thanked staff for their reports.

## **6. CONSENT CALENDAR**

Director DelBono made a motion to approve the consent calendar:

- a. Approve Board Meeting Minutes – June 5, 2023
- b. Authorize Execution of Master Funding Agreement with the Metropolitan Transportation Commission

Vice Chair Moyer 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. Nays: None. Absent: Wunderman.

## **7. APPROVE CONTRACT AWARD TO CPS HR CONSULTING FOR HUMAN RESOURCES MANAGEMENT SERVICES**

Mr. Murphy presented this item recommending approval of a contract award to CPS HR Consulting (CPS) for human resources management in the amount of \$200,000 for a two-year term, and an additional \$200,000 for one two-year option term, and authorize the Executive Director to negotiate and execute an agreement and take any other related actions to support this work.

He said CPS was selected because of their extensive work with government clients and that responsibilities would include tasks such as creating an employee handbook and new employee onboarding process, developing a comprehensive performance review and goal setting process for staff, as well as ongoing tasks including employee recruitment. Mr. Murphy said that CPS Principal HR Consultant Deborah Gutman would be WETA's dedicated lead.

Ms. Gutman introduced herself stating that she has 25 years of HR experience in both the public and private sector, of which 6 years were with CPS, and that she would be the single point of contact for WETA with access to a team of experts.

Director Alba made a motion to adopt Resolution No. 2023-25 approving this item.

Vice Chair Moyer called for public comments, and there were none.

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

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

**8. APPROVE CONTRACT AWARD TO COREY, CANAPARY & GALANIS FOR SURVEYING AND MARKET RESEARCH SERVICES**

Mr. Hall presented this item recommending approval of a contract award to Corey, Canapary & Galanis (CC&G) for surveying and market research services in an amount not to exceed \$150,000 annually for five years and authorize the Executive Director to negotiate and execute an agreement and take any other related actions to support this work.

Mr. Hall said that CC&G was selected because of their extensive local transit experience, participation in the project management from the firm's principals, and their cost proposal to include annual onboard passenger surveys and market research focused on potential riders.

CC&G Executive Vice President Jon Canapary introduced himself and his firm. He stated that CC&G was a local firm based in San Francisco with over 20 years working with various transportation agencies particularly in the Bay Area. He said that he was grateful that CC&G was selected for this competitive procurement. He said that he looked forward to working with WETA and was confident that CC&G would exceed expectations.

Director Alba expressed her enthusiasm with CC&G's selection and the high score received as she commented that she had worked with CC&G and enjoyed the past relationship. Vice Chair Moyer thanked Mr. Canapary for attending in person.

Director Dew made a motion to adopt Resolution 2023-26 approving this item.

Vice Chair Moyer called for public comments, and there were none.

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

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

**9. APPROVE CONTRACT AWARD TO MANSON CONSTRUCTION CO. FOR DREDGING AND MARINE CONSTRUCTION SERVICES FOR THE VALLEJO TERMINAL DREDGING PROJECT**

Senior Planner/Project Manager Chad Mason presented this item recommending approval of the following actions relative to the Terminal Dredging – Vallejo project (Project):

1. Approve contract award to Manson Construction Co. (Manson) of Seattle, Washington for marine construction services in the amount of \$2,118,000 and authorize a contract contingency of 15 percent for a total sum of \$2,435,700; and
2. Authorize the Executive Director to enter into a contract and take any other related actions as may be necessary to support the Project.

Mr. Mason noted that the amount of the bid was greater than the engineer's estimate due to the increase in costs associated with demobilization and transportation of the temporary float.

Vice Chair Moyer complimented Mr. Mason for his well-written staff report.

Director DelBono made a motion to adopt Resolution 2023-27 approving this item.

Vice Chair Moyer called for public comments, and there were none.

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

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

**10. APPROVE SOLE SOURCE CONTRACT AWARD TO PACIFIC POWER GROUP, LLC  
FOR MAIN ENGINE PREVENTATIVE MAINTENANCE SERVICES**

Engineering & Maintenance Administrator Jeffery Powell presented this item recommending approval of the following:

1. Approve the award of a Sole Source Contract to Pacific Power Group, LLC (PPG) in the amount of \$1,484,577 for main propulsion engine maintenance services for the MV *Carina, Cetus, Hydrus, Bay Breeze, Dorado, and Mare Island*; and
2. Approve a contract contingency in the amount of \$303,423; and
3. Authorize the Executive Director to negotiate and execute an agreement with PPG and take any other required actions to support this work.

Vice Chair Moyer thanked Mr. Powell for his detailed report.

Director Alba made a motion to adopt Resolution 2023-28 approving this item.

Vice Chair Moyer called for public comments, and there were none.

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

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

**11. ADOPT WETA FY 2024-2028 REGIONAL MEASURE 3 FIVE-YEAR OPERATING  
PLAN**

Mr. Murphy introduced this item adopting the WETA Fiscal Year 2024-2028 Regional Measure 3 (RM3) Five-year Operating Plan in compliance with RM3 operating assistance funding requirements before introducing Planning and Development Manager Kevin Connolly. Mr. Murphy stated that the item was required before WETA could receive funding under RM3 which included establishing performance metrics requiring approval by the Metropolitan Transportation Commission (MTC). He noted that WETA would retain the interest from those funds that would be held in an account reserved for WETA.

Mr. Connolly confirmed that preparation of a five-year operating plan was a prerequisite to executing an operating agreement with MTC to receive funds, and staff elected to create a document that was consistent in terms of structure to other WETA documents. He shared his presentation and provided an overview noting that the plan was required for the operating component and not the capital funding and reiterated that unused operating revenue could be carried over to a reserve fund for flexible use in future years. He said that the budget and the Short-Range Transit Plan (S RTP) were used as the basis for the plan.

Mr. Murphy stated that the plan would be included in the supplemental operating agreement and that MTC staff had reviewed the plan and would be recommending that MTC approve the agreement.

**PUBLIC COMMENT**

Port of Redwood City Port Commissioner Lorianna Kastrop expressed her concern about moving the Redwood City expansion project out to 2029 and keeping the stakeholders engaged. She suggested WETA consider landside improvements to allow WETA the flexibility to do special event service.

Mr. Murphy responded that WETA set funds aside for pilot projects as the one suggested by Commissioner Kastrop.

Director DelBono made a motion to adopt Resolution 2023-29 approving this item.

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

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

**12. UPDATE ON INSTITUTIONAL/EMPLOYER PASS PILOT PROGRAM**

Transportation Planner Arthi Krubanandh introduced this informational item. Bay Area Rapid Transit (BART) Principal Planner and Clipper BayPass Manager Ryan Reeves and MTC Policy and Financial Analyst Terence Lee who provided an update on the Institutional/Employer Pass Pilot Program. Mr. Lee said that he has been supporting an effort to better coordinate and integrate fare policy in the region and that Ms. Reeves is managing the pilot of the new regional institutional pass branded the Clipper BayPass.

Ms. Reeves and Mr. Lee shared their presentation which included an overview of the pilot and some preliminary insights from the first year. Mr. Lee said the study evaluated different policies for their impact in four key areas: customer value, payment experience, equity, and future transit culminating with the adoption of a fare policy vision statement which directed staff to pilot various initiatives to understand its impact in these areas.

The first policy in the vision statement directed staff to pilot a regional institutional pass now called Clipper BayPass, the unlimited regional transit pass for rides on all bus, rail, and ferry services in the Bay Area anytime, anywhere. The first phase of the pilot partnered with higher educational institutions and affordable housing residents. Phase two of the pilot will partner with employers, transportation management associations, and property managers with the objectives of increasing transit ridership, improving customer experience, expanding into new funding models to support transit operator financial sustainability, reducing the cost burden for transit-dependent communities, and supporting climate change.

Mr. Lee commented that Clipper BayPass riders are taking an average of 35 percent more trips than their peers with the single agency pass based upon the first eight months of research.

Ms. Reeves said that employers would include a range of industries as well as a range of locations across the Bay Area with the intent of prioritizing equity away from the traditional office environment.

**PUBLIC COMMENT**

A member of the public asked if the pass would be available for individuals.

Mr. Lee responded that the pass is designed as an institutional pass where the primary relationship would be with an organization, employer, universities, and transportation management who would purchase the pass for their constituents.

The Directors thanked Ms. Reeves and Mr. Lee for their presentation and the thoughtful implementation.

**13. PUBLIC COMMENTS FOR NON-AGENDA ITEMS**

Vice Chair Moyer congratulated Director Dew on her Senate Rules Committee confirmation.

No further public comments were shared.

With all business concluded, Vice Chair Moyer adjourned the meeting at 2:36 p.m.

- Board Secretary

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



**MEMORANDUM**

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**TO: Board Members**

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

**SUBJECT: Approve Amendment to Agreement with Jacobs for Construction  
Management Services Related to the Alameda Main Street Ferry  
Terminal Refurbishment Project**

**Recommendation**

Approve Amendment No. 1 to Agreement #21-025 with Jacobs for construction management services for the *Alameda Main Street Ferry Terminal Refurbishment Project* to increase the not-to-exceed contract amount by \$140,000 and authorize the Executive Director to execute the amendment.

**Background**

In January 2022, the Board authorized a contract award to Jacobs for the not-to-exceed amount of \$430,000 to support project development and provide construction management services for the Project. As WETA's construction manager and "Owner's Representative," Jacobs is responsible for overseeing the contractor's performance and adherence to schedule and technical specifications. This work includes monitoring component fabrication and inspecting and confirming the quality and amounts of materials used by the contractor. When on site construction begins, Jacobs will continue current tasks and ensure that the contractor diligently follows worker safety protocols, administers the collection of and responses to requests for information, conducts certified payroll review and undertakes a thorough review of the project contractor's invoices for payment.

Since contract execution, Jacobs has worked with WETA staff to respond to information requests and questions from various parties, assist with development of the final construction and utility easement documents, and prepare procurement documentation to select a construction contractor for the project. Due to delays related to the California Environmental Quality Act (CEQA) review and resource permitting, Jacobs has provided more services than budgeted for when their contract was first awarded. Presently, Jacobs is managing and overseeing work for the construction contract totaling just over \$7.7 million and anticipated to be largely completed in December 2023.

**Discussion**

At the time of contract award to Jacobs, WETA anticipated that construction of the Project would be complete in December 2022. Schedule delays related to CEQA and permitting extended the Project end date by one year. During this delay period, Jacobs continued to meet their proposed scope of services related to pre-construction services on the Project. In February 2023, WETA awarded a construction contract to Manson Construction to

design and build the Project. Pursuant to the schedule proposed by Manson, construction is now anticipated to be substantially completed in December 2023. In order to support Jacobs work throughout the longer than anticipated duration of the Project, WETA will need to increase the not-to-exceed contract amount.

Staff recommends that the Board approve a contract amendment that would increase the not-to-exceed contract amount by \$140,000 to a total not-to-exceed amount of \$570,000. The proposed total not-to-exceed contract amount is approximately 7.5 percent of the project construction cost, which is substantially below the industry standard of 10-15 percent and is in line with construction management costs on other WETA projects.

**Fiscal Impact**

The *Terminal Rehabilitation - Alameda Main Street* project is included in the FY 2022/23 Capital Budget in the amount of \$9,760,000. Sufficient funds are available in the overall project budget to support this proposed action. This project is funded with \$5,675,684 (60%) Federal Transit Administration grant funds and \$4,084,316 (40%) Alameda Transportation Sales Tax revenues.

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

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

**RESOLUTION NO. 2023-30**

**APPROVE AMENDMENT TO AGREEMENT WITH JACOBS FOR CONSTRUCTION  
MANAGEMENT SERVICES RELATED TO THE ALAMEDA MAIN STREET FERRY  
TERMINAL REFURBISHMENT PROJECT**

**WHEREAS**, at its meeting in January 2022, the WETA Board awarded Agreement No. 21-025 to Jacobs for construction management services for the Alameda Main Street Ferry Terminal Refurbishment Project (Project); and

**WHEREAS**, the Project has been delayed for reasons relating to permitting and environmental documentation requirements; and

**WHEREAS**, because of the delays, there is need for continued services by Jacobs, beyond the original amount contemplated in the Agreement; and

**WHEREAS**, WETA staff recommends the Board authorize the Executive Director to enter into an amendment to the Agreement with Jacobs to increase the not-to-exceed contract amount by \$140,000, to a new not-to-exceed amount of \$570,000; now, therefore, be it

**RESOLVED**, that the Board of Directors authorizes the Executive Director to enter into an amendment to Agreement No. 21-025 with Jacobs to increase the not-to-exceed contract amount by \$140,000, to a new not-to-exceed amount of \$570,000.

**CERTIFICATION**

The undersigned, Board Secretary, does hereby certify that the foregoing is a full, true and correct copy of a resolution duly and regularly adopted at a meeting of the San Francisco Bay Area Water Emergency Transportation Authority held on September 12, 2023.

YEA:

NAY:

ABSTAIN:

ABSENT:

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/s/ Board Secretary

2023-30

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

**MEMORANDUM**

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**TO:** Board Members

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

**SUBJECT:** Ratify Contract Award to Bay Ship and Yacht Co. for MV *Intintoli* Dry Dock and Jet Work

**Recommendation**

Staff recommends the Board:

1. Ratify contract award to Bay Ship and Yacht Co. (Bay Ship and Yacht) for MV *Intintoli* Dry Dock and Jet Work in the amount of \$302,302;
2. Establish a contract contingency in the amount of \$75,000; and
3. Authorize the Executive Director to take any additional actions necessary to support this work.

**Background**

WETA's passenger vessels require a biennial USCG inspection which includes an extensive hull inspection. The MV *Intintoli*'s current USCG Certificate of Inspection expired on August 31, 2023. The vessel is not allowed to operate in service beyond this date until a successful USCG examination has taken place and a new Certificate of Inspection is issued by the USCG.

In addition to dry docking the vessel to perform the USCG biennial inspection, the Starboard Main Propulsion Jet on the vessel must be removed and refurbished and the port and starboard exhaust tail pipe system must be repaired. The Starboard Main Propulsion Jet has reached the manufacturer's recommended operating hours for safety and reliability in service. The exhaust tail pipe system over time has developed fatigue cracks and requires planned out of service repairs. These repairs are necessary to maintain the vessel in good operating condition. The repairs include renewing the tail pipe, internal spool pieces, and other known fatigued parts. All these repairs require USCG oversight that will be coordinated and arranged through inspections.

This work requires a shipyard capable of dry docking the vessel to perform the extensive refurbishment, repairs, inspection, and any sight unseen required repairs. Although sight unseen items cannot be identified until the removal process begins, history has shown that some level of required repairs can be expected.

**Discussion**

On May 4, 2023, the Board authorized the release of a Request for Proposal (RFP) for the MV *Intintoli* Dry Dock and Jet Work. WETA staff released the RFP on June 16, 2023. A pre-proposal conference was held onboard the vessel at WETA's Mare Island facility on June 22, 2023. Representatives from three shipyards interested and capable of performing this work attended this pre-proposal conference.

WETA received only one proposal in response to the RFP, from Bay Ship and Yacht. An evaluation committee reviewed Bay Ship and Yacht's proposal in accordance with the requirements and evaluation criteria in the RFP and determined that the proposal was complete, responsive to the RFP, and that Bay Ship and Yacht was qualified to perform the work.

All procurement steps were taken and documented in the project folder. The price was determined to be fair and reasonable for the work to be performed and in line with the Independent Cost Estimate (ICE) which is documented in the project folder.

Staff originally intended to bring a recommendation for contract award to Bay Ship and Yacht for this work to the Board in August, but the August Board meeting was cancelled. Under WETA's Administrative Code, and consistent with the California Public Contract Code, WETA may award a contract without formal competitive procedures if necessary to mitigate impacts to WETA's public service. Accordingly, to minimize the impacts of removing the MV *Intintoli* from service due to expiration of the vessel's USCG Certificate of Inspection on August 31, 2023, the Executive Director awarded the contract to Bay Ship and Yacht for this work on August 16, 2023 in the amount of \$302,302 – before completing the competitive process by bringing a recommendation to the Board for prior approval. Ratification of the Executive Director's action is now needed. Staff now seeks the Board's ratification of this action. The work is scheduled to be complete on September 22, 2023.

Staff recommends the Board ratify the contract award to Bay Ship and Yacht for MV *Intintoli* Dry Dock and Jet Work in the amount of \$302,302 and establish a contract contingency in the amount of \$75,000, and authorize the Executive Director to take any additional actions necessary to support this work. The approximately 24% contract contingency is necessary to account for repairs of unknown conditions that may be found during the dry dock and jet work process.

WETA's overall annual Disadvantaged Business Enterprise (DBE) goal for Federal Fiscal Year 2023/24 is 0.48 percent and the Small Business Enterprise (SBE) goal is 7.5 percent for Federal Transit Administration (FTA) assisted contracts. Staff has reviewed the DBE/SBE materials provided by Bay Ship and Yacht and has determined that 0 percent DBE 2023/24 participation and 0 percent SBE participation is anticipated during the performance of this contract.

**Fiscal Impact**

Funding for this agreement is included in the FY 23/24 Capital Budget in the amount of \$435,000. This is funded 80 percent by FTA funds and 20 percent by Regional Measure 1 funds.

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

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

**RESOLUTION NO. 2023-31**

**RATIFY CONTRACT AWARD TO BAY SHIP AND YACHT CO. FOR MV INTINTOLI  
DRY DOCK AND JET WORK**

**WHEREAS**, on June 16, 2023, WETA issued a Request for Proposals for the MV *Intintoli* Dry Dock and Jet Work (RFP); and

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

**WHEREAS**, based on the requirements and evaluation criteria in the RFP, the evaluation committee determined the sole proposal received in response to the RFP from Bay Ship and Yacht Co. was complete and responsive to the RFP and Bay Ship and Yacht Co. is qualified to perform the work; and

**WHEREAS**, as required by federal procurement requirements, staff determined the price to be fair and reasonable and that competition for the RFP was adequate; and

**WHEREAS**, to mitigate the impact to WETA service of having to take the MV *Intintoli* out of service due to expiration of the vessel's USCG Certificate of Inspection on August 31, 2023, the Executive Director awarded the contract to Bay Ship and Yacht Co. for this work on August 16, 2023 in the amount of \$302,302; and

**WHEREAS**, the Executive Director recommends the Board (a) ratify the contract award to Bay Ship and Yacht Co. for of MV *Intintoli* Dry Dock and Jet Work in the amount of \$302,302 and (b) establish a contract contingency in the amount of \$75,000; now, therefore, be it

**RESOLVED**, that the Board of Directors hereby ratifies the contract award to Bay Ship and Yacht Co. for of MV *Intintoli* Dry Dock and Jet Work in the amount of \$302,302, and establishes a contract contingency in the amount of \$75,000; and be further

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

**CERTIFICATION**

The undersigned, Board Secretary, does hereby certify that the foregoing is a full, true, and correct copy of a resolution duly and regularly adopted at a meeting of the San Francisco Bay Area Water Emergency Transportation Authority held on September 12, 2023.

YEA:

NAY:

ABSTAIN:

ABSENT:

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/s/ Board Secretary

2023-31

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

**MEMORANDUM**

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**TO: Board Members**

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

**SUBJECT: Approve a Contract Award to Bay Ship and Yacht Co. for MV *Lyra* Dry Dock and Jet Work**

**Recommendation**

Staff recommends the Board:

1. Approve a contract award to Bay Ship and Yacht Co. (Bay Ship and Yacht) for MV *Lyra* Dry Dock and Jet Work in the amount of \$268,782,
2. Establish a contract contingency in the amount of \$75,000, and
3. Authorize the Executive Director to take any additional actions necessary to support this work.

**Background**

WETA Passenger vessels require a biennial USCG dry dock inspection which includes an extensive hull inspection. The MV *Lyra*'s current Certificate of Inspection expires on October 31, 2023. The vessel is not allowed to operate in service beyond this date until a successful USCG examination has taken place and a new Certificate of Inspection is issued by the USCG.

In addition to dry docking the vessel to perform the USCG biennial inspection, the Port and Starboard main propulsion jets must be removed and refurbished. The Port and Starboard main propulsion jets have reached the manufacturer's recommended operating hours for safety and reliability in service. The underwater hull coatings must also be inspected and refurbished. All sea valves will be removed from the vessel and undergo inspection to determine if repairs or replacements are required. All underwater anodes will be inspected and replaced as needed.

This work requires a shipyard capable of dry docking the vessel and performing extensive equipment replacement, inspection, and any sight unseen required repairs. Although sight unseen items cannot be identified until the removal process begins, history has shown that some level of required repairs can be expected.

**Discussion**

On May 4, 2023, the Board authorized the release of a Request for Proposal (RFP) for the MV *Lyra* Dry Dock and Jet Work. WETA staff released an RFP on July 26, 2023.

WETA received only one proposal in response to the RFP from Bay Ship and Yacht Co. An evaluation committee reviewed Bay Ship and Yacht's proposal in accordance with the requirements and evaluation criteria in the RFP and determined that the proposal was complete, responsive to the RFP, and Bay Ship and Yacht is qualified to perform the work.

All procurement steps were taken and documented in the project folder. The price was determined to be fair and reasonable for the work to be performed and in line with the Independent Cost Estimate (ICE) which is documented in the project folder.

Despite receiving only one proposal, WETA determined competition was adequate because the specifications were not unduly restrictive.

WETA's overall annual Disadvantaged Business Enterprise (DBE) goal for Federal Fiscal Year 2023/24 is 0.48 percent and the Small Business Enterprise (SBE) goal is 7.5 percent for Federal Transit Administration (FTA) assisted contracts. Staff has reviewed the DBE/SBE materials provided by Bay Ship and Yacht and has determined that 0 percent DBE 2023/24 participation and 0 percent SBE participation is anticipated during the performance of this contract.

Staff recommends the Board award a contract to Bay Ship and Yacht Co. for MV *Lyra* Dry Dock and Jet Work in the amount of \$268,782, establish a contract contingency in the amount of \$75,000, and authorize the Executive Director to take any additional actions necessary to support this work. The approximately 27% contract contingency is necessary to account for repairs of unknown conditions that may be found during the dry dock and jet work process.

**Fiscal Impact**

Funding for this agreement is included in the FY 23/24 Capital Budget in the amount of \$492,000. This is funded 80 percent by FTA funds and 20 percent by Regional Measure 1 funds.

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



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

**RESOLUTION NO. 2023-32**

**APPROVE CONTRACT AWARD TO BAY SHIP AND YACHT CO. FOR MV LYRA DRY DOCK AND JET WORK**

**WHEREAS**, on July 26, 2023, WETA issued a Request for Proposals for the MV Lyra Dry Dock and Jet Work (RFP); and

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

**WHEREAS**, based on the requirements and evaluation criteria in the RFP, the evaluation committee determined the sole proposal received in response to the RFP from Bay Ship and Yacht Co. was complete and responsive to the RFP and Bay Ship and Yacht Co. is qualified to perform the work; and

**WHEREAS**, as required by federal procurement requirements, staff determined the price to be fair and reasonable and that competition for the RFP was adequate; and

**WHEREAS**, the Executive Director recommends the Board approve a contract award to Bay Ship and Yacht Co. for of MV Lyra Dry Dock and Jet Work in the amount of \$268,782 and establish a contract contingency in the amount of \$75,000; now, therefore, be it

**RESOLVED**, that the Board of Directors hereby approves a contract award to Bay Ship and Yacht Co. for of MV Lyra Dry Dock and Jet Work in the amount of \$268,782 and establishes a contract contingency in the amount of \$75,000; and be further

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

**CERTIFICATION**

The undersigned, Board Secretary, does hereby certify that the foregoing is a full, true, and correct copy of a resolution duly and regularly adopted at a meeting of the San Francisco Bay Area Water Emergency Transportation Authority held on September 12, 2023.

YEA:

NAY:

ABSTAIN:

ABSENT:

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/s/ Board Secretary

2023-32

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

**MEMORANDUM**

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**TO: Board Members**

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

**SUBJECT: Approve Sole Source Contract Award to Northern Lights Power & Energy, Inc. for M/V *Gemini* Class Swing Main Engine**

**Recommendation**

1. Approve the award of a sole source contract to Northern Lights Power & Energy, Inc. (NL) in the amount of \$315,771.00 for a spare ("swing") main engine to support ongoing operations of the M/V *Gemini*, *Pisces*, *Taurus*, and *Scorpio*; and
2. Authorize the Executive Director to negotiate and execute an agreement with NL and take any other required actions to support this procurement.

**Background/Discussion**

The four M/V *Gemini* Class vessels were recently repowered to greatly improve their diesel engine exhaust emissions profiles and comply with newly enacted California Air Resources Board regulations. WETA procured eight EPA Tier 4 MAN engines from NL. The EPA Tier 2 MTU engines were removed and the EPA Tier 4 MAN installed by JT Marine in Vancouver, WA. This work was successfully completed in March 2023.

Since their conversion, the M/V *Gemini* Class vessels have been in regular daily operation on Central Bay routes. Based on current load profiles for these main propulsion engines, MAN has determined that these engines will require full overhaul once they reach 12,000 operating hours, or approximately every 5 years at current utilization rates. Without a swing engine available to support the planned maintenance, each vessel will need to be pulled from service for a period of 8 weeks in order to remove, overhaul, and reinstall the main engines. This amounts to 32 weeks of cumulative vessel downtime over an 18 month period.

WETA Staff has determined that there is a need for a spare (swing) engine, identical in all respects to the eight installed engines to support the future overhaul cycles of the *Gemini* Class vessels and mitigate the vessel downtime noted above. Utilizing a swing engine will reduce vessel downtime from 8 weeks to 2 weeks per vessel, while total vessel downtime impact is reduced from 32 weeks to 8 weeks.

In addition to the vessel downtime benefits noted above, a swing engine would provide for quick recovery from any sort of main engine catastrophic failure that would require replacement of a main engine. While these instances are rare, their impact on vessel availability and fleet operations would be substantial as the lead time for ordering a new engine is projected to take up to 8 months. With a swing engine on the shelf this downtime would be reduced to 1 week.

Finally, having a swing engine available is also in keeping with overall WETA fleet practice where swing engines are already in place for the M/V *Bay Breeze*, and all M/V *Intintoli* Class, M/V *Hydrus* Class, M/V *Pyxis* Class, and M/V *Dorado* Class vessels.

WETA conducted an analysis of NL's proposed price and determined it to be fair and reasonable. NL's price is within 1% of WETA's independent cost estimate, which was based on the price WETA paid for each EPA Tier 4 MAN engine in 2021 adjusted for inflation.

**Scope of Work and Proposed Schedule**

Upon Board approval of this contract, NL will complete a factory order with MAN for a fully outfitted swing engine to support the M/V *Gemini* Class vessels. Current production schedules from the MAN factory indicate that the engine can be delivered to WETA 10 weeks after placement of the order.

**Sole Source Discussion**

There is a sole source justification to award this procurement to NL as they are designated by MAN as the only authorized distributor of MAN marine diesel engines on the West Coast of the United States.

In accordance with the above analysis, staff has determined that this procurement meets the requirements for sole source procurement under federal regulations and as set forth in the WETA Administrative Code Section 502.2(E), which authorizes the agency to procure goods and services without competition under limited circumstances. Subdivision (E) of this provision allows the agency to procure items non-competitively when there is only a single source of supply available or only one contractor is qualified to provide the service or product. Because NL is the only distributor authorized to sell the required engine to WETA, a competitive bidding process would serve no useful purpose for this procurement.

**Fiscal Impact**

Funding for this agreement is included in the FY 23/24 Capital Budget in the amount of \$393,000. This is funded by Regional Measure 1 funds.

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

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

**RESOLUTION NO. 2023-33**

**APPROVE SOLE SOURCE CONTRACT AWARD TO NORTHERN LIGHTS POWER & ENERGY, INC. FOR M/V GEMINI CLASS SWING MAIN ENGINE**

**WHEREAS**, WETA desires to prepare for future preventative maintenance actions to overhaul main propulsion engines installed in the M/V *Gemini* Class vessels; and

**WHEREAS**, WETA desires to minimize the negative impacts of vessel downtime during said overhauls, while also providing a spare main propulsion engine should an unforeseen engine failure occur; and

**WHEREAS**, WETA has determined that the best way to accomplish the foregoing, is to purchase a spare main engine ("swing") for the M/V *Gemini* Class vessels is in order, and is also in keeping with overall fleet readiness practices; and

**WHEREAS**, WETA has determined that Northern Lights Power & Energy, Inc. (NL) is the only firm able and qualified to provide the swing engine; and

**WHEREAS**, WETA has determined that a sole source contract award to NL to acquire a swing MAN engine meets the requirements for a sole source procurement under federal regulations and as set forth in WETA's Administrative Code; and

**WHEREAS**, WETA has conducted an analysis of NL's proposed price and determined it to be fair and reasonable; now, therefore, be it

**RESOLVED**, that the Board of Directors hereby approves awarding a contract to Northern Lights Power & Energy, Inc. for a swing main engine in the amount of \$315,771.00; and be it further

**RESOLVED**, that the Board of Directors authorizes the Executive Director to execute the agreement with Northern Lights Power & Energy, Inc. and take any other required actions to support this work.

**CERTIFICATION**

The undersigned, Board Secretary, does hereby certify that the foregoing is a full, true, and correct copy of a resolution duly and regularly adopted at a meeting of the San Francisco Bay Area Water Emergency Transportation Authority held on September 12, 2023.

YEA:

NAY:

ABSTAIN:

ABSENT:

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/s/ Board Secretary

2023-33

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

**MEMORANDUM**

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**TO: Board Members**

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

**SUBJECT: Approve Sole Source Contract Award to HamiltonJet Inc. for M/V**  
***Pyxis* Class Waterjet Control System Upgrades**

**Recommendation**

1. Approve the award of a Sole Source Contract to HamiltonJet Inc. (HJI) in the amount of \$595,474.44 for waterjet control system upgrades for M/V *Pyxis*, *Vela*, and *Lyra*; and
2. Approve a contract contingency in the amount of \$104,525.56; and
3. Authorize the Executive Director to negotiate and execute an agreement with HJI and take any other required actions to support this work.

**Background/Discussion**

The three M/V *Pyxis Class* vessels were designed and constructed during the period 2016-2020 and were outfitted with waterjets manufactured by HJI. The waterjet control system is the primary means by which the captain controls WETA's high speed ferries. The system controls throttle commands to the main engines to speed up or slow down, along with steering of the vessel to port or starboard, and thrusting the vessel either forward or reverse. The system also provides monitoring and alarm functions to ensure that these vital commands are carried out within all safety, regulatory, and design parameters.

The waterjet control system in use is a legacy operating system originally developed by MECS in the 1990s. This system, in widespread use around the world, was the system used by former WETA vessels M/V *Vallejo* and *Solano*. The MECS system provided many years of safe and reliable waterjet control. However, given that the system architecture was developed in the 1990s, the system was not capable of taking advantage of the rapid advances in computer control technologies since its creation.

HJI started development of a second-generation waterjet control system, known as AVX, in advance of the project to construct the *Pyxis Class* vessels. Given the long and lengthy process to fully develop, test, and certify this critical new technology, the AVX system was not 100% ready when construction of the *Pyxis Class* vessels began in 2017.

HJI informed WETA Staff that a new waterjet control system was nearing maturity and explained the many benefits that AVX would provide over MECS. It was determined that the best course of action for WETA to take advantage of this upgrade would be to pre-wire the *Pyxis Class* vessels during the final stages of construction so that the AVX system could be more efficiently incorporated into the vessels once it was fully certified for use.

AVX provides many long-term benefits. The system provides for increased levels of operational safety due to an enhanced redundancy architecture. Controls have been improved in terms of their ergonomics that interface directly with the captains, providing more intuitive command and control of the vessel during critical maneuvering while docking. Maintenance and troubleshooting are made much easier due to improvements in alarm monitoring, plain language fault code descriptions, and trending of key performance data.

WETA has seen the benefits of AVX as this system was available for installation on M/V *Dorado* where it has been proven to provide all the operational and service enhancements over the outdated MECS technology.

#### **Scope of Work and Proposed Schedule**

HJI technicians will work with Blue & Gold Fleet personnel to upgrade the MECS system to AVX while the vessels are dockside at the North Bay Operations and Maintenance Facility in Vallejo. The work will involve removal of the old MECS controls and hardware and installation of the new AVX hardware, software, and controls. As stated earlier, the wiring to support AVX has already been pre-installed so the work is mostly plug-and-play and less invasive to the vessel. Following installation of AVX a complete dock and sea trial testing plan will be carried out along with United States Coast Guard inspections and approvals of the systems. The work is expected to take 2-3 weeks per vessel. Given the long lead time for component deliveries, the work will begin in March 2024.

#### **Sole Source Discussion**

There is a sole source justification to award these waterjet control system upgrade services to HJI as it is their proprietary system that is currently installed on the vessels. HJI is the only firm able to perform these waterjet control system upgrade services. HJI is well qualified to carry out this project as their technical staff have been supporting many WETA vessels equipped with HJI waterjets going back to 2001.

Staff analyzed HJI's price proposal and find it to be fair and reasonable. HJI's pricing is within 3% of WETA's independent cost estimate; and the price is in alignment with similar services provided to other fast ferry operators.

The recommended contract authorization amount of \$595,474.44 includes a base award for removal of MECS, installation of AVX, testing, and trials. Staff also recommends establishing a 15% contingency to cover any unforeseen circumstances.

In accordance with the above analysis, staff has determined that this procurement meets the requirements for sole source procurement under federal regulations and as set forth in the WETA Administrative Code Section 502.2(E), which authorizes the agency to procure goods and services without competition under limited circumstances. Subdivision (E) of this provision allows the agency to procure items non-competitively when there is only a single source of supply available or only one contractor is qualified to provide the service or product. Because HJI is uniquely able to provide and warranty the necessary work, a competitive bidding process would serve no useful purpose for this procurement.

#### **Fiscal Impact**

Funding for this agreement is included in the FY 23/24 Capital Budget in the amount of \$700,000. This is funded 80 percent by FTA funds and 20 percent by Regional Measure 1 funds.

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

**RESOLUTION NO. 2023-34**

**APPROVE SOLE SOURCE CONTRACT AWARD TO HAMILTONJET INC. FOR  
M/V PYXIS CLASS WATERJET CONTROL SYSTEM UPGRADES**

**WHEREAS**, WETA desires to upgrade the waterjet control systems onboard the M/V *Pyxis* Class vessels to improve their safety, operability, performance, redundancy, and maintainability; and

**WHEREAS**, WETA has determined that HamiltonJet Inc. (HJI) is the only firm able and qualified to upgrade its proprietary system; and

**WHEREAS**, WETA has determined that engaging HJI to perform the desired upgrade meets the requirements for a sole source procurement under federal regulations and as set forth in WETA's Administrative Code; and

**WHEREAS**, WETA has conducted an analysis of HJI's proposed price and determined it to be fair and reasonable; now, therefore, be it

**RESOLVED**, that the Board of Directors hereby approves entering into an agreement with HamiltonJet Inc. for the desired upgrade services in an amount of \$595,474.44; and be further

**RESOLVED**, that the Board of Directors establishes a contract contingency in the amount of \$104,525.56; and be it further

**RESOLVED**, that the Board of Directors authorizes the Executive Director to execute the agreement with HJI and take any other required actions to support this work.

**CERTIFICATION**

The undersigned, Board Secretary, does hereby certify that the foregoing is a full, true, and correct copy of a resolution duly and regularly adopted at a meeting of the San Francisco Bay Area Water Emergency Transportation Authority held on September 12, 2023.

YEA:

NAY:

ABSTAIN:

ABSENT:

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/s/ Board Secretary

2023-34

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

**MEMORANDUM**

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**TO: Board Members**

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

**SUBJECT: Award Contract to Wartsila North America, Inc. for Fleet Electrification and Systems Integrator Services**

**Recommendation**

Approve contract award to Wartsila North America, Inc. for Fleet Electrification and Systems Integrator Services, and authorize the Executive Director to negotiate and execute an agreement and take any other related actions to support this work.

**Background**

WETA intends on issuing a series of RFPs in the future to design and build vessels and other facilities that will implement and support WETA's zero emission program (Future RFPs). The first assets of the program will be a 100% battery-electric large vessel class, a 100% battery-electric small vessel class, a large vessel charging system, and a small vessel charging system. Securing the services of a systems integrator will ensure that WETA implements the best possible electrical propulsion technology solutions, and that those solutions support the interoperability of WETA's entire fleet and shoreside facilities.

Accordingly, on October 26, 2022 WETA issued a Request for Information to industry for information on available systems and approaches to electric vessel propulsion and terminal charging systems. This Request for Information was well received in the marine industry. The submissions and feedback supported the decision for WETA to issue a Request for Proposals for a Systems Integrator for the electrification program.

On April 21, 2023 WETA issued a Request for Proposals for Fleet Electrification Systems Integrator Services (RFP). The proposer selected to be the System Integrator as a result of the RFP will be the designated subcontractor/supplier for electrical propulsion and electrical charging systems/products and must be part of the team of any proposer for the Future RFPs. The System Integrator will provide its electrical propulsion and electrical charging technology expertise to all proposers for the Future RFPs without favor or collusion.

The System Integrator will have no involvement in the development, execution, and evaluations of Future RFPs and will never act on behalf of WETA. In its capacity as the designated subcontractor/supplier, the System Integrator will provide technical information to WETA about the selected electrical propulsion and electrical charging systems/products during the front end engineering design stage for Future RFPs.

WETA will not compensate the System Integrator. Rather, the System Integrator will be compensated by the successful proposers for Future RFPs pursuant to contracts between such proposers and the System Integrator.



**Discussion**

The RFP resulted in WETA receiving 8 submissions. In accordance with the RFP, an evaluation committee reviewed and scored the proposals in accordance with the following evaluation criteria: project understanding and approach, proposer's relevant qualifications and experience, and qualification and experience of key personnel. The evaluation committee's combined average scores for each proposal are reflected in table 1.

**TABLE 1**

	Total	Project Understanding and Approach	Relevant Qualifications and Experience	Qualifications and Experience of Key Personnel
Supplier	/ 100 pts	/ 50 pts	/ 40 pts	/ 10 pts
Wartsila North America, Inc.	88.2	43.67	36.33	8.2
ABB Marine & Ports	83.73	40.93	34.13	8.667
Mckay Ltd	74.8	35.13	31.83	7.833
Shell Marine Products US	73.1	33.33	31.8	7.967
Siemens Energy Marine Solutions	72.73	33.97	32.33	6.433
Cavotec USA Inc.	69.03	30.57	32.37	6.1
Ockerman Automation Consulting, Inc.	55.43	25.6	23.33	6.5
Jessica Singh Consulting	25.5	14.5	8	3

The Wartsila North America, Inc.'s proposal received the highest overall score and is recommended for contract award. Wartsila North America, Inc. demonstrated a strong understanding of the project and WETA's approach to accomplishing our zero emission goals. They demonstrated superior experience in delivering zero emission fully electric fast ferries.

**Fiscal Impact**

No Fiscal Impact

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

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

**RESOLUTION NO. 2023-35**

**AWARD CONTRACT TO WARTSILA NORTH AMERICA, INC. FOR FLEET  
ELECTRIFICATION AND SYSTEMS INTEGRATOR SERVICES**

**WHEREAS**, on April 21, 2023, WETA issued a Request for Proposals for Fleet Electrification Systems Integrator Services (RFP); and

**WHEREAS**, as described in the RFP, the System Integrator will serve as the designated subcontractor/supplier for electrical propulsion and electrical charging systems/products that must be part of the team of any proposer for future solicitations to design and build vessels and other facilities that will implement and support WETA's zero emission program (Future RFPs); and

**WHEREAS**, the System Integrator will provide technical information to WETA about the selected electrical propulsion and electrical charging systems/products during the front end engineering design stage for Future RFPs; and

**WHEREAS**, the System Integrator will have no involvement in the development, execution, and evaluations of Future RFPs and will never act on behalf of WETA; and

**WHEREAS**, WETA will not compensate the System Integrator, rather, the System Integrator will be compensated by the successful proposers for Future RFPs pursuant to contracts between such proposers and the System Integrator; and

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

**WHEREAS**, based on the evaluation criteria in the RFP, the evaluation committee determined Wartsila North America, Inc. was the highest-ranked proposer; and

**WHEREAS**, the Executive Director recommends the Board award a contract to Wartsila North America, Inc. for Fleet Electrification Systems Integrator Services; now, therefore, be it

**RESOLVED**, that the Board of Directors hereby approves entering into an agreement with Wartsila North America, Inc. for Fleet Electrification Systems Integrator Services; and be further

**RESOLVED**, that the Board of Directors authorizes the Executive Director to execute an agreement with Wartsila North America, Inc. and take any other required actions to support this work.

**CERTIFICATION**

The undersigned, Board Secretary, does hereby certify that the foregoing is a full, true, and correct copy of a resolution duly and regularly adopted at a meeting of the San Francisco Bay Area Water Emergency Transportation Authority held on September 12, 2023.

YEA:

NAY:

ABSTAIN:

ABSENT:

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/s/ Board Secretary

2023-35

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

**MEMORANDUM**

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**TO: Board Members**

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

**SUBJECT: Approve Entering into a Memorandum of Understanding with the City of Alameda and other parties for a Harbor Seal Haul-Out Monitoring Camera and Right of Entry Agreement at the Central Bay Operations and Maintenance Facility**

**Recommendation**

Approve the following actions relative to the Harbor Seal Haul-Out Monitoring Camera at the Central Bay Operations and Maintenance Facility:

1. Authorize the Executive Director to enter into a Memorandum of Understanding (MOU) with the City of Alameda, Teknosocial LLC, Alameda Unified School District (AUSD), the College of Alameda, and the Alameda Point Harbor Seal Monitors for the conduct of a project to install and use a camera on the roof of the Central Bay Operations and Maintenance Facility to monitor harbor seal haul-out activity;
2. Authorize the Executive Director to grant a Right of Entry Permit for installation and maintenance of a camera and associated equipment on the roof of the Central Bay Operations and Maintenance Facility.; and

**Background**

A harbor seal haul out was constructed and installed as part of the Central Bay Operations and Maintenance Facility (CBOMF) in 2018. The CBOMF project included demolition of a former US Navy marina that was being used as a haul out by harbor seals in the vicinity of the project site. As a condition of the Bay Conservation and Development Commission (BCDC) permit for the project, WETA was required to complete a study of the haul-out with a marine mammal expert. It was determined that a replacement haul-out was feasible. A conceptual design was developed as part of the study. The design was used as a basis to obtain resource agency permits for the haul-out. Permits were required from the Army Corps of Engineers (Corps) and the National Marine Fisheries Service (NMFS). The haul out-float was placed at its final location in December 2016. The harbor seals began using the new haul out soon after it was delivered and have continued using it to this day.

**Discussion**

Earlier this year, the City of Alameda approached WETA with a proposal to install a camera on the roof of the CBOMF as part of the Alameda Point Public Environmental Monitoring Pilot Project. WETA staff has been coordinating with the City and other parties on a draft MOU

and Right-of Entry (ROE) permit. The roof at CBOMF provides a secure location for the camera with an ideal viewpoint of the haul-out float. The camera will monitor harbor seal activity and assist with data collection. Photographs will be captured every 30 minutes and time stamped along with air and water temperature data from other sensors. The data will be processed and analyzed by AUSD students.

The MOU outlines the purpose of the project and equipment, responsibilities of all parties, and establishes a five-year term. WETA's responsibilities generally include identification of a specific camera location, approval of equipment and method of securement, provision of electrical power to support a small electric load, provision of Wi-Fi access, and access control and protocol for equipment maintenance. The camera will require infrequent roof access for equipment maintenance. Installation and access control and protocol will be established under the ROE permit, which will also protect WETA through appropriate insurance and indemnity provisions.

**Fiscal Impact**

There is no fiscal impact associated with this item.

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

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

**RESOLUTION NO. 2023-36**

**APPROVE ENTERING INTO A MEMORANDUM OF UNDERSTANDING WITH THE CITY OF  
ALAMEDA AND OTHER PARTIES FOR A HARBOR SEAL HAUL-OUT MONITORING CAMERA  
AND RIGHT OF ENTRY AGREEMENT AT THE  
CENTRAL BAY OPERATIONS AND MAINTENANCE FACILITY**

**WHEREAS**, Since 2018, WETA has maintained a haul-out float at the Central Bay Operations and Maintenance Facility (CBOMF) in Alameda for use by harbor seals; and

**WHEREAS**, WETA, along with partners including the City of Alameda and the Alameda Unified School District, have discussed plans to install a camera on the CBOMF roof to monitor the harbor seals as part of an Alameda Point Public Environmental Monitoring Pilot Project; and

**WHEREAS**, through the pilot project, Alameda school children will monitor and maintain photographs of the harbor seal haul-out float, as well as air and water temperature data; and

**WHEREAS**, WETA Staff recommends that WETA enter into an MOU with the project participants to agree on the goals of the pilot project and to define the rights and obligations of the participants, as well as grant a Right of Entry Permit to allow for the installation, maintenance, and use of the rooftop camera—all at no cost to WETA; now, therefore, be it

**RESOLVED**, that the WETA Board of Directors authorizes the Executive Director (a) to enter into a Memorandum of Understanding with the project participants and (b) to grant a Right of Entry Permit to allow for the installation, maintenance, and use of the rooftop camera.

**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 September 12, 2023.

YEA:

NAY:

ABSTAIN:

ABSENT:

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/s/ Board Secretary

2023-36

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

**MEMORANDUM**

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**TO: Board Members**

**FROM: Seamus Murphy, Executive Director**  
**Kevin Connolly, Manager, Planning & Development**  
**Thomas Hall, Manager, Public Information & Marketing Manager**

**SUBJECT: Main Street Terminal Closure Service Adjustments**

**Recommendation**

There is no recommendation with this information item.

**Background**

The Main Street Terminal is undergoing renovation and replacement of key waterside components and will be closed for a period up to ten weeks beginning October 23, 2023. The terminal is scheduled to be reopened in January 2024 with the possibility that construction will be complete in late December 2023. As a result, service at the Main Street terminal will need to be adjusted temporarily and restored after construction is complete. The description below provides a high-level overview of these temporary service changes along with a pilot program that will be introduced during the construction period. A brief description of the passenger information and marketing plan is also provided.

**Discussion**

Existing ferry service at the Main Street Terminal is divided into four categories:

- Weekday service to San Francisco via Oakland
- Weekend service to San Francisco via Oakland
- Special event service to Chase Center via Oakland
- Weekday commute service to South San Francisco via Oakland

An important consideration for the adjustments is the desire to minimize any disruptions to Oakland riders. Therefore, the service adjustments keep existing departure times intact to the extent possible for Oakland weekday services. The following adjustments will take place during the construction period:

**Weekday service to San Francisco via Oakland.** With 15 departures to and from San Francisco from the Seaplane Lagoon Terminal in Alameda, staff does not see a need to replace or adjust weekday San Francisco-bound service. The challenge will be in messaging to riders of the temporary changes and the allowance for additional passengers on high-volume Seaplane departures.

**Weekend service to San Francisco via Oakland.** During the construction period, WETA will offer limited direct weekend service to San Francisco from the Seaplane Lagoon Terminal, which normally only operates only on weekdays. In addition, Oakland service will be adjusted to offer more departures throughout the day. Alameda weekend ferry riders will have a choice of limited service from Seaplane Lagoon or service earlier and later from Oakland. Departure

times will change for weekend schedules but as weekend riders generally do not use the service on a regular basis like commuters do, this change should not be too disruptive.

**Special event service to Chase Center via Oakland.** Service to Warriors games originates from Main Street then heads to Oakland and the Chase Center. By the end of last season, roughly 70-80 passengers per Warriors game were boarding in Alameda. During the construction period, service will only originate from Oakland causing Alameda riders to drive to Jack London Square. While an inconvenience, there is no possibility of mobilizing a second vessel into Chase Center service given capacity limitations at the Pier 48.5 Terminal.

**Weekday commute service to South San Francisco via Oakland.** South San Francisco-bound commuters who normally board at Main Street will be significantly impacted by the construction closure. Over the past two weeks, an average of 29 passengers board South San Francisco-bound ferries from the Main Street Terminal daily. Service will continue to operate to South San Francisco from Oakland at the existing schedule and Alameda riders will be asked to board at Oakland temporarily. Parking at the Oakland Terminal is free with validation and it is a short drive or bus ride from most of Alameda. In addition, WETA is currently in discussions with Transportation Network Companies (TNCs) such as Uber and Lyft and is planning to offer discounted rides for South San Francisco-bound Alameda riders that normally board the ferry at Main Street.

**New Pilot Service between Mission Bay and South San Francisco.** Because the closure of Main Street creates surplus time for existing vessels and crews, staff was able to develop a pilot service schedule linking the Pier 48.5 temporary terminal in Mission Bay to South San Francisco. The service will be limited with only one late-morning departure and two evening return trips. While not an ideal commute schedule, the service is only designed to expose a potential new market (San Francisco residents living in Mission Bay or South of Market) to South San Francisco ferry service. If there is a sign of interest, it is possible that WETA can introduce a more enhanced service schedule in 2024.

The 10-week pilot will not require a budget adjustment and can be accomplished within existing budget limits. The pilot will cause the deletion of two reverse-direction peak trips within the WETA network: an AM trip to Richmond from San Francisco and a PM departure to San Francisco from Seaplane Lagoon.

### **Passenger Communications**

Over the past three months, WETA has developed a communications plan to ensure passengers impacted by the temporary closure of the Main Street Alameda Ferry Terminal are well-informed about alternative options during the disruption. Passenger outreach began in early September with announcements in the media, on the San Francisco Bay Ferry website and social media channels, and onboard displays. A robust in-person effort onboard the ferries and at the terminal are planned.

Staff will provide an update to the Board in October and November on passenger outreach and feedback regarding the closure and service changes.

### **Fiscal Impact**

There is no fiscal impact associated with this informational item.

**AGENDA ITEM 10**  
**RECESS INTO CLOSED SESSION**

**AGENDA ITEM 11**  
**REPORT OF ACTIVITY IN CLOSED SESSION**

**AGENDA ITEM 12**  
**PUBLIC COMMENTS FOR NON-AGENDA ITEMS**

**NO MATERIALS**