

Members of the Board

James Wunderman, Chair
Monique Moyer, Vice Chair
Jessica Alba
Jeffrey DelBono
Anthony J. Intintoli, Jr.

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

Thursday, November 3, 2022 at 3:00 p.m.

Port of San Francisco

Pier 1

San Francisco, CA

Face masks strongly recommended for in-person participation.

and

Videoconference

Join WETA BOD Zoom Meeting

<https://us02web.zoom.us/j/89718217408>

Meeting ID: 897 1821 7408

Password: 33779

Dial by your location

+1 669 900 6833 US (San Jose)

+1 929 205 6099 US (New York)

The full agenda packet is available for download at weta.sanfranciscobayferry.com

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. Real-Time Transit Information Update
 - ii. Clipper START Overview
 - iii. Overview of 2023 Amendments to Brown Act
 - b. Monthly Review of Financial Statements
 - c. Federal Legislative Update
 - d. State Legislative Update
 - e. Monthly Ridership and Recovery Report
6. ADOPT RESOLUTION MAKING FINDINGS PURSUANT TO ASSEMBLY BILL 361 TO HOLD REMOTE PUBLIC MEETINGS **Action**
7. CONSENT CALENDAR **Action**
 - a. Board Meeting Minutes – September 1, 2022
 - b. Approve Board of Directors Meeting Schedule for Calendar Year 2023
 - c. Approve Amended and Restated Clipper Memorandum of Understanding with the Metropolitan Transportation Commission and Bay Area Transit Operators

**Water Emergency Transportation Authority
November 3, 2022 Meeting of the Board of Directors**

- d. Authorize Release of a Request for Proposals for Independent Year End Audit Services
- e. Authorize Release of a Request for Proposals for Human Resources Consulting Services

- 8. REDWOOD CITY MEMORANDUM OF UNDERSTANDING **Action**
- 9. AUTHORIZE REVISED SEA CHANGE HYDROGEN-POWERED VESSEL DEMONSTRATION PROJECT **Action**
- 10. APPROVE CONTRACT AWARD TO AURORA MARINE DESIGN FOR ON-CALL ENGINEERING SUPPORT SERVICES **Action**
- 11. AUTHORIZE RELEASE OF DRAFT 2022 SHORT RANGE TRANSIT PLAN FOR PUBLIC COMMENT **Action**
- 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.

CHANGES RELATED TO COVID-19

Consistent with AB 361, codified in Government Code Section 54953, this meeting will be conducted through an internet-based service option. The public is invited to participate via the link provided at the top of this agenda.

PUBLIC COMMENTS WETA welcomes comments from the public.

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

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

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

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

AGENDA ITEM 1
CALL TO ORDER

AGENDA ITEM 2
ROLL CALL

AGENDA ITEM 3
REPORT OF BOARD CHAIR

AGENDA ITEM 4
REPORTS OF DIRECTORS

NO MATERIALS

TO: WETA Board Members

FROM: Seamus Murphy, Executive Director

DATE: November 3, 2022

RE: Executive Director's Report

PLANS, STUDIES & INITIATIVES**Real-Time Transit Information Implementation**

WETA has launched an upgraded passenger alert system and has completed integration of General Transit Feed Specification (GTFS) real-time information with Swiftly Inc. The Board authorized WETA's contract with Swiftly in March 2022. Real-time predictions and Rider Alerts have become industry standard across all major public transit agencies nationwide. The successful implementation of real-time information is now allowing ferry passengers to more easily know when their vessel will arrive and depart, regardless of delays or service disruptions that may occur. To reach our riders in a variety of ways, real-time data is now available for consumption on a multitude of platforms including Google Maps, Moovit, Transit App, the San Francisco Bay Ferry app, 511, and soon to be on terminal pages on the San Francisco Bay Ferry website.

In order to make this happen, WETA has completed a successful transition from the BayAlerts text notification system, which is no longer active, to Swiftly's Rider Alerts system. This upgraded Rider Alerts system works in conjunction with real-time changes dispatchers make when service is delayed or when disruptions occur. Once dispatchers make service adjustments on their end and publish a Rider Alert, schedule and trip information is automatically updated throughout all channels simultaneously to get the word out to passengers in a timely and efficient manner. WETA is working closely with consultant BlinkTag to create a system that will additionally push real-time data and Rider Alert information to all digital terminal signs across the ferry network.

Clipper START Pilot Program

Clipper START pilot program was launched in July 2020 for the initial participating operators (Cohort 1), that included Bay Area Rapid Transit (BART), Caltrain, Golden Gate Bridge, Highway and Transportation District (GGBHTD), and the San Francisco Municipal Transportation Agency (SFMTA). The program offers a 20 or 50 percent discount on single-ride fares for eligible adults who live in the Bay Area and who earn under 200 percent of the federal poverty level. The program requires riders to use Clipper for fare payment. Upon the Metropolitan Transportation Commission's (MTC's) approval to expand the program to other transit operators that included WETA, the WETA Board approved participation authorizing a 50 percent discount on paper ticket fares for eligible adults. The expanded pilot program that included WETA began on November 23, 2021. As part of the pandemic recovery program, the Board increased WETA's discount from 50 percent off paper ticket fares to 50 percent off Clipper fares for eligible adults effective July 1, 2021.

On September 2, 2021, the WETA Board approved and adopted MTC's issuance of extending the pilot program to an additional 18-month period. The extension provides more time for the program to take shape and to be properly evaluated.

November 2022 Update: The ratio of Clipper START users to total of WETA users has remained the same at about 1%. Clipper START month over month ridership percentage closely followed the WETA ridership percentages. It was observed that the Clipper START monthly ridership was consistently

higher on Vallejo service compared to the other services. WETA has invited staff from MTC to attend the November Board meeting to provide the program analysis and next steps.

OTHER BUSINESS

California Infrastructure Funding

On October 4, WETA staff attended a meeting with the Governor's transportation staff and former Los Angeles Mayor Antonio Villaraigosa who is currently serving as an Infrastructure Advisor to the State of California, working with local, state and federal leaders to identify priority projects and maximize access to federal funding across all regions of the state. The meeting included infrastructure stakeholders from across the Bay Area to provide input on priorities for the region. WETA highlighted our commitment to transition to zero emissions and detailed the agency's associated vessel and shoreside charging infrastructure projects.

Grant and Funding Initiatives

On September 6, WETA staff submitted an application for funding from the FTA 5307 Passenger Ferry Grant/Electric or Low-Emitting Ferry Pilot Program in order to plan for electric ferry service in more locations. This application requested \$25.9 million to install on-site battery energy storage systems on six existing floats in the cities of Oakland, Alameda and Downtown San Francisco to help facilitate the agency's shift to zero emission ferries. FTA is expected to announce awards in early 2023.

State Legislation

On November 4, MTC's Legislative Committee will consider approving the commission's state and federal advocacy program. The draft program was developed with feedback from the region's transit operators. It includes a focus on securing increased, ongoing, multi-year transit operating assistance from the state to avoid layoffs and service cuts as federal COVID relief funding becomes exhausted over the next few years. The program also prioritizes the establishment of new funding for zero-emission bus and ferry projects, and authorization for a regional transportation revenue measure to cover a host of needs, including long-term investment in transit operations.

Assembly Select Committee on Transportation Emergency Preparedness

A new select committee was created to evaluate how transportation infrastructure and systems are prepared to respond in emergencies. The committee is chaired by Assemblymember Lori Wilson, and WETA has worked productively with her office to discuss how the agency can be helpful in guiding the work of the committee. The committee's first hearing will be on November 1 and will feature presentations from the California Office of Emergency Services, The Port of Long Beach, and the Metropolitan Transportation Commission.

Industry Conferences

Several water-based transit conferences have recently highlighted the work the WETA is doing. Staff presented an overview of the agency's pandemic recovery efforts at the Colibri Ferries Conference in Seattle on September 22. The international Interferry Conference was held in Seattle on October 3-5, and WETA was invited to participate on a panel to discuss innovation in the marine space. WETA staff also presented the agency's plans for transition to zero emission service at the ACTC Clean Fuels Summit on October 20 and will make a similar presentation at the upcoming MarineLog FERRIES Conference on November 2.

END

MEMORANDUM

TO: Board Members

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

SUBJECT: Review of FY 2022-23 Financial Statements Ending September 30, 2022

Recommendation

There is no recommendation associated with this informational item.

Financial Statements Summary

This report provides a summary of the first quarter of financial activity against the Fiscal Year 2022-23 approved budget. Revenue and expense to date for operations is \$13.8 million which is within anticipated amounts at this point in the year.

Operating Budget vs. Actual	Year - To - Date		Annual	
	FY2021-22 Actual	FY2022-23 Actual	FY2022-23 Approved Budget	% of FY 2022-23 Budget
	Prior YTD	Current YTD		
Revenue:				
Fare Revenue	\$2,044,560	\$3,118,950	\$ 11,228,927	28%
Federal - COVID-19 Relief Funds	3,766,484	6,243,508	27,223,251	23%
Bridge Toll Revenues	4,147,554	3,523,830	18,250,000	19%
Contra Costa Measure J	912,830	927,292	3,709,330	25%
Other Revenue	-	6,000	1,300,000	0%
Total Operating Revenues	\$10,871,427	\$13,819,580	\$ 61,711,508	22%
Expense:				
Ferry Services	\$10,386,284	\$ 13,146,535	\$58,311,508	23%
Planning & Administration	485,142	673,046	3,400,000	20%
Total Operatings Expenses	\$10,871,427	13,819,580	\$61,711,508	22%
System-Wide Farebox Recovery %	20%	24%		

Capital Budget expenses, as shown in the chart below, are \$3.89 million for the year-to-date.

Capital Budget vs. Actual	FY2022-23 Actual Current YTD	FY2022-23 Approved Budget	% of FY 2022-23 Budget
Revenue:			
Federal Funds	\$1,424,551	\$25,171,292	6%
State Funds	2,346,215	10,379,421	23%
Bridge Toll Revenues	138,333	7,142,670	2%
Other Revenues	(15,083)	4,091,525	0%
Total Capital Revenues	\$3,894,015	\$46,784,908	8%
Expense:			
Total Capital Expenses	\$3,894,015	\$46,784,908	8%

The financial reports attached show the more detailed operating, administrative, and capital activity for the month of September, 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 \$22,423,074. Also attached is the Quarterly Interest Statement from LAIF.

Fiscal Impact

There is no fiscal impact associated with this informational item.

END

San Francisco Bay Area Water Emergency Transportation Authority
FY 2022-23 Operating & Administration Revenue and Expense
Through the Month Ending 9/30/2022

% of Year Elapsed

25%

	Month Sep-22 Actual	Year - To - Date		Total FY2022-23 Budget	Total Budget
		FY2021-22 Actual	FY2022-23 Actual		
OPERATING EXPENSE					
FERRY OPERATIONS:					
Harbor Bay Ferry Service (AHBF)					
Vessel Crew Labor	\$128,802	\$396,642	\$364,036	\$1,551,680	23%
Vessel Fuel	108,526	\$182,019	330,637	1,087,800	30%
Vessel Operations & Maintenance	32,654	\$77,428	98,730	542,008	18%
Facility Operations & Maintenance	24,871	\$122,715	144,345	793,813	18%
System Expense	59,160	\$157,031	175,776	779,790	23%
Total Harbor Bay Farebox Recovery - AHBF	\$354,013	\$935,837	\$1,113,523	\$4,755,091	23%
	19%	9%	17%	11%	
Alameda/Oakland Ferry Service (AOFS)					
Vessel Crew Labor	\$309,125	\$962,612	\$997,768	\$4,999,858	20%
Vessel Fuel	257,749	\$563,340	834,420	2,797,200	30%
Vessel Operations & Maintenance	55,858	\$194,822	231,124	1,185,911	19%
Facility Operations & Maintenance	81,603	\$361,803	416,431	2,329,236	18%
System Expense	177,561	\$437,583	517,895	2,798,211	19%
Total Alameda/Oakland Farebox Recovery - AOFS	\$881,896	\$2,520,160	\$2,997,638	\$14,110,416	21%
	29%	29%	29%	23%	
Vallejo Ferry Service (Vallejo)					
Vessel Crew Labor	\$360,646	\$1,034,934	\$1,150,085	\$4,482,632	26%
Vessel Fuel	624,025	\$1,343,229	1,940,307	\$7,303,800	27%
Vessel Operations & Maintenance	63,983	\$258,928	225,827	\$1,506,018	15%
Facility Operations & Maintenance	398,110	\$1,001,791	975,111	3,373,394	29%
System Expense	204,762	\$477,722	582,942	2,872,318	20%
Total Vallejo Farebox Recovery - Vallejo	\$1,651,526	\$4,116,605	\$4,874,272	\$19,538,162	25%
	29%	34%	31%	27%	
South San Francisco Ferry Service (SSF)					
Vessel Crew Labor	\$90,161	\$79,257	\$262,667	\$1,206,862	22%
Vessel Fuel	67,829	\$0	230,770	777,000	30%
Vessel Operations & Maintenance	27,949	\$65,356	84,482	464,549	18%
Facility Operations & Maintenance	29,438	\$119,057	153,153	708,666	22%
System Expense	32,661	\$57,423	99,904	464,576	22%
Total South San Francisco Farebox Recovery - SSF	\$248,038	\$321,093	\$830,977	\$3,621,653	23%
	9%	0%	7%	8%	
Richmond Ferry Service (Richmond)					
Vessel Crew Labor	\$257,604	\$640,280	\$813,318	\$3,275,769	25%
Vessel Fuel	176,355	\$338,036	590,538	2,175,600	27%
Vessel Operations & Maintenance	42,114	\$97,934	127,302	697,397	18%
Facility Operations & Maintenance	55,758	\$244,576	287,060	1,676,668	17%
System Expense	78,717	\$191,846	233,246	1,248,762	19%
Total Richmond Farebox Recovery - Richmond	\$610,549	\$1,512,672	\$2,051,463	\$9,074,196	23%
	13%	9%	11%	8%	

(continued on next page)

San Francisco Bay Area Water Emergency Transportation Authority
FY 2022-23 Operating & Administration Revenue and Expense
Through the Month Ending 9/30/2022

% of Year Elapsed

25%

	Month Sep-22 Actual	Year - To - Date		Total FY2022-23 Budget	Total Budget
		FY2021-22 Actual	FY2022-23 Actual		
OPERATING EXPENSE (continued)					
Seaplane Lagoon Ferry Service (SPL)					
Vessel Crew Labor	\$141,682	\$395,216	\$417,432	\$1,724,089	24%
Vessel Fuel	122,092	\$173,652	388,352	1,398,600	28%
Vessel Operations & Maintenance	30,425	\$98,816	120,719	605,118	20%
Facility Operations & Maintenance	25,161	\$119,845	141,044	793,966	18%
System Expense	73,087	\$192,389	211,114	1,001,157	21%
Total Seaplane Lagoon Farebox Recovery - SPL	\$392,447	\$979,918	\$1,278,661	\$5,522,930	23%
	23%	10%	20%	18%	
Sub-Total Ferry Operations (Ongoing Service)	\$4,138,469	\$10,386,284	\$13,146,535	\$56,622,448	23%
FAREBOX RECOVERY	24%	23%	24%	20%	
Hydrogen Demostration Project					
Vessel Crew Labor	\$0	Not Applicable	\$0	\$440,460	0%
Vessel Fuel	-		\$0	417,400	0%
Vessel Operations & Maintenance	-		\$0	37,500	0%
Facility Operations & Maintenance	-		\$0	8,700	0%
System Expense	-		\$0	785,000	0%
Total Hydrogen Demonstration	\$0	\$0	\$0	\$1,689,060	0%
Sub-Total Ferry Operations (All)	\$4,138,469	\$10,386,284	\$13,146,535	\$58,311,508	23%
PLANNING & ADMINISTRATION:					
Wages and Fringe Benefits	\$191,484	\$408,368	\$499,898	\$1,775,164	28%
Professional & Other Services	139,579	216,530	327,016	2,466,660	13%
Information Tech., Office, Supplies	5,079	587	20,214	78,000	26%
Utilities	1,241	7,031	3,484	44,700	8%
Insurance	1,855	3,921	7,024	18,829	37%
Dues, Memberships, Misc.	3,147	14,771	17,981	95,000	19%
Leases and Rentals	20,038	78,769	60,032	250,431	24%
Admin Overhead Expense Transfer	(95,842)	(244,835)	(262,603)	(1,328,784)	20%
Sub-Total Planning & Gen Admin	\$266,581	\$485,142	\$673,046	\$3,400,000	20%
Total Operating Expense	\$4,405,051	\$10,871,427	\$13,819,580	\$61,711,508	22%
OPERATING REVENUE					
Fare Revenue	\$998,385	\$2,044,560	\$3,118,950	\$11,228,927	28%
Federal Operating Assistance	1,967,191	3,766,484	\$6,243,508	27,223,251	23%
Regional - Bridge Toll	1,130,403	4,147,554	3,523,830	18,250,000	19%
Regional - Contra Costa Measure J	309,071	912,830	927,292	3,709,330	25%
Other Revenue	-		6,000	1,300,000	0%
Total Operating Revenue	\$4,405,051	\$10,871,427	\$13,819,580	\$61,711,508	22%

San Francisco Bay Area Water Emergency Transportation Authority
FY 2022-23 Capital Revenue and Expense
Through the Month Ending 9/30/2022

Project Description	Sep-22 Total	Total Project Budget	Prior Year Expense	Total FY2022-23 Budget	Year-To-Date FY2022-23 Actual	Total Future Year	% of Total Project Budget
CAPITAL EXPENSES:							
FACILITIES:							
Operations and Maintenance Facilities							
North Bay Facility Fuel System Improvement		\$530,450	\$320,152	\$100,000	\$0	\$110,298	60%
Central Bay Facility Oil System Modification		383,968	373,268	10,700	5,718	-	99%
Terminal Improvement							
Terminal Rehabilitation - Alameda Main Street	17,615	8,535,014	507,257	4,943,465	72,782	3,084,292	7%
Shoreside Infrastructure for All-Electric Vessel	8,000	5,184,685	124,685	1,924,685	8,000	3,135,315	3%
Passenger Float Rehabilitation - South San Francisco	66,924	908,500	9,995	858,500	274,870	40,005	31%
Terminal Dredging - Vallejo - Surveys & Permitting		113,000	-	113,000	-	-	0%
Terminal Reconfiguration - Vallejo	1,517	550,000	-	550,000	4,049	-	1%
Central Bay Terminal Expansion		550,000	-	550,000	-	-	0%
Passenger Float Rehabilitation - Pier 9		1,362,000	-	1,362,000	-	-	0%
FERRY VESSELS:							
Vessel Construction							
New Commuter Class High-Speed Vessels - (Two)		30,082,500	23,881,477	3,925,652	1,057,050	2,275,371	83%
Electric Vessels - Expansion - (Two)		9,000,000	-	2,800,000	-	6,200,000	0%
Replacement Vessels - MV Bay Breeze	5,394	36,002,382	4,493,045	12,491,614	1,093,028	19,017,723	16%
Replacement Vessel - MV Intintoli	3,953	26,446,700	62,794	4,000,000	34,344	22,383,906	0%
Replacement Vessel - MV Mare Island		26,500,000	-	2,650,000	-	23,850,000	0%
Vessel Rehabilitation and Refurbishment							
Vessel Engines Conversion - Gemini Class Vessels	168,288	5,524,100	3,089,137	2,434,963	1,005,893	-	74%
Vessel Engines Overhaul - MV Cetus		434,564	-	434,564	261	-	0%
Vessel Engines Overhaul - MV Hydrus		354,600	-	354,600	-	-	0%
Vessel Engines & Gears Overhaul - MV Bay Breeze		491,400	140,768	210,277	263,454	140,355	82%
Vessel Fuel Injectors Overhaul - MV Intintoli		127,300	23,855	31,888	74,053	71,557	77%
Test Engine Components Replacement - MV Pyxis		315,000	-	315,000	513	-	0%
Test Engine Components Replacement - MV Vela		250,000	-	250,000	-	-	0%
Vessel Mid-Life Refurbishment - MV Gemini		4,488,000	-	4,488,000	-	-	0%
Vessel Engine Overhaul - MV Intintoli		356,000	-	356,000	-	-	0%
Vessel Engine Midlife Overhaul - MV Argo		563,000	-	563,000	-	-	0%
Vessel Engine Midlife Overhaul - MV Mare Island		132,000	-	132,000	-	-	0%
Vessel Waterjet System Upgrade - Pyxis Class Vessels		600,000	-	600,000	-	-	0%
General Diesel Particulate Filter Demonstration Project		335,000	-	335,000	-	-	0%
Total Capital Expenses	\$271,691	160,120,163	33,026,433	46,784,908	3,894,015	\$80,308,822	
CAPITAL REVENUES:							
Federal Funds	\$75,108	\$86,969,449	\$4,172,330	\$25,171,292	\$1,424,551	\$57,625,827	6%
State Funds	290,737	43,413,075	22,155,000	10,379,421	2,346,215	13,134,213	56%
Regional - Bridge Toll	23,419	23,765,525	5,435,371	7,142,670	138,333	11,187,484	23%
Regional - Alameda Sales Tax Measure B / BB	(117,573)	5,972,114	1,263,732	4,091,525	(15,083)	616,858	21%
Total Capital Revenues	\$271,691	\$160,120,163	\$33,026,433	\$46,784,908	\$3,894,015	\$82,564,382	

San Francisco Bay Area Water Emergency Transportation Authority
September 30, 2022 Investment Report

	Sep-22
Bank of America (Checking)	\$3,024,837
Bank of America (Prop 1B)	2,434,980
Bank of America (Measure B/BB)	6,632,107
Local Agency Investment Fund (LAIF)	10,331,150
Total	\$22,423,074



BETTY T. YEE

California State Controller

LOCAL AGENCY INVESTMENT FUND
REMITTANCE ADVICE

Agency Name

SAN FRANCISCO BAY AREA WATER

Account Number

~~80-88-004~~
80-88-004

As of 10/14/2022, your Local Agency Investment Fund account has been directly credited with the interest earned on your deposits for the quarter ending 09/30/2022.

Earnings Ratio		.00003699565555327
Interest Rate		1.35%
Dollar Day Total	\$	1,113,626,753.08
Quarter End Principal Balance	\$	10,331,150.24
Quarterly Interest Earned	\$	41,199.35

TO: WETA Board Members

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

SUBJECT: WETA Federal Legislative Board Report – November 2022

This report discusses what the upcoming election likely means for WETA, including:

- What to Expect During the Post-Election Lame Duck Session of Congress
- Next Year and Beyond – A Combination of Defense and Offense

What the Upcoming Election Likely Means for WETA

With only days to go until election day, and control of the House and Senate up for grabs, this is a good time to talk about what the election results could mean for WETA. This report discusses what we believe Congress will be focused on the coming weeks and months – and what that could mean for our efforts to obtain federal funding.

What to Expect During the Post-Election Lame Duck Session of Congress

There is currently a lot of speculation about what Congress will work on during the lame duck session. While some of the issues being discussed could directly affect WETA's ability to obtain federal funding, much of what Congress will be doing in November and December is unlikely to affect WETA directly.

Issues being discussed for possible action during the lame duck include:

1. **FY23 appropriations process:** The federal government is currently funded under a continuing resolution (CR) that expires on December 16th. Congress will strive to take up and pass all 12 appropriations bills by Christmas, whether as part of an omnibus appropriations bill or a series of "mini-buses".
 - a. Among the issues we will be working on during the lame duck is supplemental funding for the 5307(h) passenger ferry grant program. The House and Senate Transportation/HUD Appropriations bills both include an additional \$20 million for this program (on top of the \$30 million already available through the surface transportation bill). We will be working during the lame duck to preserve this funding increase.
 - b. Other issues that will likely be debated during consideration of the appropriations bill/s are hurricane relief money and additional military aid for Ukraine.

2. **Electoral Count Act and Same Sex Marriage:** Also on the lame duck agenda will be two issues that Congress punted to after the election: legislation to protect same-sex marriage and legislation to modernize the Electoral Count Act to safeguard against future attempts to challenge fairly decided elections. The House has already passed its own same-sex marriage and electoral certification bills, but the Senate has yet to act.
3. **WRDA and NFIP:** We also expect Congress to take up and pass the Water Resources Development Act (WRDA), which provides funding for U.S. Army Corps of Engineers (USACE) projects, as well as legislation to renew the National Flood Insurance Program (NFIP). Congressional staff have been working the past several weeks to finalize legislation covering both programs.

Next Year and Beyond – A Combination of Defense and Offense

Looking ahead to next year, there has been a lot of chatter about conservative Republicans seeking to make deep cuts to the federal budget if Democrats lose control of the House and/or Senate. While we can't predict what programs Republicans will seek to cut, we do know we will need to proactively protect funding for public ferries. Even with Congressional Republicans seeking to cut federal funding for some programs, we also have a plan for seeking even more funding for public ferries.

- **Playing Defense:** While the Infrastructure Investment and Jobs Act (IIJA) included "advanced appropriations" for DOT programs, including the FHWA ferry formula program, the 5307(h) Passenger Ferry Grant Program and the Low or Zero Emission Ferry Grant program (referred to as the "Low-No Ferry Program"), it doesn't mean that future Congresses are prevented from making changes to the IIJA funding levels. Therefore, we will need to be diligent working with our Congressional champions to protect the funding that is important to WETA.
- **Going on the Offensive:** Even while we play defense, we will also seek to add more funding through the annual appropriations process for the programs that benefit WETA. In addition to the \$250 million the IIJA provides for the Low-No Ferry Program in advanced appropriations, the bill also authorizes an additional \$50 million per year for this program, subject to appropriations. We will be seeking funding to fulfill that additional authorized amount in FY24 and beyond. In addition, we will continue to advocate for additional funding for the 5307(h) passenger ferry grant program through the annual appropriations process, as we seek to build on our success from the past three years.

Importantly, and in recognition of what could be a new political reality, we will be continuing to work with WETA staff to grow the Public Ferry Coalition and seek to gain more influence in conservative leaning states and districts.

Respectfully Submitted,
Peter Friedmann and Ray Bucheger



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

October 24, 2022

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

FM: Matt Robinson, Partner
Michael Pimentel, Legislative Advocate

RE: **STATE LEGISLATIVE UPDATE – November 2022**

Legislative Update

September 30 was the constitutional deadline for Governor Newsom to sign or veto bills passed by the Legislature before September 1 and in the Governor's possession on or after September 1. The 2021-22 Legislative Session will formally close on November 30. The 2023-24 Legislative Session will convene on December 5 for the one day organizing session, with members returning to their districts until January 3. When the new session begins, there will be many new faces in the State Capitol due to legislative retirements, term limits, and redistricting.

Shortly after the Legislature reconvenes in January, the Governor will release the Fiscal Year 2023-24 Proposed Budget on, or around, January 10. As a reminder, as part of the FY 2022-23 budget, the Governor and Legislature earmarked an additional \$2 billion for transit (to be distributed on a "to be determined" population basis). However, early signs are pointing to a possible recession, and we expect the Governor to propose a much more austere budget in January.

In this report, we highlight key information about the November General Election, an upcoming select committee hearing, the release of the draft guidelines for the Transit and Intercity Rail Capital Program, the release of the draft Investment Plan for Clean Transportation Incentives, and legislation affecting WETA.

November General Election Update

The 2022 General Election will take place on Tuesday, November 8. Facing election are California's eight constitutional officers, inclusive of the Governor, Lieutenant Governor, Secretary of State, Controller, Treasurer, Attorney General, Insurance Commissioner, and State Superintendent of Public Instruction. As well, 100 of the 120 seats in the California State Legislature are up for election this November. This total includes 20 Senate seats (10 seats open, 10 incumbents running for election); and 80 Assembly seats (24 seats open, 56 incumbents running for reelection).

Upcoming Select Committee on Transportation and Emergency Preparedness Hearing

On November 1 at 9:00 am, the Assembly Select Committee on Transportation and Emergency Preparedness will host an information hearing on "Water, Land, and Air: Moving People or Good During an Emergency." Currently, no hearing agenda is available to the public. We are working with WETA staff to identify an opportunity for engagement in the hearing.

CalSTA Releases Draft Guidelines for Transit and Intercity Rail Capital Program – Cycle 6

On September 30, the California State Transportation Agency (CalSTA) released [the formal draft guidelines for the Transit and Intercity Rail Capital Program \(TIRCP\) Cycle 6](#) for public and legislative review. The public and legislative review is available for more than the 30 days required by statute, with workshops planned for November 3 and 4, and comments due no later than November 7, 2022. CalSTA expects to release final program guidelines and a call for projects on November 15. AB 180 amended the Budget Act of 2021 (Chapters 21, 69 and 240 of the Statutes of 2021) to appropriate \$3.63 billion of General Fund to TIRCP and \$350 million of General Fund for High Priority Grade Crossing Improvement and Separation projects. This funding will be included in TIRCP Cycle 6. WETA staff is working to identify a project related to the agency's efforts to transition to zero emissions for this next cycle of TIRCP funding.

CARB Releases Proposed FY 2022-23 Funding Plan for Clean Transportation Incentives

On October 12, the California Air Resources Board (CARB) released the [Proposed Fiscal Year \(FY\) 2022-23 Funding Plan for Clean Transportation Incentives](#) for public review and comment. Among the proposed investments for which WETA would be eligible are the following:

- \$273 million for CORE
- \$75 million for Advanced Technology Demonstration and Pilot Projects
- \$60 million for Demonstration and Pilot Projects – Commercial Harborcraft

CARB staff will present the Funding Plan for approval at its November 17 Board Meeting. Comments are due no later than November 14. The meeting notice as well as information on how to submit public comments can be found [here](#).

Priority Bills

SB 917 (Becker) Seamless Transit Transformation Act – WETA Support

This bill would have required the Metropolitan Transportation Commission (MTC) to develop and adopt a Connected Network Plan, adopt an integrated transit fare structure, develop a comprehensive, standardized regional transit mapping and wayfinding system, develop an implementation and maintenance strategy and funding plan, and establish open data standards to support a more integrated public transportation network in the nine-county San Francisco Bay Area. This bill would have also required the region's transit agencies to comply with those established integrated fare structure, regional transit mapping and wayfinding system, implementation and maintenance strategy and funding plan, and open data standards. **This bill was held in the Assembly Appropriations Committee on August 11.**

SB 922 (Wiener) CEQA: Exemptions: Transportation-Related Projects – WETA SUPPORT

This bill extends, through January 1, 2030, statutory exemptions from the requirement of the California Environmental Quality Act for clean transportation projects that make streets safer for walking and biking; speed up bus service on streets and improve its on-time performance; support faster bus service on state highways; expand carpooling; and improve wayfinding for people using transit, biking, or walking. This bill similarly extends CEQA exemptions for the construction of infrastructure of facilities to charge or refuel zero-emission transit vehicles, including for ferries; and the building of new bus and light rail stations or terminals. **This bill was signed by Governor Newsom.**

SB 942 (Newman) LCTOP Free or Reduced Fare Transit Program

This bill provides California public transit agencies with the flexibility to use Low Carbon Transit Operations Program funds for free or reduced-fare transit programs on an ongoing basis. This flexibility will ensure the long-term sustainability and benefits of free youth ridership programs that expand access to public transit and create lifelong riders. **This bill was signed by Governor Newsom.**

AB 1919 (Holden) Free Youth Transit Pass Pilot Program

This bill would have created the Youth Transit Pass Pilot Program, an elective program offering free youth transit passes to students. Transit agencies can partner with educational institutions to apply for grants for free fare programs, and grant funds to be used to maintain, subsidize, or expand an existing fare free program. Previously, the bill, as introduced, would have required all agencies in the state to provide free transit passes to individuals 25 years of age and under as a precondition for accessing state funding. **This bill was vetoed by Governor Newsom.**

AB 2807 (Bonta) Transportation Funding Eligibility for Ferries – *WETA SUPPORT*

This bill would have expanded eligibility in various programs that provide funding for zero-emission and near zero-emission technologies to include public transportation ferries and commercial harborcraft. **This bill was held in the Senate Appropriations Committee.**

MEMORANDUM

TO: Board Members

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

SUBJECT: Monthly Ridership and Recovery Report – September 2022

Background

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

The Plan enhanced service during midday and weekend periods in an effort to meet 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. Future modifications in service will generally follow state guidelines for reopening the economy and subsequent changes in demand. The Plan calls for a monthly evaluation of ridership demand together with other measures relating to how the Bay Area is responding to the COVID-19 health crisis. The Monthly Ridership and Recovery Report presents a status report of the WETA system along with anticipated service adjustments for the upcoming weeks.

Discussion

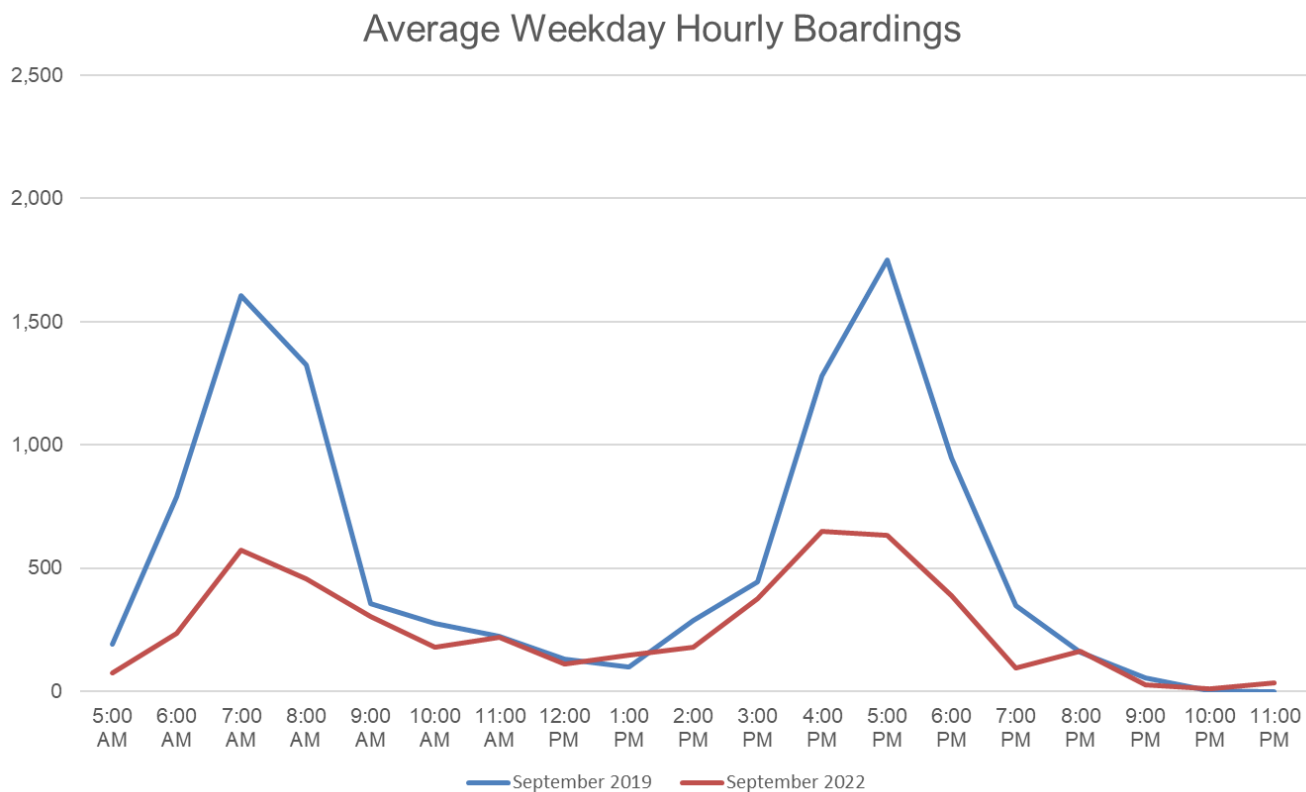
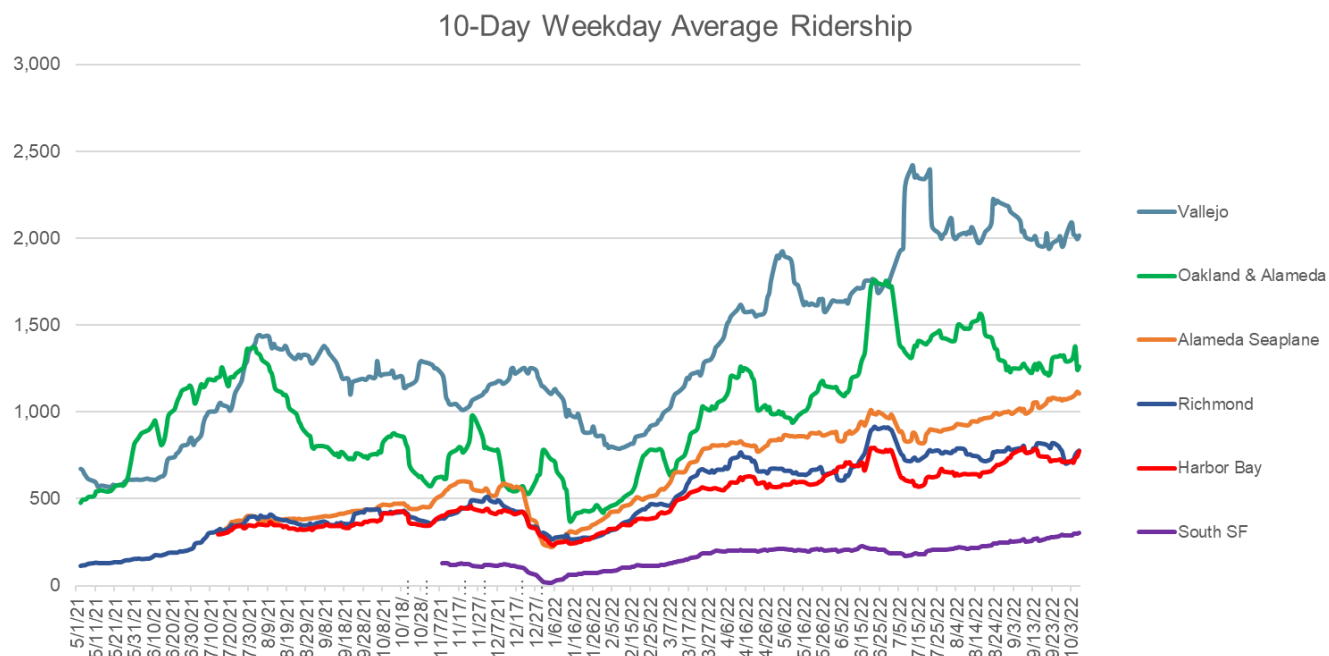
Overall, ridership grew in the first year of the Plan despite dips in the fall and winter due to the Delta and Omicron COVID variants. Beginning in March 2022, the system saw the largest increases in ridership since the start of the pandemic thanks to significant increases in weekday peak-hour ridership as more employers began implementing return-to-office plans. The agency finished Fiscal Year 2022 with about 50% of 2019 pre-pandemic annual ridership—above budget projections for FY22. WETA's ridership recovery continues to outpace other regional transit operators in the first months of FY23 despite a September slump in ridership after the extraordinarily strong summer months.

Highlights:

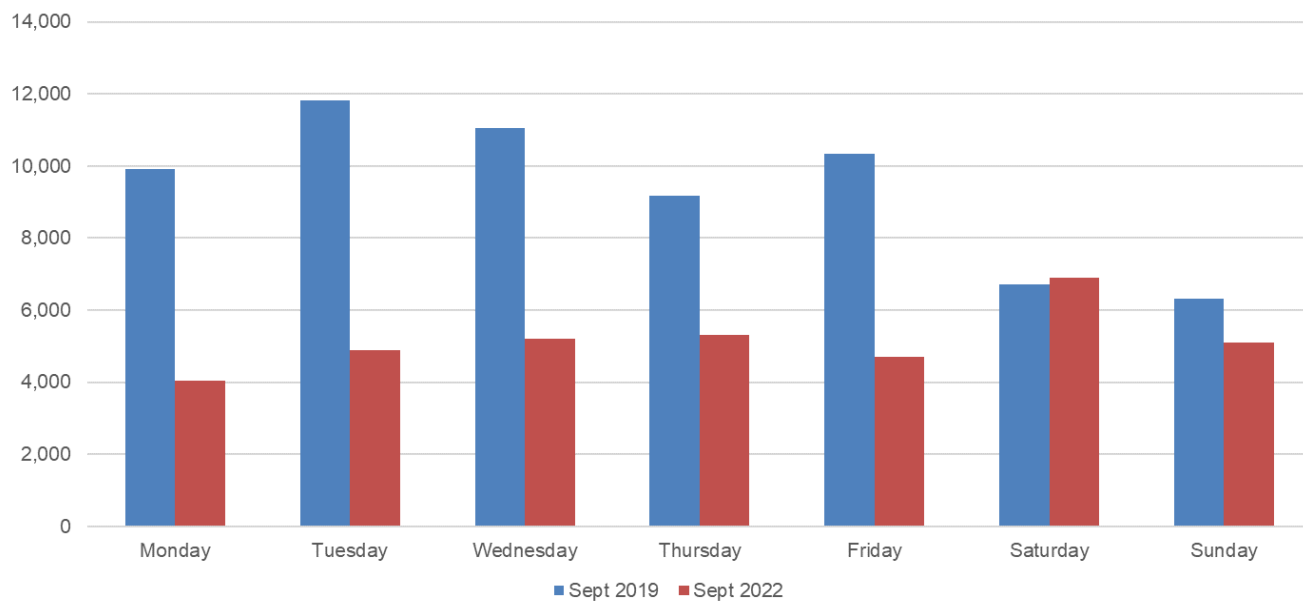
- Weekend ridership has fallen off from the highs of the event-packed summer months but remains strong.
- Weekday ridership continues to tick up—led by Alameda Seaplane.
- For FY23 to date, WETA actual ridership continues to come in above the budget assumption.

Recommendations

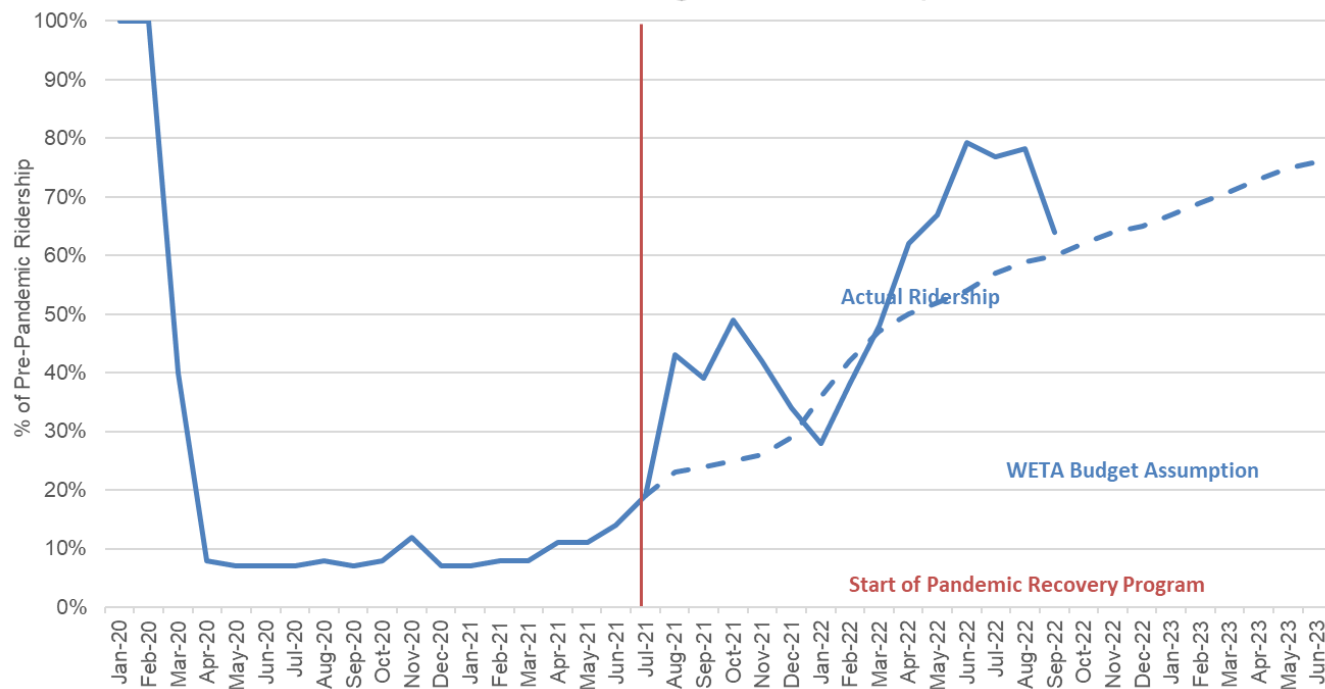
Staff do not recommend any service changes.



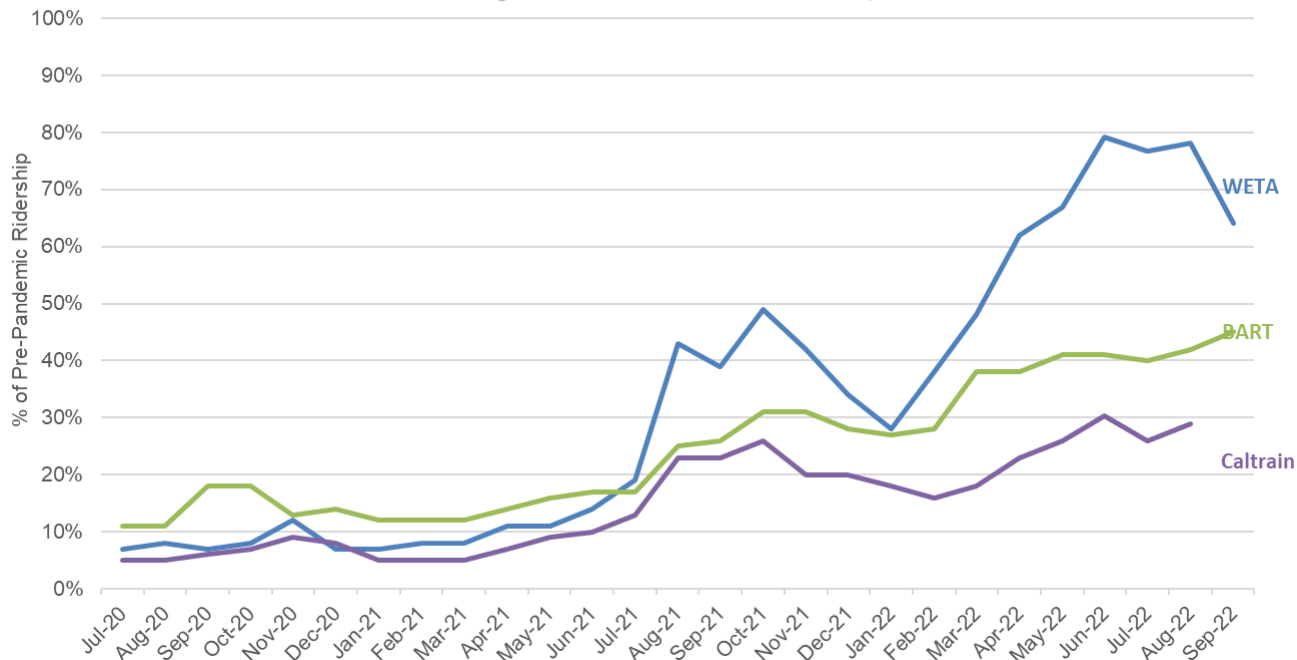
Average Boardings by Day of Week
Systemwide



Actual vs. Budgeted Ridership



Regional Transit Ridership



Note: Caltrain Ridership Recovery is only available through August 2022 as of now. Updated September data from Caltrain will be available following their November board meeting.

Monthly Operating Statistics Report

September 2022		Oakland & Alameda*	Vallejo*	Richmond	Harbor Bay	Alameda Seaplane	South San Francisco**	Systemwide
Boardings	vs. last month	Total Passengers September 2022	56,017	60,958	21,530	15,518	22,076	181,924
		Total Passengers August 2022	57,052	62,755	21,217	15,989	22,547	184,986
		Percent change	-1.81%	-2.86%	1.48%	-2.95%	2.09%	-1.66%
	vs. same month last year	Total Passengers September 2022	56,017	60,958	21,530	15,518	22,076	181,924
		Total Passengers September 2021	37,295	37,202	10,974	7,467	8,917	101,855
		Percent change	50.20%	63.86%	96.19%	107.82%	147.57%	78.61%
	vs. prior FY to date	Total Passengers Current FY To Date	175,816	187,613	61,825	43,747	61,847	545,966
		Total Passengers Last FY To Date	127,956	122,567	32,383	21,862	24,964	329,732
		Percent change	37.40%	53.07%	90.92%	100.11%	147.74%	65.58%
Ops Stats	Avg Weekday Ridership September 2022		2,546	2,771	979	705	1,003	8,269
	Passengers Per Hour September 2022		123	82	67	81	123	90
	Revenue Hours September 2022		456	740	320	192	180	2,020
	Revenue Miles September 2022		6,362	20,169	5,752	3,973	2,970	41,509
	Farebox Recovery Year-To-Date		29%	31%	11%	17%	20%	24%
	Peak hour utilization, AM – September 2022		13%	38%	37%	41%	32%	31%
	Peak hour utilization, PM – September 2022		31%	49%	34%	45%	32%	36%
Fuel	Fuel Used (gallons) – September 2022		57,120	138,290	39,082	24,050	27,057	300,630
	Avg Cost per gallon – September 2022		\$4.51	\$4.51	\$4.51	\$4.51	\$4.51	\$4.51

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

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

END

MEMORANDUM

TO: Board Members

FROM: Seamus Murphy, Executive Director

SUBJECT: Adopt Resolution Making Findings Pursuant to Assembly Bill 361 to Hold Remote Public Meetings

Recommendation

Adopt resolution making findings pursuant to AB 361 to hold remote public meetings.

Background/Discussion

In March 2020, the Governor of California issued several executive orders in response to the COVID-19 pandemic suspending portions of the Ralph M. Brown (Brown) Act to allow Board members to participate remotely in Board meetings without complying with the Brown Act's restrictions on such remote attendance. (Executive Order N-25-20 and N-29-20)

The Governor's executive order that specifically waived certain requirements of the Brown Act expired on September 30, 2021. On September 16, 2021, the Governor signed Assembly Bill (AB) 361 into law, effective on October 1, 2021. AB 361 amends the Brown Act to allow legislative bodies to meet remotely without complying with traditional teleconference meeting rules, provided the legislative body makes findings that there is a state of emergency and either (1) state or local officials have imposed or recommended measures to promote social distancing or (2) the legislative body determines by majority vote that meeting in person would present imminent risks to the health and safety of attendees (the "initial findings").

A legislative body can use the initial findings to continue to meet remotely pursuant to the modified teleconference procedures in AB 361 if, within 30 days of its first meeting under AB 361, and every 30 days thereafter, the body finds that it has reconsidered the circumstances of the state of emergency and that (a) the state of emergency continues to directly impact the ability to meet safely in person and/or (b) state or local officials continue to impose or recommend measures to promote social distancing (the "continuing findings").

The Board has repeatedly adopted the continuing findings in order to meet via AB 361. However, because the Board did not meet in October, it has been more than 30 days since the Board last made continuing findings at its September 1, 2022 meeting. AB 361 does not directly address this particular situation in which more than 30 days have passed since the Board made its continuing findings. To ensure compliance with AB 361, the Board should reauthorize the use of the modified teleconference procedures by making the initial findings once again. This approach is consistent with the spirit of AB 361 and the manner in which other public agencies in the Bay Area are ensuring compliance with AB 361.

The Governor-declared state of emergency is still in effect and both state and local officials recommend measures to promote physical distancing. These conditions allow the Board to once again make the initial findings necessary to meet remotely pursuant to AB 361. This return to the initial findings results in a small change to the wording of the findings the Board has adopted at each meeting since AB 361 was enacted—see the attached resolution—but should not impact how WETA will hold its remote meetings pursuant to AB 361.

The Executive Director recommends that the Board adopt these findings with the understanding that the Board would need to approve a resolution making the continuing findings every 30 days if it wishes to continue to meet under AB 361's requirements for remote and/or hybrid Board meetings.

Fiscal Impact

There is no fiscal impact associated this recommendation.

END

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

RESOLUTION NO. 2022-40

FINDINGS PURSUANT TO ASSEMBLY BILL 361 TO HOLD REMOTE PUBLIC MEETINGS

WHEREAS, on March 4, 2020, Governor Newsom declared a State of Emergency to make additional resources available, formalize emergency actions already underway across multiple state agencies and departments, and help the State prepare for a broader spread of COVID-19; and

WHEREAS, the March 4, 2020 State of Emergency remains in effect; and

WHEREAS, the California Department of Public Health and the Department of Industrial Relations have imposed or recommended measures to promote social distancing, and the San Francisco Public Health Department continues to recommend measures to promote social distancing in combination with other safety precautions when activities occur in shared indoor spaces to mitigate the risk of COVID-19 transmission; and

WHEREAS, on September 16, 2021, the Governor signed Assembly Bill 361 into law as urgency legislation that went into effect on October 1, 2021, amending Government Code Section 54953 of the Brown Act to allow legislative bodies to continue to meet remotely during a proclaimed state of emergency where the legislative body finds that the state of emergency continues to directly impact the ability of the members to meet safely in person and/or state or local officials have imposed or recommended measures to promote social distancing; and

WHEREAS, the Board of Directors has previously passed resolutions to declare its intent to meet via teleconference in accordance with Assembly Bill 361 and the provisions of Government Code Section 54953(e), all of which have since expired; now, therefore, be it

RESOLVED, that the Board of Directors finds:

- a. The March 4, 2020 State of Emergency remains in effect; and
- b. State and local officials, including the San Francisco Public Health Department, the California Department of Public Health and the Department of Industrial Relations, continue to impose or recommend measures to promote social distancing; and be it further

RESOLVED, that in order to ensure the health and safety of the public, meetings of the Board of Directors of the San Francisco Bay Area Water Emergency Transportation Authority will continue to be held with a teleconference component in accordance with Assembly Bill 361 and the provisions of Government Code Section 54953(e); and be it further

RESOLVED, that the Board of Directors will reconsider the circumstances of the state of emergency and revisit the need to conduct meetings remotely within 30 days of the adoption of this resolution.

CERTIFICATION

The undersigned, Board Secretary, does hereby certify that the foregoing is a full, true and correct copy of a resolution duly and regularly adopted at a meeting of the San Francisco Bay Area Water Emergency Transportation Authority held on November 3, 2022.

YEA:

NAY:

ABSTAIN:

ABSENT:

/s/ Board Secretary

2022-40

END

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

(September 1, 2022)

The Board of Directors of the San Francisco Bay Area Water Emergency Transportation Authority met in regular session at the Port of San Francisco at Pier 1, San Francisco CA and via videoconference consistent with AB 361 as codified in Government Code Section 54953.

1. CALL TO ORDER

Chair James Wunderman called the meeting to order at 1:01 p.m.

2. ROLL CALL

Chair James Wunderman, Vice Chair Monique Moyer, Director Jessica Alba, and Director Anthony Intintoli were in attendance.

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

3. REPORT OF BOARD CHAIR

Chair Wunderman reported on the status of the Bay Area Council's Historic *Klamath* project.

He said that he had received a notice announcing the retirement of Metropolitan Transportation Commission and the Association of Bay Area Governments (MTC-ABAG) Executive Director Therese McMillan effective January 31, 2023.

4. REPORTS OF DIRECTORS

Director Intintoli recognized longtime Blue & Gold Fleet crewmember William Bartz whom Director Intintoli has watched for many years and commended Mr. Bartz for his patience in working with the public.

Director Alba noted that September is transit month and looked forward to participating in many of the transit events.

Chair Wunderman commented that United States Secretary of Transportation Pete Buttigieg would be visiting San Francisco and meeting with Speaker Nancy Pelosi.

5. REPORTS OF STAFF

Mr. Murphy stated that Ms. McMillan organized a meeting of all the general managers of all the major Bay Area transportation systems notifying them of her retirement.

Mr. Murphy provided an update on the *Sea Change* demonstration project before the vessel could be transported to the Bay Area.

Public Information & Marketing Manager Thomas Hall shared that WETA will be sponsoring Bay Area Transit Month and highlighted a few of the many transit month activities. He stated that Mr. Murphy would be participating in the Ride-Along and Summer Social with Bay Area Transit Leaders, which involves general managers meeting together to ride on multiple transit systems, culminating in a

summer social happy hour. He said that WETA would be hosting a Ferry Pub Crawl featuring ferry rides, trivia, and prizes.

Planning & Development Manager Kevin Connolly stated that the monthly ridership and recovery report would be presented differently showing the span of the entire fiscal year and that the WETA was exploring ways to increase service before introducing Transportation Planner Gabriel Chan to present the monthly ridership report.

Mr. Chan shared his presentation comparing the entire fiscal year to pre-pandemic levels. In response to Chair Wunderman, Mr. Chan clarified that key periods were not performing as well individually compared to systemwide.

Mr. Murphy said that WETA's primary focus should be to capture a larger share of the people driving to work already and that some of the incremental improvements would be reflected with the next schedule change.

Director Intintoli said that he thinks people drive because their final destinations are complicated by the last mile issue.

Director Alba noted that the sub-variant of Omicron hit in July but that there was an upward trajectory from July into August and that WETA was providing a different service now than it had previously.

In response to Chair Wunderman, Mr. Murphy said that WETA will be taking the opportunity to market and attract people to the ferry especially with bridge traffic reaching pre-pandemic levels.

Mr. Murphy said that WETA's pilot program in Solano County offers a discount to Uber and Lyft riders to the ferry terminal and said that WETA would think about creative first and last mile partnerships or some sort of promotional fare.

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

Vice Chair Moyer said that WETA needed to get creative to figure out ways to capitalize on the new hybrid work and some of the team building that hybrid work brings when people come into the office.

Mr. Hall said that Chase Center ridership was really good throughout the season and summarized the results of the Warriors service survey.

Director Alba noted the first and last mile shuttle service for limited mobility passengers as an initiative to explore.

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

6. CONSENT CALENDAR

Director Intintoli made a motion to approve the consent calendar:

- a. Adopt Resolution Regarding Remote Meetings Pursuant to Assembly Bill 361
- b. Board Meeting Minutes – August 17, 2022
- c. Authorize Release of a Request for Proposal for Marketing and Public Relations Services
- d. Item 6d Removed from Consent Calendar
- e. Authorize Filing Applications for FY 2021/22 through FY 2023/24 Federal Transit Administration Formula Program Funds to Support Various Capital Projects

Chair Wunderman suggested removing Item 6d - Authorize Release of a Request for Proposal for Community Outreach Services and linking it ahead of Item 9 – Community Outreach Program Report.

Chair Wunderman called for public comments on the consent calendar, and there were none.

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

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

7. APPROVE CONTRACT AWARD TO SHAW YODER ANTWIH SCHMELZER & LANGE FOR THE PROVISION OF STATE LEGISLATIVE REPRESENTATION SERVICES

Government & Regulatory Affairs Manager Lauren Gulate presented this item recommending approving a contract award for state legislative representation services to Shaw Yoder Antwih Schmelzer & Lange (SYASL) in the amount of \$222,000 for a three-year term beginning October 1, 2022, with the option to extend the contract for up to a total of seven years and authorize the Executive Director to negotiate and execute a contract and to exercise the option to extend the term if deemed in WETA's best interest.

Ms. Gulate reported that SYASL is located in Sacramento and specializes in lobbying transportation, public transit, local government, land use, housing, port & goods movement, procurement, and infrastructure issues. She said that SYASL assists their clients with securing funds through state & federal grant programs and the annual state budget process and provides management support for the California Transit Association and through that role regularly serves as policy experts to the State Legislature, Governor's Administration, and a variety of other agencies, departments, and commissions.

Chair Wunderman was surprised that more proposals were not submitted. Mr. Murphy stated that this is always a challenge at the state level and that WETA could expect more bidders for federal advocacy services. He stated that Sacramento firms were often reluctant to bid on contracts without clear signals that the incumbent firm was not being considered.

Before moving forward and assuming that the Board would vote in favor of the award, Chair Wunderman thanked Nossaman LLP for their work the past several years.

Director Intintoli made a motion to adopt Resolution No. 2022-38 approving this item.

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

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

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

Chair Wunderman suggested that staff do some thinking about areas where WETA needed help from the state going into the new legislative session.

Mr. Murphy said that WETA puts together a state and federal legislative program annually that is brought to the Board for input and thoughts.

8. WETA ADVERTISING POLICY

Mr. Hall presented this item recommending adopting the proposed WETA Advertising Policy (Policy) and authorize the Executive Director or his designee to take actions necessary to implement the Policy, including entering into advertising agreements consistent with the Policy.

Mr. Hall stated that the Policy was largely written by WETA's attorneys in response to Director Intintoli.

WETA Attorney Steven Miller from Hanson Bridgett LLP said that other agencies have found themselves in difficult situations after accepting advertisements creating what courts refer to as a public forum on the outside of transit vehicles. He noted the facts that WETA has never offered advertising and is starting with a brand new policy that is viewpoint neutral and limited to commercial speech in response to Chair Wunderman's concerns.

Mr. Miller said that the policies of Bay Area Rapid Transit (BART), Golden Gate Bridge, Highway and Transportation District (Golden Gate Transit), Caltrain, and others were evaluated in response to Director Alba.

Mr. Miller clarified that complaints about advertising were not a part of the Policy in response to Chair Wunderman.

Vice Chair Moyer stated that WETA be very clear and specific about places where advertising will be accepted and maintain a location list. Director Alba felt that WETA's ferries, facilities, publications, website, and social media accounts were too broad.

Vice Chair Moyer suggested adding language noting WETA specified locations into the Policy.

Mr. Hall explained that the Policy on prohibited items was based on items that were allowed to be carried or consumed on board the ferries.

Director Intintoli suggested moving forward with the Policy recognizing that there will be complaints and issues that will need to be addressed.

Director Alba made a motion to adopt Resolution No. 2022-39 approving this item.

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

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

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

9. COMMUNITY OUTREACH PROGRAM REPORT

Mr. Hall presented this informational item and shared his presentation on the community outreach program conducted during FY 2021/22 culminating with the Richmond Ferry Fest.

The Directors thanked Mr. Hall for his encouraging report and for having the forethought to reach out into the community in a different way.

Director Alba asked for a brief update on the Clipper START program at a future meeting.

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

10. AUTHORIZE RELEASE OF REQUEST FOR PROPOSALS FOR COMMUNITY OUTREACH SERVICES

Mr. Hall presented this item recommending authorizing the release of a request for proposal for community outreach.

Director Intintoli made a motion to approve this item.

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

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

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

11. PUBLIC COMMENTS FOR NON-AGENDA ITEMS

Chair Wunderman called for public comments on non-agenda items, and there were none.

With all business concluded, Chair Wunderman adjourned the meeting at 2:49 p.m.

- Board Secretary

END

MEMORANDUM

TO: Board Members

FROM: Seamus Murphy, Executive Director
Melanie Jann, Board Secretary/Administration & Business Services Manager

SUBJECT: Approve Board of Directors Meeting Schedule for Calendar Year 2023

Recommendation

Approve WETA Board of Directors meeting schedule for Calendar Year 2023.

Discussion

The WETA Board of Directors has traditionally met on the first or second Thursday of the month at 1:00 p.m. with exceptions made to address holidays, business conflicts, or occasional travel meetings. Beginning February 2022, WETA meetings have been held at the Central Bay Operations and Maintenance Facility in Alameda and at the Port of San Francisco at Pier 1 in downtown San Francisco. Meetings have been conducted in person and through virtual participation to promote social distancing and reduce the chance of COVID-19 transmission consistent with Governor Gavin Newsom's Executive Order N-25-20 and N-29-20 and pursuant to Assembly Bill 361.

Based upon a review of the 2023 calendar, staff proposes to establish the following meeting calendar:

DATE:	TIME:	LOCATION/ADDRESS:
Thursday, January 12	1:00 p.m.	TBD
Thursday, February 2	1:00 p.m.	TBD
Thursday, March 2	1:00 p.m.	TBD
Thursday, April 6	1:00 p.m.	TBD
Thursday, May 4	1:00 p.m.	TBD
Thursday, June 1	1:00 p.m.	TBD
Thursday, July 13	1:00 p.m.	TBD
Thursday, August 3	1:00 p.m.	TBD
Thursday, September 7	1:00 p.m.	TBD
Thursday, October 12	1:00 p.m.	TBD
Thursday, November 2	1:00 p.m.	TBD
Thursday, December 7	1:00 p.m.	TBD

This schedule may be amended during the year to adjust the time, meeting place, or number of meetings held in response to WETA's business needs and at the direction of the Board Chair. Staff recommends setting the calendar now for the full year, without specifying any location, acknowledging that the location(s) will be set as the status of the COVID-19 pandemic evolves. Consistent with prior year practice and Board interest, staff would work with the Board and/or the Board Chair to identify and coordinate opportunities for travel or special meetings that provide the best opportunity, considering meeting content and Board member availability, for diverse public engagement.

Fiscal Impact

There is no fiscal impact associated with setting the Board meeting calendar.

END

MEMORANDUM

TO: Board Members

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

SUBJECT: Approve Amended and Restated Clipper Memorandum of Understanding with the Metropolitan Transportation Commission and Bay Area Transit Operators

Recommendation

Authorize the Executive Director to execute the Amended and Restated Clipper Memorandum of Understanding with the Metropolitan Transportation Commission and other participating Bay Area transit operators and take any other related actions to support this work.

Background/Discussion

As a participating transit agency in the regional Clipper program, WETA is required to ratify changes to the program and the underlying regional agreement that WETA is required to ratify as the system evolves. The Clipper Memorandum of Understanding (Clipper MOU) between Metropolitan Transportation Commission (MTC) and the 23 transit operators participating in the Clipper program (Operators) provides the framework for the joint oversight and operation of the regional fare collection system.

The 2016 Clipper MOU became effective on February 19, 2016. There have been three amendments approved since that time. MTC has prepared a new Amended and Restated Clipper Memorandum of Understanding (2022 Clipper MOU) to update the terms and conditions for participation in the Clipper system. It replaces the 2016 Clipper MOU and its subsequent amendments in their entirety. All Operators are required to approve the 2022 Clipper MOU in order to continue participation in the Clipper program. Failure to approve the MOU would risk WETA's eligibility for State Transit Assistance annual allocation of funds. The Clipper Executive Board approved the document at its August meeting and participating transit agencies have either approved or are in the process of approving.

In 2018, MTC began work on the Next Generation Clipper (C2) system, which will implement an account-based payment system rather than a card-based system. The updated provisions in the 2022 Clipper MOU are driven by the switch to that new system. Significant portions of the 2022 Clipper MOU remain unchanged from the original version.

This restated 2022 Clipper MOU includes the following noteworthy changes:

- **Operations and Maintenance (O&M) Cost Allocation:** A working group of transit operator staff have worked with MTC to determine how costs will be shared between MTC and the operators in the new system going forward. Operations and Maintenance (O&M) costs for the new account-based system will be split equally between MTC and the transit operators. Operator allocation will mainly be based on Clipper ridership. Some costs, such as those for payment services (i.e., credit card fees), will continue to be allocated based on revenue. The working group identified Clipper ridership as the key driver of C2 O&M costs. Accordingly, the 2022 Clipper MOU will allocate O&M costs based on regional proportions of Clipper

ridership whereas the 2016 Clipper MOU uses proportions of regional revenue-generating *transactions* and unique *cards* used.

- **RTC Program Cost Allocation:** Regional Transit Card (RTC) Program costs currently are allocated based on the actual number of cards issued by each Operator over an agreed-upon timeframe. However, in coordination with MTC, a working group of Clipper Liaisons and their associated Bay Area Partnership for Accessibility representatives have identified unique card usage as a more accurate driver of RTC Program Costs. Accordingly, under the 2022 Clipper MOU, RTC Program costs will be shared as follows: each Operator will start by assuming one percent of the monthly regional cost (accounting for 23% of the RTC Program costs). The remaining 77% of costs will be allocated proportionally based on each Operator's number of unique RTC cards used for payment on Operator services during a specified billing period.
- **Mobile Ticketing Apps:** A mobile payment option will be available through the Clipper Next Generation System. There was some concern that the 2022 Clipper MOU would require operators like WETA to discontinue their separate mobile applications, however, MTC has revised the language to provide that Clipper must be the primary payment system and other mobile applications can be used if they provide functionality that isn't available in the Clipper system. WETA's mobile application provides functionality not available through C2, including reservation-based ticketing, capacity-restricted ticketing for special events, and batched fare payment functionality for families/school groups, etc.
- **Open Payment:** The 2022 Clipper MOU requires that Clipper be the only open payment acceptance system where the Clipper payment option is available. This would allow riders to tap a credit card to a Clipper device in order to ride transit without the creation of a Clipper account or ownership of a Clipper card. WETA currently does not have an open payment option and implementation of this new payment alternative is expected to offer dramatic ease of use and expanded access for new riders. This improvement could be particularly valuable for attracting tourists and occasional riders to WETA.

Fiscal Impact

While O&M costs for the C2 system are expected to be higher due to the additional functionality, MTC will be covering a larger portion of those costs compared to the current system. Clipper costs are currently averaging slightly above \$20,000 monthly. We do not anticipate any significant increase in those costs as a result of this new formula.

Attachment A: Resolution 2022-?

Attachment B: 2022 Amended and Restated Clipper Memorandum of Understanding

END

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

RESOLUTION NO. 2022-41

APPROVE AMENDED AND RESTATED CLIPPER MEMORANDUM OF UNDERSTANDING WITH THE METROPOLITAN TRANSPORTATION COMMISSION AND BAY AREA TRANSIT OPERATORS

WHEREAS, as a participating transit agency in the regional Clipper program, WETA has been party to a Memorandum of Understanding (Clipper MOU) with the Metropolitan Transportation Commission (MTC) and the 23 transit operators participating in the Clipper program since 2016; and

WHEREAS, the Clipper MOU provides the framework for the joint oversight and operation of the regional fare collection system; and

WHEREAS, the 2016 Clipper MOU has been amended a number of times, and MTC now proposes that the parties enter into an amended and restated Clipper MOU to reflect changes brought about by the implementation of a Next Generation Clipper system that will implement an account-based payment system rather than a card-based system; and

WHEREAS, the proposed amended and restated Clipper MOU will

1. Replace the 2016 Clipper MOU, as amended;
2. Allocate operating and maintenance costs based on regional proportions of ridership rather than rely only on transactions;
3. Allocate program costs sharing based on unique card usage;
4. Allow for mobile payment options;
5. Require that Clipper be the only open payment acceptance system where the payment option is available; and

WHEREAS, the Executive Director recommends that the Board of Directors authorize the Executive Director to execute the amended and restated Clipper MOU; now, therefore, be it

RESOLVED, that the Board of Directors hereby approves entering into the amended and restated Clipper MOU with the MTC and the 23 transit operators, as described above; and be it further

RESOLVED, that the Executive Director is authorized to execute the Clipper MOU and take any other related actions to implement the Clipper MOU.

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 November 3, 2022.

YEA:

NAY:

ABSTAIN:

ABSENT:

/s/ Board Secretary

2022-41

END

MEMORANDUM

TO: Board Members

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

SUBJECT: Authorize Release of a Request for Proposals for Independent Year End Audit Services

Recommendation

Authorize release of a Request for Proposals (RFP) for Independent Financial Audit Services for a three-year base term, encompassing fiscal years ending June 30, 2023, June 30, 2024 and June 30, 2025 with two additional one-year option terms.

Background

Section 106.6 of the WETA Administrative Code requires the preparation of annual audit reports by an independent auditor consistent with California Government Code Section 66540.54. WETA has been utilizing the services of Maze & Associates following a competitive procurement in 2018. That contract expires with the completion of the Fiscal Year 2021/22 audit, which will come to the Board for approval by the end of the calendar year.

Discussion

WETA will seek proposals from qualified Certified Public Accounting firms to audit its financial statements. The scope of services will include:

Audit Services - The selected proposer will be expected to audit all revenues and expenditures of WETA in accordance with auditing standards generally accepted in the United States of America, *Government Auditing Standards* issued by the Comptroller of the United States, 2 CFR 200, relevant Government Codes, Transportation Development Act and funding partners' instructions and requirements. The auditor will prepare and issue audit opinions as to whether the financial statements are fairly presented, Memorandum of Internal Control and Required Communications, financial statements and related footnote disclosures and prepare the Single Audit Report. The year-end audit concludes with an audit presentation to the Board of Directors at one of its regularly scheduled public meetings.

Other Services – Education and Guidance - The auditor will also be required to provide assistance in the implementation and interpretation of new accounting pronouncements issued by the Government Accounting Standards Board (GASB) as they occur during the contract term. The auditor may be required to meet with other external representatives (e.g., actuaries, consultants) to ensure that WETA is in compliance with any new GASB requirements.

Fiscal Impact

There is no fiscal impact associated with this item. The release of these documents does not commit the agency to make an award, which will be the matter of subsequent Board actions. Required financial audit services are estimated to cost between \$25,000 and \$30,000 annually and will be paid for out of WETA's future annual operating budgets.

END

MEMORANDUM

TO: Board Members

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

SUBJECT: Authorize Release of a Request for Proposals for Human Resources Consulting Services

Recommendation

Authorize release of a Request for Proposals (RFP) for on-call Human Resources consulting services.

Background

Like other small agencies, WETA does not have a full-time Human Resource professional on staff. Today's action would authorize the release of an RFP for as-needed Human Resources consulting services for a variety of WETA needs.

Discussion

The range of duties related to Human Resources management are varied and include recruiting new staff, communication and advice on benefits, compensation and performance, employee engagement and/or labor relations, training and development, and diversity and equity efforts. WETA's Human Resources needs have in the past been handled by a combination of time spent by the Administration and Business Services Manager, legal counsel, the Executive Director, and smaller as-needed contracts with consultants. The goal of the RFP is to secure a multi-year contract with a Human Resources professional or firm to develop Human Resources materials, including an employee handbook and onboarding materials; to assist WETA in developing recruitment resources and retention strategies; and to provide consistent ongoing professional Human Resources assistance to WETA employees.

Fiscal Impact

There is no fiscal impact associated with this item. The release of the RFP does not commit the agency to make a contract award, which will be the subject of subsequent Board action. As-needed Human Resources services are estimated to cost between \$10,000 and \$30,000 annually depending on the timing of the work to be performed. An allowance for these services has been included in the Fiscal Year 2022/23 budget.

END

MEMORANDUM

TO: Board Members

FROM: Seamus Murphy, Executive Director
Kevin Connolly, Manager, Planning & Development

SUBJECT: Approve Entering into a New Memorandum of Understanding with Redwood City and the Port of Redwood City for the Planning and Design Phases of the Redwood City Ferry Terminal Project

Recommendation

Approve entering into a Memorandum of Understanding (MOU) with Redwood City (City) and the Port of Redwood City (Port) for the Planning and Design phases of the Redwood City Ferry Terminal project (Project).

Background

A proposed ferry terminal located at Port property has been included in regional and local transportation and land use plans dating back to the Water Transit Authority's 2003 Implementation and Operations Plan. A Redwood City Ferry Terminal is also identified in San Francisco Bay Area Water Emergency Transportation Authority's (WETA) 2016 Strategic Plan, as well as the Metropolitan Transportation Commission's (MTC) Plan Bay Area 2040 and Plan Bay Area 2050. Measure A, a transportation sales tax measure authorized by San Mateo County voters in 2004 included funding for ferry terminals in South San Francisco and Redwood City. The City has included the ferry terminal in its 2010 Redwood City General Plan and the 2018 Citywide Transportation Plan, known as RWCmoves.

In 2020, WETA, the City and the Port entered into an MOU regarding the first two phases of the Project: Feasibility and Business Plan. A feasibility study examining the Project (Feasibility Study) was received by the WETA Board, along with the Port, City and the San Mateo County Transportation Authority (SMCTA) in late 2020 and early 2021. The Feasibility Study concluded that both service alternatives (Oakland-Redwood City, San Francisco-Redwood City, and a combined service) have varying levels of feasibility when measured against the five areas that define feasibility (Consistency, Engineering, Economic, Operational, and Financial). A Business Plan, required by the SMCTA, was completed in February 2022 and further affirmed the financial and operational feasibility of the Project. The Business Plan also examined first-and-last-mile connectivity for a future ferry terminal, recommending improvements for all modes that may one day serve a future ferry terminal in Redwood City. The WETA Board, Port Commission, and City Council approved the Business Plan earlier this year.

Having completed the Feasibility and Business Plan stages, the Project now moves into the Planning, Permitting and Design phase. The SMCTA Board has allocated up to \$5 million towards the Planning, Permitting and Design phase, which is expected to take a minimum of 24 months to complete. The Project team has developed a new MOU to replace the original MOU executed in 2020. Both the City Council and Port Commission approved the new MOU in October.

Discussion

The new proposed MOU reiterates roles and responsibilities for partner agencies, as well as the process for investigating feasibility and developing a business plan. The MOU builds upon the work completed in the Feasibility Study and Business Plan by identifying roles during the Design, Construction and Operation phases of the Project.

The new MOU also defines efforts regarding public engagement, contracting with consultants and permitting relative to the Planning, Permitting, and Design phase of the Project. The roles and responsibilities in these areas conform to other WETA projects, with the City and Port taking the lead and WETA playing a support role. Ultimately, the partner agencies anticipate that WETA will own and operate the waterside assets, while the Port will own and operate the landside assets. It is envisioned that Regional Measure 3 will be the primary operating funding source for a future Redwood City ferry service. Capital funding may come from a variety of public sources, including: local, regional, state or federal funding sources.

Fiscal Impact

The planning, permitting, and design work covered under the new MOU is being funded with San Mateo County Measure A funds. WETA is providing in-kind staff services as support.

Attachments

Attachment A – Project Memorandum of Understanding Redwood City/Port of Redwood City Ferry Facility Project and Service: Planning and Design Stages

END

PROJECT MEMORANDUM OF UNDERSTANDING
REDWOOD CITY/PORT OF REDWOOD CITY FERRY FACILITY PROJECT AND
SERVICE: PLANNING AND DESIGN STAGES

August 30, 2022

Term, Parties

1. General	<p>This Memorandum of Understanding (“MOU”) establishes the framework for the planning, design and permitting of a proposed ferry terminal in the City of Redwood City (the “Project”, as further described in paragraph 5 below). The Project is anticipated to be carried out in the following six consecutive stages: (1) Feasibility, (2) Business Plan, (3) Planning/Design/Permitting, (4) Final Design, (5) Construction, and (6) Operation.</p> <p>This MOU covers the Stage 3 Planning/Design/Permitting. Port has secured the necessary funding needed for this stage of the project and will seek funding for later stages as Stage 3 comes to a conclusion. The Parties anticipate executing either written amendments to this MOU, or separate written agreements to govern the precise terms of subsequent phases.</p>
2. Term	<p>The term (“Term”) of this MOU shall commence upon execution by all Parties (“Effective Date”) and shall remain in effect until the date which is six (6) months following completion of the Stage 3 Planning/Design/Permitting work, or such later date as the Parties may mutually agree. Stage 3 will be determined to be complete after: (1) Port Commission adoption of CEQA/NEPA findings, (2) Port receipt of environmental permits, and (3) Port preparation of public works contract documents.</p> <p>The terms of this MOU, including scope and timeframes, can be modified by written amendment at any time upon approval by the City Council, Port Commission, and WETA Board.</p>
3. Parties	<p>This MOU is entered into by the San Francisco Bay Area Water Emergency Transportation Authority (“WETA”), the City of Redwood City (“City”), and the Port of Redwood City (“Port”).</p> <p>WETA was established in 2008 as the successor agency to the Water Transit Authority with a mission to consolidate and operate certain existing publicly operated ferry services on the San Francisco Bay, expand new routes, and coordinate ferry services in the event of an emergency.</p> <p>City is a charter city and municipal corporation located within San Mateo County. “City of Redwood City” is used to designate the physical location of the Project.</p> <p>Port is a department of the City with exclusive management and control of certain waterfront property within the City of Redwood City.</p> <p>City and Port are collectively referred to herein as “Redwood City”. Redwood City and WETA may be individually referred to herein as a “Party,” and collectively as the “Parties.”</p>

4. Project Definition	<p>WETA's 2016 WETA Strategic Plan indicates the desire to construct a terminal and operate a ferry service in the City of Redwood City. The Parties have worked collaboratively to determine the feasibility of ferry service and the proposed terminal and subsequently developed a business plan. The Project is conceptually defined as a ferry terminal located in the eastern portion of the Port of Redwood City complex. The terminal would be capable of landing WETA vessels at a berthing facility consistent with WETA's operational and design standards. In addition, the terminal facility would include upland property that provides bicycle and automobile parking, multimodal access facilities and other features consistent with WETA's terminals.</p> <p>The new ferry terminal could be connected by ferry service to other terminals throughout the WETA system, including San Francisco, Oakland, special event terminals, and future terminals currently in the planning or construction stage.</p>
5. Partnering	<p>Redwood City and WETA agree to work diligently and in good faith to actively pursue the planning, design and permitting of future ferry service at a Redwood City Ferry Terminal located in the Port of Redwood City by, among other things, working cooperatively in areas such as funding and grants, community and stakeholder relations, environmental analysis and concept-level design.</p> <p>Federal, state, regional or local funding for transit capital and operations may become available during the term of this MOU. Redwood City and WETA will work in partnership and coordinate closely to actively pursue capital and operating funding for the Redwood City ferry service. WETA and Redwood City agree to work collaboratively to support one another in seeking and securing ferry grant funds (e.g. San Mateo County Measure A, San Mateo County Measure W, regional transportation measures, federal discretionary funds, etc.) to support subsequent phases of the Project. Such support may include, but not be limited to application support letters, provision of ridership data; operating or capital cost information or other technical information required by funders, and WETA Board or City Council or Port Commission resolutions in support of one another's funding applications.</p> <p>Redwood City and WETA agree to work collaboratively to coordinate with the San Mateo County Transportation Authority ("SMCTA"), SamTrans, Commute.org and other potential local transit operators to advocate for and provide frequent, reliable, and convenient publicly-accessible transit service to the Project.</p>

Stage 1 Feasibility

6. Ferry Financial Feasibility Study & Cost-Benefit and Economic Impact Analyses	<p>As part of the Stage 1 Feasibility Phase, City, with assistance from Port and WETA, prepared the Ferry Financial Feasibility Study & Cost-Benefit and Economic Impact Analyses in October 2020 ("Feasibility Study") to evaluate the provision of ferry service to and from the City of Redwood City. The Feasibility Study examined ridership demand; developed models for projected operating costs and fare revenue; evaluated the "cost-effectiveness" of a new</p>
--	---

	ferry terminal; evaluated possible ferry routes for public ferry service; and developed concept-level designs and cost estimates for terminal facilities consistent with other WETA terminals throughout the WETA system. It determined that ferry service to the City of Redwood City from either Oakland or San Francisco is feasible according to current WETA and MTC operational and financial standards.
--	--

Stage 2 Business Plan

7. Redwood City Ferry Business Plan	As part of the Stage 2 Business Plan, Port, with assistance from City and WETA, prepared a Redwood City Ferry Business Plan dated April 5, 2022 (" Business Plan ") for provision of ferry service to and from the City of Redwood City. This Business Plan was approved by all Parties. The Business Plan updated ridership estimates and examined weekend/weekday non-commute service planning; performed additional public outreach and analysis of underserved and disadvantaged equity priority communities; analyzed and identified gaps in existing first mile/last mile service; and updated projected operating costs and fare revenue.
-------------------------------------	---

Stage 3 Planning, Design & Permitting

8. Planning and Permitting	As part of the Stage 3 Planning and Permitting, Port will conduct CEQA/NEPA-compliant environmental reviews and reports (" Environmental Review ") for a new terminal and ferry service to the City of Redwood City originating in either Oakland, San Francisco or both. The Environmental Review will include technical analyses, public outreach and participation, environmental analysis and preparation of appropriate documents under the California Environmental Quality Act (CEQA), National Environmental Protection Act (NEPA), and other studies and supporting documents needed to permit construction (i.e. for U.S. Army Corps of Engineers, California Regional Water Quality Control Board, S.F Bay Conservation and Development Commission). Port will serve as the lead agency, with assistance from WETA and City, for the Environmental Review. City and Port will closely collaborate on the Environmental Review, with City being involved in and providing input on the administrative drafts of the Environmental Review to be circulated amongst internal City and Port staff. City will continue to plan for first/last mile improvements – specifically improved bicycle access and transit service – to ensure the success of the service.
9. Design	As part of the Stage 3 Design, Port will prepare preliminary design engineering plans and specifications for a ferry terminal in the City of Redwood City (" Preliminary Design Engineering "). The Preliminary Design Engineering will comply with all applicable state and federal accessibility requirements. The ferry terminal will be designed as an essential facility to remain operational after a seismic event, and will have both waterside and landside components. The waterside components may include a pile-supported floating dock, with ADA-compliant boarding ramps, electric utilities for boarding ramps, shore power and lighting, and utilities for potable water and fire protection. The landside components may include a minimum 250-space parking lot with loading space for transit/ride share, bike/pedestrian network connections,

	<p>secure bike parking, and electrical, communication and water utilities serving the ferry terminal.</p> <p>Port will serve as the Project lead, with assistance from WETA and City, for the Planning, Permitting and Design Phases that will include technical studies and reports, public outreach, waterside and landside terminal design and first mile/last mile service planning.</p>
10. Public Engagement	<p>Public interactions, initiated by Port, as part of the Stage 3 Planning, Permitting and Design will be managed by Port with assistance and participation from WETA and City.</p> <p>Public interactions regarding provision of ferry service to and/or from Redwood City initiated by WETA outside of the specific context of the Stage 3 Planning, Permitting and Design, if any, will be managed by WETA with assistance and participation by Redwood City.</p>
11. Contracting	<p>Port will contract for professional services to conduct the Environmental Review and Preliminary Design Engineering. Port will be solely responsible for managing and paying for such contracted professional services.</p>
12. Funding	<p>Stage 3 Planning, Design & Permitting will be funded through SMCTA's Measure A program along with a local match provided by Port. The SMCTA has an agreement with the Port but is not a party to this MOU or any separate agreement with WETA for the Project.</p>
13. Construction, Operation and Next Steps	<p>At the conclusion of the Stage 3, the Parties, subject to identification of sufficient funding, may elect to undertake Stage 4 Final Design and Stage 5 Construction.</p> <p>If the Parties agree to proceed to the Final Design and Construction stages of the Project, the Parties will amend this MOU in writing or enter into a new written agreement defining specific roles and responsibilities, including funding, for subsequent Project stages.</p>

WETA, Port and City have entered into this Memorandum of Understanding as of the last date set forth below.

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

By: _____
Seamus Murphy
Executive Director

Date: _____

Reviewed:

By: _____
Steven Miller
Legal Counsel to Authority

Date: _____

City of Redwood City

By: _____
Melissa Stevenson Diaz
City Manager

Date: _____

Approved as to form:

By: _____
Veronica Ramirez, City Attorney

Date: _____

Port of Redwood City,

By: _____
Kristine A. Zortman, Executive Director

Date: _____

Approved as to Form:

By: _____
Francois X. Sorba, Attorney for the Port of
Redwood City

Date: _____



SAMCEDA

San Mateo County Economic Development Association



EXECUTIVE COMMITTEE

SHERRI SAGER
Chair of the Board
Stanford Medicine Children's Health

ARIANE HOGAN
Vice Chair
Genentech

ROBERT WEBSTER
Vice Chair
Bohannon Development Company

PAUL CASIAS
Vice Chair of Finance
My-Business-Advisor LLP

ELAINE BREEZE
Secretary
SummerHill Apartment Communities

STEVE MINCEY
Past Chair of the Board
DES Architects + Engineers, Inc.

ROSANNE FOUST
President & CEO
SAMCEDA

DIRECTORS

FRANK BARTALDO
Heritage Bank of Commerce

KEN BUSCH
Sares Regis Group of Northern California
Carol Donnelly
Embarcadero Capital Partners

SHELLEY DORAN
Webcor

WILLIAM GRAHAM
Sequoia Hospital, A Dignity Health Member

GREG HURD
BKF Engineers

RICK KNAUF
Colliers International

SUNIL PANDYA
Wells Fargo

FRANK R. PETRILLI
Coblentz Patch Duffy & Bass

MARIO PUCCINELLI
Recology San Mateo County

JONATHAN SCHARFMAN
Real Estate Executive

NIRAJ SINGH
Kaiser Permanente

DYANNA VOLEK
San Francisco International Airport

CHRIS WEBER
Oracle

LUCY WICKS
Stanford University

EMERITUS ADVISORS TO THE CHAIR

NORMAN BOOK, JR.
Carr McClellan

T. JACK FOSTER, JR.
Foster Enterprises

October 25, 2022

Mr. Jim Wunderman

Board Chair

San Francisco Bay Area Water Emergency Transportation Authority

Pier 9, Suite 111, The Embarcadero

San Francisco, CA 94111

Dear Mr. Wunderman,

For seven decades, the San Mateo County Economic Development Association (SAMCEDA) has been a leading voice for the economic engine that is San Mateo County. SAMCEDA believes in the power of a strong economy driven by an appreciation of what that engine provides to our ecosystem on the Peninsula.

By working with employers of all sizes and industries, engaging with our public sector and our elected leadership, recognizing that we have 21 individual jurisdictions (20 cities and one county) and collaborating and communicating with the Chambers of Commerce, non-profit organizations and our educational institutions, SAMCEDA tackles the most difficult challenges through goal-oriented solutions.

In collaboration with the City of Redwood City and the Port of Redwood City, SAMCEDA urges the Board to continue to support the need for ferry service to Redwood City. The ferry project in Redwood City is a critical project to connect Redwood City and the broader Peninsula region to San Francisco and the East Bay.

The Port of Redwood City serves the entire Silicon Valley through its cargo and maritime operations. With large companies like Meta, Google, Kaiser Permanente, Stanford University, and other Silicon Valley employers expanding, the location of the ferry at the Port of Redwood City will continue to serve the region's transportation needs and future economic development.

Voters have consistently supported local measures focused on transportation options to the region including the *2018 Regional Measure 3* and 2004 measure based on the need to improve transportation in the region and ferry service to Redwood City will provide an important, multimodal transit option. The Bay Area deserves another transit alternative south of San Francisco; the ferry service is a true viable alternative.



SAMCEDA

San Mateo County Economic Development Association



EXECUTIVE COMMITTEE

SHERRI SAGER
Chair of the Board
Stanford Medicine Children's Health

ARIANE HOGAN
Vice Chair
Genentech

ROBERT WEBSTER
Vice Chair
Bohannon Development Company

PAUL CASIAS
Vice Chair of Finance
My-Business-Advisor LLP

ELAINE BREEZE
Secretary
SummerHill Apartment Communities

STEVE MINCEY
Past Chair of the Board
DES Architects + Engineers, Inc.

ROSANNE FOUST
President & CEO
SAMCEDA

DIRECTORS

FRANK BARTALDO
Heritage Bank of Commerce

KEN BUSCH
Sares Regis Group of Northern California
Carol Donnelly
Embarcadero Capital Partners

SHELLEY DORAN
Webcor

WILLIAM GRAHAM
Sequoia Hospital, A Dignity Health Member

GREG HURD
BKF Engineers

RICK KNAUF
Colliers International

SUNIL PANDYA
Wells Fargo

FRANK R. PETRILLI
Coblentz Patch Duffy & Bass

MARIO PUCCINELLI
Recology San Mateo County

JONATHAN SCHARFMAN
Real Estate Executive

NIRAJ SINGH
Kaiser Permanente

DYANNA VOLEK
San Francisco International Airport

CHRIS WEBER
Oracle

LUCY WICKS
Stanford University

EMERITUS ADVISORS TO THE CHAIR

NORMAN BOOK, JR.
Carr McClellan

T. JACK FOSTER, JR.
Foster Enterprises

SAMCEDA urges the Board to continue the momentum of securing transit alternatives for the region by approving the *Memorandum of Understanding* for a new ferry service in Redwood City and advancing this project.

Thank you for your consideration and your leadership supporting a transportation vision that meets the Bay Area's transportation and commuting needs now and in the future.

Sincerely,

Rosanne Foust
President & CEO, SAMCEDA

CC: WETA Board of Directors

Melissa Stevenson Diaz - *City Manager, City of Redwood City*

Kristine A. Zortman - *Executive Director, Port of Redwood City*



October 25, 2022

Jim Wunderman, Board Chair
San Francisco Bay Area Water Emergency Transportation Authority
Pier 9, Suite 111, The Embarcadero
San Francisco, CA 94111

Dear Mr. Wunderman,

In collaboration with the City of Redwood City and the Port of Redwood City, Chamber San Mateo County has been a longtime advocate for bringing ferry service to Redwood City. Our members include more than 1,500 businesses and organizations that employ 85,000 people countywide. We have seen strong and consistent support for water transit to serve South San Francisco Bay among our members and San Mateo County voters for more than a decade.

Given this support and the urgent need for transportation alternatives, we urge you to approve the Memorandum of Understanding for a new ferry service in Redwood City and to continue to advance this project as quickly as possible.

Ferry service will benefit all commuters, but the need is emphasized by the number of large employers in close proximity to the proposed site at the Port of Redwood City. Google's Redwood City campus is across the street. Kaiser Permanente and Stanford Medical are just on the other side of the freeway. Facebook is one freeway exit away. There is no doubt that Redwood City service will generate ridership, and when the ferry is running it will also be connected via bus/shuttle to the downtown Caltrain station.

The Chamber has had a longstanding relationship with WETA. We get regular project updates from WETA staff through our transportation committee, and our members are eager to have service begin in Redwood City. Please continue the momentum by approving the MOU.

Thank you for your leadership and consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Amy N. Buckmaster", written over a light blue rectangular background.

Amy N. Buckmaster
President & CEO

CC: WETA Board of Directors
Melissa Stevenson Diaz, City Manager, City of Redwood City
Kristine A. Zortman, Executive Director, Port of Redwood City



675 Seaport Boulevard, Redwood City, CA 94063

October 25, 2022

Jim Wunderman, Board Chair
San Francisco Bay Area Water Emergency Transportation Authority
Pier 9, Suite 111, The Embarcadero
San Francisco, CA 94111

Dear Mr. Wunderman,

Seaport Industrial Association (SIA) urges the WETA Board to approve the Memorandum of Understanding for future ferry service in Redwood City. SIA represents industrial businesses in the Redwood City port area.

There is broad support within the business community and among commuters and voters for water transit to and from Redwood City. We know that there is no single solution to traffic congestion; the solution is to offer multiple transportation alternatives, including ferries. The feasibility study for Redwood City demonstrated ample demand for water transit, which is not surprising given the number of large employers near the proposed site for the ferry at the Port of Redwood City (Google, Facebook, Kaiser Permanente, Stanford Medical, etc.).

A decade after ferry service was intended to begin in Redwood City, it is encouraging to see meaningful progress on the project. Please continue the momentum toward providing this much-needed transit mode for the region by approving the MOU.

Thank you for your consideration and your leadership in supporting a vision that meets the Bay Area's transportation and commuting needs now and into the future.

Sincerely,

Greg Greenway
Executive Director

CC: WETA Board of Directors
Melissa Stevenson Diaz, City Manager, City of Redwood City
Kristine A. Zortman, Executive Director, Port of Redwood City



PORT OF REDWOOD CITY

Serving Silicon Valley

Port Commissioners

Richard S. Claire
Ralph A. Garcia, Jr.
Lorianna Kastrop
Stan Maupin
Nancy C. Radcliffe

Mr. Jim Wunderman
Board Chair
San Francisco Bay Area Water Emergency Transportation Authority
Pier 9, Suite 111, The Embarcadero
San Francisco, CA 94111

October 31, 2022

Dear Mr. Wunderman,

On September 28, 2022, the Board of Port Commissioners unanimously approved entering into a tri-party Memorandum of Understanding (MOU) between the City of Redwood City, the Port of Redwood City, and the Water Emergency Transportation Authority (WETA). The ferry project in Redwood City is a critical project to connect Redwood City and the broader Peninsula region to San Francisco and the East Bay.

The Port of Redwood City serves the entire Silicon Valley through its cargo and maritime operations. With large companies like Meta, Google, Kaiser Permanente, Stanford University, and other Silicon Valley employers expanding, the location of the ferry at the Port of Redwood City will continue to serve the region's transportation needs and future economic development.

Voters have consistently supported local measures focused on transportation options to the region including the 2018 Regional Measure 3 and 2004 measure based on the need to improve transportation in the region and ferry service to Redwood City will provide an important, multimodal transit option. The Bay Area deserves another transit alternative south of San Francisco; the ferry service is a true viable alternative.

The Port urges the Board to continue the momentum of securing transit alternatives for the region by approving the MOU and advancing this project.

Thank you for your consideration and your leadership supporting a transportation vision that meets the Bay Area's transportation and commuting needs now and in the future.

Sincerely,

Kristine A. Zortman
Executive Director

CC: WETA Board of Directors

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0022
(916) 319-2022
FAX (916) 319-2122

DISTRICT OFFICE
1528 S. EL CAMINO REAL, SUITE 302
SAN MATEO, CA 94402
(650) 349-2200
FAX (650) 341-4676



COMMITTEES
BUDGET
BUSINESS AND PROFESSIONS
ELECTIONS AND REDISTRICTING
REVENUE AND TAXATION
SUBCOMMITTEES
BUDGET SUBCOMMITTEE NO. 3 ON
RESOURCES AND TRANSPORTATION
SELECT COMMITTEES
CHAIR: BIOTECHNOLOGY
CALIFORNIA WORKFORCE
DEVELOPMENT BOARD

October 31, 2022

Mr. Jim Wunderman, Board Chair
San Francisco Bay Area Water Emergency Transportation Authority
Pier 9, Suite 111, The Embarcadero
San Francisco, CA 94111

Dear Mr. Wunderman,

I join the City of Redwood City and the Port of Redwood City in urging the WETA Board to continue to support the need for ferry service to Redwood City.

The ferry project in Redwood City is critical to connect Redwood City and the broader Peninsula region to San Francisco and the East Bay. I was proud to secure \$5 million in state funds in the 2021-2022 State Budget for the construction of the Redwood City Ferry Terminal.

The Port of Redwood City serves the entire Silicon Valley through its cargo and maritime operations. With large companies like Facebook, Google, Kaiser Permanente, Stanford University, and other Silicon Valley employers expanding, the location of the ferry at the Port of Redwood City will continue to serve the region's transportation needs and future economic development.

As one of the negotiators for legislation leading to Regional Measure 3, I advocated for dedicated funding for ferry service, which was added. Voters have consistently supported local measures focused on transportation options to the region including the 2018 Regional Measure 3 and the 2004 measure based on the need to improve transportation in the region. Ferry service to Redwood City will provide an important, multimodal transit option. The Bay Area deserves another transit alternative south of San Francisco, and ferry service is a true viable alternative.

I urge the WETA Board to continue the momentum of securing transit alternatives for the region by approving the Memorandum of Understanding for a new ferry service in Redwood City and advancing this project. Thank you for your consideration and your leadership supporting a transportation vision that meets the Bay Area's transportation and commuting needs now and in the future.

Sincerely,

KEVIN MULLIN
Speaker Pro Tempore

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

RESOLUTION NO. 2022-42

**APPROVE ENTERING INTO A NEW MEMORANDUM OF UNDERSTANDING WITH
REDWOOD CITY AND THE PORT OF REDWOOD CITY FOR THE PLANNING AND
DESIGN PHASES OF THE REDWOOD CITY FERRY TERMINAL PROJECT**

WHEREAS, San Francisco Bay Area Water Emergency Transportation Authority (WETA) staff has actively participated in efforts to plan for a Redwood City Ferry Terminal and ferry service (Project) with Redwood City (City) and the Port of Redwood City (Port); and

WHEREAS, in 2020 the WETA Board of Directors, the City and the Port entered into a Memorandum of Understanding regarding the first two phases of the Project: Feasibility and Business Plan; and

WHEREAS, having completed the Feasibility and Business Plan stages, the Project now moves into the Planning, Permitting and Design phase; and

WHEREAS, staff has worked with the City and the Port to draft a new Memorandum of Understanding to define roles and responsibilities relative to the Planning, Permitting and Design phase of the Project (MOU), a copy of which was presented to the Board at its November 3, 2022 Meeting as Attachment A to the staff report; and

WHEREAS, staff recommends that the Board authorize the Executive Director to execute the MOU with the City and the Port for the Planning, Permitting and Design phase of the Project; now, therefore, be it

RESOLVED, that the Board of Directors authorizes the Executive Director to execute the MOU with the City and the Port for the Planning, Permitting and Design phase of the Project.

CERTIFICATION

The undersigned, Board Secretary, does hereby certify that the foregoing is a full, true and correct copy of a resolution duly and regularly adopted at a meeting of the San Francisco Bay Area Water Emergency Transportation Authority held on November 3, 2022.

YEA:

NAY:

ABSTAIN:

ABSENT:

/s/ Board Secretary

2022-42

END

MEMORANDUM

TO: Board Members

FROM: Seamus Murphy, Executive Director
Kevin Connolly, Planning & Development Manager
Timothy Hanners, Operations & Engineering Manager
Erin McGrath, Chief Financial Officer

SUBJECT: Authorize Revised *Sea Change* Hydrogen-Powered Vessel Demonstration Project

Recommendation

Approve the implementation of a demonstration project to operate the *Sea Change* hydrogen-powered vessel as a part of the San Francisco Bay Ferry network for a total of three years, and authorize the Executive Director to take steps to facilitate the project including:

- Execute an amendment to WETA's Operating Contract that allows Blue and Gold Fleet to lease the vessel and operate it in WETA service
- Negotiate and execute agreements with private and public sector project sponsors to secure funding that supports project implementation, and limits WETA financial commitment to less than \$500,000

Initiation of the Demonstration Project is conditioned upon completion of any applicable Title VI requirements, permitting, and environmental review process.

Background

The *Sea Change* is the first vessel funded by SWITCH Maritime, a private equity firm based in New York that is working to build and lease zero-emission hydrogen-powered vessels.

The *Sea Change* was constructed in the Seattle area and is ready for transit to the Bay Area after completing sea trials earlier this year.

The *Sea Change* is powered by hydrogen fuel cell batteries, a proven technology in other modes, but untested in ferry vessels in the United States. The *Sea Change* was funded through private equity financing along with public sources from the Bay Area Air Quality Management District (BAAQMD), the California Air Resources Board (CARB), and loan guarantees from the Nor-Cal Financial Development Corporation. As a condition of its funding, vessel data must be provided for the first three months of operations.

WETA staff has been in conversation with SWITCH officials and Blue and Gold Fleet to explore the possibility of deploying the *Sea Change* as part of the San Francisco Bay Ferry system. In May, the Board authorized the Executive Director to take steps to operate the *Sea Change* along the San Francisco waterfront for a period of 6 months with direction to seek contributions from project sponsors to minimize the financial impact on the agency.

WETA Staff identified \$1.5 million in funding from sponsors to support the \$1.7 million project. However, unexpected delays related to delivery of the vessel to the Bay Area have prevented

implementation of the demonstration project from commencing. SWITCH Maritime has been working with project investors and the shipyard responsible for constructing the vessel to identify funding needed to complete the final payment for construction and delivery of the vessel.

Funding from the vessel's original investors is contingent on a guarantee that the vessel will be leased for a minimum of 3 years. WETA and SWITCH have engaged an expanded group of potential sponsors to evaluate whether it would be possible to identify a combination of public and private sector sponsors to fund the additional cost of expanding the project from 6 months to 3 years.

Through those discussions, staff has identified a group of companies interested in sponsoring the lease and operation of the vessel on weekdays over a 3-year period between the Downtown San Francisco Terminal and WETA's landing facility at Pier 48.5.

Discussion

Despite the challenges in deploying the *Sea Change* into WETA service, the project is a unique opportunity for WETA to gain real world experience operating a vessel with cutting edge zero-emissions technology. Moving forward will provide WETA with a chance to evaluate the current state of hydrogen vessel integration, to better plan for the incorporation of zero-emissions technology in the longer term, and to emphasize WETA's commitment to transitioning to zero-emission propulsion.

To realize these benefits, staff has worked with SWITCH and potential sponsors to develop a service concept that would effectively test the new technology while also providing a new connection between Downtown San Francisco and the growing Mission Bay neighborhood.

WETA's plans to operate service to Mission Bay predate this project and have been subject to prior environmental review. The agency has secured funding for 3 electric vessels and associated charging infrastructure for those 3 electric vessels to support service between the Downtown San Francisco Terminal, a newly constructed terminal on Treasure Island, and WETA's landing facility at Mission Bay (Pier 48.5). The agency has also collaborated with the Port of San Francisco on plans to construct a new terminal in Mission Bay adjacent to the Chase Center.

Other private sector stakeholders have envisioned the expansion of this service to other locations along San Francisco's northern and southeastern waterfront as part of a larger "waterbus" concept.

The operation of the *Sea Change* between the Downtown San Francisco Terminal and Mission Bay at Pier 48.5 is an opportunity to accelerate the beginning of this service and to create a new, much-needed transit connection that will help minimize traffic congestion in a Mission Bay neighborhood that continues to be San Francisco's fastest growing job and population center.

The service concept developed by WETA staff proposes to operate the *Sea Change* on this route as a weekday service, completing 17 round trips between 7:30am and 7:30pm. The final schedule will be subject to negotiation and agreement among the project sponsors. Approval also will be conditioned on completing applicable environmental review to determine feasible mitigation measures or alternatives, if any, for Board approval before implementing the project. And approval will be conditioned on applicable public participation requirements under WETA's Title VI program.

When planning for a 6-month demonstration service, staff worked to develop strategies to maximize the public visibility and increase public awareness about how this project is connected to sponsors' larger efforts to address climate change. Those strategies will continue to be a part of the new service concept.

The total estimated expense for a 3-year demonstration project utilizing the *Sea Change* for the service described above is \$13.5 million. The estimated expense is summarized in Table 1.0 below.

Table 1.0
Estimate of Annual Expenses, *Sea Change* Vessel Demonstration Project

[INSERT NEW TABLE]

Sea Change Bareboat Lease	\$4,950,000
Maintenance	\$337,500
Berthing	\$52,200
Fueling	\$5,009,184
Blue & Gold Crew	\$3,152,000
Total Expenses	\$13,500,884

WETA resources dedicated to the project will be limited to \$500,000 over the 3-year period. Remaining revenue will need to be generated from project sponsors before WETA and Blue and Gold Fleet amend their contract to facilitate the lease of the vessel and operation of the service.

Fiscal Impact

If approved, impact to WETA revenues would not exceed \$500,000. In the Fiscal Year 2022-23 budget approved by the Board, WETA committed \$339,060 of its federal COVID operating revenues toward the six-month project. This would commit a maximum of \$160,940 additional WETA funds to the project. At this time a budget amendment may not be necessary due to the uncertain nature of the start of the service impacting whether more than 6 months of operating costs would be needed. If it appears that more funding would be required in the current year, staff will bring a budget amendment to the Board. Otherwise, additional funding would be included as part of future year budgets and would likely be from either remaining federal funds or WETA's RM1 reserves.

END

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

RESOLUTION NO. 2022-43

APPROVE AMENDED HYDROGEN VESSEL DEMONSTRATION PROJECT

WHEREAS, at its meeting on May 5, 2022, the WETA Board of Directors authorized the Executive Director to take actions as necessary to implement a Demonstration Project that would place into WETA service for up to six months a new cutting-edge hydrogen-powered vessel, the *Sea Change*; and

WHEREAS, the Demonstration Project will afford WETA the opportunity to evaluate the current state of hydrogen vessel integration, to better plan for the incorporation of zero-emissions technology, and to emphasize WETA's commitment to transitioning to zero-emissions propulsion; and

WHEREAS, to implement the Demonstration Project, the vessel's owner requires financial assurances that the vessel will be leased for three years, not the originally-planned six months; and

WHEREAS, WETA staff has identified private and public entities that may be willing to assist WETA in sponsoring the lease and operation of the vessel on weekdays over a three-year period between the Downtown San Francisco Terminal and WETA's landing facility at Pier 48.5 such that WETA's financial commitment will not exceed \$500,000; and

WHEREAS, before implementing the Demonstration Project, WETA will first complete any applicable environmental and permitting process, as well as any applicable public participation requirements under WETA's Title VI program; and

WHEREAS, the Executive Director recommends that the Board (a) authorize the Demonstration Project, as amended to last three years, (b) authorize the Executive Director to enter into an amendment to the agreement with Blue and Gold Fleet to authorize Blue and Gold Fleet to lease the *Sea Change* and operate it in WETA service, and (c) authorize the Executive Director to negotiate and execute funding agreements with private and public project sponsors to help support the implementation of the Demonstration Project such that WETA's financial commitment will not exceed \$500,000; now, therefore, be it

RESOLVED, that the Board of Directors hereby authorizes the Demonstration Project as amended, subject to completion of any applicable environmental and permitting process, as well as any applicable public participation requirements under WETA's Title VI program; and be it further

RESOLVED, that the Board of Directors authorizes the Executive Director to take additional actions necessary to implement the Demonstration Project, including (a) entering into an amendment to the agreement with Blue and Gold Fleet to authorize Blue and Gold Fleet to lease the *Sea Change* and operate it in WETA service, and (b) negotiating and executing funding agreements with private and public project sponsors to help support the implementation of the Demonstration Project such that WETA's financial commitment will not exceed \$500,000.

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 November 3, 2022.

YEA:

NAY:

ABSTAIN:

ABSENT:

/s/ Board Secretary

2022-43

END

MEMORANDUM

TO: Board Members

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

SUBJECT: Approve Contract Award to Aurora Marine Design for On-Call Engineering Support Services

Recommendation

Approve contract award to Aurora Marine Design for on-call professional engineering consulting services to support ongoing ferry system capital programs, planning efforts, construction management, and vessel design for a period of five years.

Background

Over the next five years, WETA will be implementing several new capital programs for implementation of WETA's zero emissions goals. These capital programs include electric vessel design, solicitation development, construction management, and shoreside infrastructure charging that will require the support and oversight of a maritime professional experienced in such activities. Having the ability to consult with one firm, on an as-needed basis, to plan and implement our capital plans and future engineering tasks will allow staff to develop a solid foundation as WETA transitions to zero emissions.

Discussion

On May 5, 2022, the Board of Directors authorized staff to release a Request for Proposals (RFP) for On-Call Professional Engineering/Consulting Services to Support Ongoing System Capital, Planning, Construction management, and Vessel Design. The RFP was released on August 3, 2022.

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

1. Project Understanding and Approach

Criteria – Understanding of services required, proposed approach to providing the services and working with WETA staff, and an organization chart of the proposed team.

2. Proposer's Qualifications and Experience

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

3. Qualifications and Experience of Key Personnel

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

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

Table 1

	Firms		
	Aurora Marine Design	Art Anderson	EBDG
Technical Score	82.9	80.5	80.2

Based upon the evaluation and scoring of proposals, the Evaluation Committee identified Aurora Marine Design as the highest-ranked, most qualified firm to perform this work. The Aurora Marine Design team has extensive experience working on similar projects for WETA and other organizations. The work under this contract will be assigned as needed on a task order basis and may include services related to planning, engineering, solicitation development and administration, and marine vessel and facility construction management.

Aurora excelled in the areas of design and construction oversight. They demonstrated a comprehensive ability to adapt to variable demands of the upcoming complex projects to meet WETA's zero emission goals. Aurora continues to provide innovative solutions to WETA and the marine industry. Their staff is versatile enough to meet project requirements and they have extensive industry partners to tackle specialized tasks.

Pursuant to the RFP, and consistent with state and federal law for the procurement of engineering services like these, price was not considered as an evaluation criteria. After completion of the scoring process, staff initiated negotiations with Aurora Marine Design and was able to agree upon hourly rates. Staff determined that Aurora Marine Design's rates are fair and reasonable compared with other similar service contracts and in particular with other contracts WETA has entered into with Aurora Marine Design. The recommended contract award is for a total amount not to exceed \$2,000,000 for a term of five years. The work under this contract will be managed by task orders issued by WETA staff within the overall contract limit.

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

These engineering support services are funded in part with Federal Transit Administration (FTA) funds. This contract will be issued on a task order basis. One or more of the task orders will be related to the construction of an FTA funded zero emission vessel. In 2021, staff developed the required DBE project goal for the construction of the FTA funded zero emission vessel. FTA approved WETA's 1.72% DBE project goal for the FTA funded zero emission vessel on January 7, 2022. DBE participation for task orders issued under this contract related to the FTA funded zero emission vessel will count towards WETA's 1.72% DBE project goal. DBE participation for all other FTA funded task orders issued pursuant to this contract will count toward WETA's 0.24% overall triennial DBE goal.

Staff has reviewed the DBE materials provided by Aurora Marine Design and has determined that they comply with the DBE requirements for this contract. Aurora Marine Design is certified

as an SBE and listed one DBE subcontractor in their proposal. The amount of participation by this DBE subcontractor will be dependent on the task orders issued and the related scope of work. Aurora Marine Design will provide the amount of DBE and SBE participation on a task order basis throughout the life of the contract.

Fiscal Impact

These engineering support services are included in the FY 2022/23 Capital Budget with a total project budget of \$2,000,000, funded with a combination of FTA and RM1 funds. In the current year, \$400,000 in RM1 funds are allocated for the contract work. Sufficient funds are in the total project budget to support the award of this five-year contract to Aurora Marine Design for a total amount not to exceed \$2,000,000.

END

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

RESOLUTION NO. 2022-44

**APPROVE CONTRACT AWARD TO AURORA MARINE DESIGN FOR ON-CALL
ENGINEERING SUPPORT SERVICES**

WHEREAS, San Francisco Bay Area Water Emergency Transportation Authority (WETA) requires on-call professional engineering consulting services to support ongoing ferry system capital programs, planning efforts, construction management, and vessel design for a period of five years; and

WHEREAS, WETA issued a Request for Proposals (RFP) for the required on-call engineering support services in August 2022; 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 Aurora Marine Design was the highest-ranked proposer; and

WHEREAS, after completion of the ranking process, WETA staff negotiated an agreement with Aurora Marine Design at rates determined to be fair and reasonable; and

WHEREAS, WETA staff recommends the Board award a contract to Aurora Marine Design for a five year term for a total not to exceed amount of \$2,000,000; now, therefore, be it

RESOLVED, that the Board of Directors hereby approves entering into a five-year agreement with Aurora Marine Design for on-call engineering support services in an amount not to exceed \$2,000,000; and be it further

RESOLVED, that the Board of Directors authorizes the Executive Director to execute an agreement with Aurora Marine Design and take any other necessary actions consistent with this action.

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 November 3, 2022.

YEA:

NAY:

ABSTAIN:

ABSENT:

/s/ Board Secretary

2022-44

END

MEMORANDUM

TO: Board of Directors

FROM: Kevin Connolly, Planning & Development Manager
Michael Gougherty, Principal Planner
Gabriel Chan, Transportation Planner

SUBJECT: Authorize Release of Draft 2022 Short Range Transit Plan for Public Comment

Recommendation

Authorize staff to release the draft 2022 Short Range Transit Plan for a 30-day public comment period.

Background

The Metropolitan Transportation Commission (MTC), in cooperation with Region IX of the Federal Transit Administration (FTA), requires each transit operator receiving federal transit funding to prepare, adopt and submit a Short Range Transit Plan (SRTP) outlining its public transit services and related operating and capital costs and projects over a 10-year projection period. These plans are used, amongst other things, to verify compliance with various federal requirements and to validate system capital rehabilitation and replacement projects and needs submitted for funding through separate MTC and FTA grant processes.

In June 2020, WETA adopted its most recent SRTP for FY 2020 through 2029. While SRTPs are typically updated every four years on different cycles for small and large operators, MTC is transitioning to a single update cycle, which will result in an earlier update for some operators, including WETA. MTC has also revised its guidance for preparing SRTPs in response to the COVID-19 pandemic, which has significantly impacted transit operations, ridership, and revenues. The decrease in ridership, changes in travel patterns and uncertainties in farebox revenues have created enormous planning and operational challenges for Bay Area transit operators, especially as transit operators spend down their COVID-19 federal relief funds. In response, MTC has narrowed the scope of the SRTP to a five-year planning horizon (FY 2024-2029) that focuses on service and financial planning.

Unlike previous SRTPs, this revised approach will also include scenario planning, which asks operators to consider how service plans might be adapted under different revenue scenarios. This reduction in the scale of the deliverables is intended to facilitate the development of a more narrowly focused SRTP for this planning cycle on a shorter timeline than has been required for traditional SRTPs. Deliverables include a data response template, specific revenue forecasts, and a brief supporting narrative document. A first draft of the 2022 SRTP (see attachment) has been submitted to MTC, pursuant to its deadline. A final draft will be prepared for public review and WETA Board consideration later this year.

Discussion

The 2022 S RTP requires all operators to consider and make projections of service levels under three pre-determined scenarios. WETA staff has added a fourth revenue scenario where RM3 is struck down in the California Supreme Court and the operating funds from that source are not available to the agency.

1. **Robust Recovery:** Funding is available to return overall revenue to 100% of pre-pandemic levels, with escalation. This would not assume proportionate recovery across all revenue sources.
2. **Revenue Recovery with Fewer Riders:** Federal relief funds are eventually exhausted, although other non-farebox revenues recover to pre-pandemic levels. Farebox revenue remains stagnant (20-50% below pre-pandemic levels, depending on current status) for the next five years.
3. **Some Progress:** Federal relief funds are eventually exhausted and total revenue available to the agency is 15% below pre-pandemic levels for the next five years.
4. **Fiscal Cliff:** Transit ridership and non-farebox revenues are 15% below pre-pandemic levels for the next five years. RM3 funds are not available to replace the exhausted federal relief funds in FY25.

For scenarios 1, 2, and 3, the 2022 S RTP assumes all existing services continue to operate at their current levels with new service beginning in Treasure Island (FY26), Mission Bay (FY26), Berkeley (FY27), and Redwood City (FY28). Key financial assumptions include the exhaustion of remaining COVID-19 federal relief funds in FY 2024 and the availability of Regional Measure 3 (RM3) funds starting in FY 2025. Potential revenue shortfalls in any year under any scenario would be addressed by the implementation of service reductions.

For scenario 4, the major gap in operating funding assuming RM3 funds are unavailable delays the launch of Mission Bay, Berkeley, and Redwood City revenue service and fleet expansion. WETA continues to operate only the current network with Treasure Island service coming online in FY26.

As the summary information in Table 1 indicates, WETA would require potential service cuts in some years under Scenarios 2 & 3 in order to financially sustain its operations. Scenario 4 requires a nearly 40% service cut in FY25 to balance the operating budget.

Table 1: Summary of 2020 S RTP Scenario Planning Results

	Revenues		% Full Service Delivery				
	Ridership	Other Revenues	FY24	FY25	FY26	FY27	FY28
Scenario 1	100%	100%	100%	100%	100%	100%	100%
Scenario 2	50%	100%	91%	100%	100%	100%	84%
Scenario 3	85%	85%	96%	100%	100%	100%	91%

	Revenues		% Existing + FY26 Treasure Island Service Delivery				
	Ridership	Other Revenues	FY24	FY25	FY26	FY27	FY28
Scenario 4	85%	85% & no RM3	96%	62%	68%	71%	75%

The detailed service and financial planning results of each scenario are discussed in greater detail below.

Scenario 1: “Robust Recovery”

In Scenario 1, staff assume that WETA recovers 100% of ridership and 100% revenue from pre-pandemic. Since WETA generally has a high farebox recovery rate, this scenario is the most optimistic with a significant increase in fare revenue. The remaining federal relief funds are sufficient to maintain current service in FY24 with RM3 replacing that source in FY25 and beyond. WETA can operate 100% of current and planned expansion service for the entire planning horizon until FY28 under this revenue scenario.

Table 2: Scenario 1 Service Plan & Operating Budget Forecast

	Prepandemic	Current	SRTP Planning Horizon - Scenario 1				
Data Category (Annual amounts)	FY19	FY23	FY24	FY25	FY26	FY27	FY28
Revenue Vehicle Hours	21,487	23,940	23,940	23,940	31,440	36,440	41,440
Revenue Vehicle Miles	436,950	490,908	490,908	490,908	644,701	747,230	849,759
Number of Routes Operated	5	6	6	6	8	10	12
Total Route Miles	69	76	76	76	81	97	142
Ridership	3,048,733	1,951,550	3,240,000	3,665,000	4,691,000	6,002,000	7,151,500
Operating Budget	\$42,051,295	\$58,311,508	\$57,613,218	\$59,341,614	\$67,076,838	\$79,550,824	\$100,434,398
Total Revenue Vehicles	15	16	17	17	18	21	26
Vehicles Required For Max Service	15	16	17	17	18	21	26
Employees (Full Time Equivalent)	16	18	18	18	24	28	30

Scenario 2: “Revenue Recovery, with Fewer Riders”

In Scenario 2, ferry ridership stagnates at about 50% of pre-pandemic levels for the entire duration of the planning horizon. In FY24, the agency can expect an operating shortfall of about \$5.4 million as it spends down the remaining federal relief funds. With 50% of pre-pandemic fare revenue under this scenario, WETA can only deliver about 91% of the current level of service in FY24. Once RM3 funds become available starting in FY25, the agency can operate 100% of current service and planned expansion service for three years through FY27. However, by FY28 without ridership recovery beyond 50%, the resulting farebox revenue is not enough to run full Berkeley and Redwood City service. WETA may need to cut service systemwide by up to 16% in FY28.

Since fare revenue is such a large revenue source for WETA’s operations, this scenario presents the most pessimistic projection of the three scenarios.

Table 3: Scenario 2 Service Plan & Operating Budget Forecast

	Prepandemic	Current	SRTP Planning Horizon - Scenario 2				
Data Category (Annual amounts)	FY19	FY23	FY24	FY25	FY26	FY27	FY28
Revenue Vehicle Hours	21,487	23,940	21,714	23,940	31,440	36,379	34,613
Revenue Vehicle Miles	436,950	490,908	445,270	490,908	644,701	745,973	709,756
Number of Routes Operated	5	6	6	6	8	10	12
Total Route Miles	69	76	76	76	81	97	142
Ridership	3,048,733	1,951,550	1,620,000	1,832,500	2,345,500	3,001,000	3,575,750
Operating Budget	\$42,051,295	\$58,311,508	\$52,257,071	\$59,341,614	\$67,076,838	\$79,417,050	\$83,887,234
Total Revenue Vehicles	15	16	17	17	18	21	26
Vehicles Required For Max Service	15	16	17	17	18	21	26
Employees (Full Time Equivalent)	16	18	17	18	24	28	27

Scenario 3: “Revenue Recovery, with Fewer Riders”

Scenario 3 assumes all revenue sources (including ridership) recover to 85% of pre-pandemic levels. Under this scenario, WETA can deliver 96% of full service in FY24, 100% in FY25-27, and 91% in FY28. This scenario is a more modest service and budget impact compared to scenario 2, but it would still pose a challenge for the agency in the medium and longer term.

Table 4: Scenario 3 Service Plan & Operating Budget Forecast

Data Category (Annual amounts)	Prepandemic	Current	S RTP Planning Horizon - Scenario 3				
	FY19	FY23	FY24	FY25	FY26	FY27	FY28
Revenue Vehicle Hours	21,487	23,940	23,079	23,940	23,940	31,440	33,011
Revenue Vehicle Miles	436,950	490,908	473,243	490,908	490,908	644,701	676,922
Number of Routes Operated	5	6	6	6	8	10	12
Total Route Miles	69	76	76	76	81	97	142
Ridership	3,048,733	1,951,550	2,754,000	3,115,250	3,987,350	5,101,700	6,078,775
Operating Budget	\$42,051,295	\$58,311,508	\$55,540,082	\$59,341,614	\$67,076,838	\$79,550,824	\$90,984,341
Total Revenue Vehicles	15	16	17	17	18	21	26
Vehicles Required For Max Service	15	16	17	17	18	21	26
Employees (Full Time Equivalent)	16	18	18	18	18	24	25

While each revenue scenario presents different challenges that the agency may face in the coming years, all three scenario projections highlight the ongoing importance of farebox revenue for WETA. In the near-term, the remaining federal funds are not sufficient to deliver 100% of our current service in FY24 without robust ridership recovery. If ridership recovery follows scenario 2 and stagnates at 50%, WETA would face a \$5.4 million operating shortfall in FY24. Scenario 3 would result in a \$2 million shortfall.

For the purposes of this exercise, we assume that RM3 money is available in FY25 for scenarios 1, 2, and 3. However, the uncertainty surrounding the fate of the RM3 in the courts poses a challenge for WETA. Without RM3, the agency would lose upwards of 40% of its operating revenue. Even with RM3, the agency may face an operating shortfall in FY28 and beyond without robust ridership recovery.

Scenario 4: “Fiscal Cliff”

Given the uncertain fate of RM3 in the California Supreme Court, WETA has added a fourth scenario to plan for the possibility that it is struck down. Scenario 4 assumes ridership recovers to 85% of pre-pandemic projections. It also assumes non-farebox revenues are at 85% of pre-pandemic levels and RM3 funds are no longer available in FY25. RM3 is a critical operating funding source for WETA’s planned expansion services at Mission Bay, Berkeley, and Redwood City. Under this scenario, we assume that WETA is unable to launch these planned expansion services. Instead, the agency can only operate the existing network on a reduced schedule with Treasure Island service (starting in FY26) for the entire planning horizon.

Without RM3 to replace spent down federal relief funds, WETA would face significant operating funding challenges starting in FY25. The agency would have to cut service by almost 40%. This may include eliminating weekday midday service, weekend service, and potentially entire routes. Even though the effect on ridership growth with such a large service cut is difficult to predict, this scenario is optimistic and assumes that ridership continues to grow on pace with projections used in the WETA Business Plan. By FY28, the projected growth in ridership only allows WETA to restore service back to 75% of the network.

Table 5: Scenario 4 Service Plan & Operating Budget Forecast

	Prepandemic	Current	SRTP Planning Horizon - Scenario 4				
Data Category (Annual amounts)	FY19	FY23	FY24	FY25	FY26	FY27	FY28
Revenue Vehicle Hours	21,487	23,940	23,079	14,889	17,226	18,155	19,084
Revenue Vehicle Miles	436,950	490,908	473,243	305,315	333,895	351,887	369,910
Number of Routes Operated	5	6	6	6	7	7	7
Total Route Miles	69	76	76	76	78	78	78
Ridership	3,048,733	1,951,550	2,754,000	3,115,250	3,677,100	4,142,900	4,608,700
Operating Budget	\$42,051,295	\$58,311,508	\$55,540,082	\$36,906,867	\$44,000,770	\$47,762,848	\$51,715,529
Total Revenue Vehicles	15	16	17	17	18	18	18
Vehicles Required For Max Service	15	16	17	17	18	18	18
Employees (Full Time Equivalent)	16	18	18	18	18	18	18

Next Steps

Following the 30-day public comment period and any feedback from MTC, staff will make applicable changes to the 2022 Short Range Transit Plan. Public outreach efforts will include posting notices on the San Francisco Bay Ferry website, social media outlets, and email listserves inviting the public to review and comment on the draft Plan. Pending the receipt of comments, staff will prepare and present a final draft Plan to the Board for its consideration.

Attachment A – Draft 2022 Short Range Transit Plan



San Francisco Bay Ferry

A SERVICE OF WETA

2022 SHORT RANGE TRANSIT PLAN

Fiscal Years 2024 - 2028

Prepared by Gabriel Chan
Chan@watertransit.org

Table of Contents

Executive Summary	2
Background	3
Purpose	3
Planning Scenarios	3
Data Request	4
Fields and Categories	4
Assumptions	4
Pre-Pandemic State of Service FY19	6
Overview	6
Service and Ridership by Route	6
Pre-Pandemic Fare Chart	7
Current State of Service FY23	8
Overview	8
Service and Ridership by Route	8
Pandemic Recovery Program (PRP)	10
Current Fare Chart	11
Route Changes	12
Scenario Planning Analysis (FY 24-28)	13
Planned System and Fleet Expansion	13
Projected Service Impacts	13
<i>Scenario 1: “Robust Recovery” – 100% ridership, 100% other revenue</i>	14
<i>Scenario 2: “Revenue Recovery, with Fewer Riders” – 50% ridership, 100% other revenue</i>	14
<i>Scenario 3: “Some Progress” – 85% ridership, 85% other revenue</i>	14
<i>Scenario 4: “Fiscal Cliff” – 85% ridership, 85% other revenue, no RM3 funds</i>	14
Conclusion	16
Attachment A. Data Request Template	

Executive Summary

In January 2013 the San Francisco Bay Area Water Emergency Transportation Authority (WETA) adopted its first SRTP, setting forth an operating and capital improvement plan for FY12 to FY22. In February 2016 WETA updated its ten-year SRTP for FY16 to FY25. The most recent SRTP document presented the operating plan for the ten-year period from FY20 to FY29. The current document represents a restructuring of the SRTP with a shorter planning horizon (FY24-28) given the significant changes in our region from the COVID-19 pandemic.

For WETA, funding from farebox recovery and Regional Measure 3 (RM3) are critical to the ongoing operation of ferry service on San Francisco Bay. In any scenario where either fare or RM3 revenues are significantly lower, the agency will likely have to make service cuts and defer currently planned expansion services within the SRTP's planning horizon. This report discusses the potential budget and service delivery impacts under three different planning scenarios of varying revenue levels set forth by MTC. Additionally—given the importance of RM3 funding for ferry operations—WETA has prepared an extra fourth “Fiscal Cliff” scenario that details the potential service impacts for the agency without RM3 funding.

This document is for regional planning purposes only and is not necessarily reflective of WETA's own revenue and ridership projections.

Background

Purpose

The COVID-19 pandemic has significantly impacted transit operations, ridership, and revenues. The decrease in ridership, changes in travel patterns and uncertainties in farebox revenues have created enormous planning and operational challenges for Bay Area transit operators. As transit operators spend down their COVID-19 federal relief funds, MTC has adopted a revised approach that narrows the scope of the SRTP to a five-year planning horizon focused on service and financial planning.

Unlike previous SRTPs, this revised approach will also include scenario planning, which asks operators to consider how service plans might be adapted under different revenue scenarios. This reduction in the scale of the deliverables is intended to facilitate the development of a more narrowly focused SRTP for this planning cycle on a much shorter timeline than has been required for previous SRTPs. Deliverables include a data response template, specific revenue forecasts, and a brief supporting narrative document. The first draft is due to MTC staff by September 30th, 2022. The final draft with WETA Board approval is due by December 29th, 2022.

Planning Scenarios

1. **Robust Recovery.** 100% of ridership and revenue escalated from pre-pandemic. Does not assume proportionate recovery among all revenue sources.
2. **Revenue Recovery, with Fewer Riders.** Non-farebox funds recover to 100%. Farebox revenue remains at 20-50% of pre-pandemic. Federal relief funds exhausted.
3. **Some Progress.** Total revenue for the agency remains at 85% of pre-pandemic. Federal relief funds exhausted.
4. **Fiscal Cliff.** Ridership recovers to 85% of pre-pandemic. Regional Measure 3 funds are unavailable. Federal relief funds exhausted.

Data Request

Fields and Categories

Along with this report, WETA is submitting the data template (attachment A). The following fields are included for pre-pandemic (FY19), current (FY23), three MTC revenue scenario projections (FY24-28), and fourth “Fiscal Cliff” scenario that excludes RM3:

- Revenue Vehicle Hours
- Revenue Vehicle Miles
- Number of Routes Operated
- Total Route Miles
- Ridership
- Total Operating Budget
- Total Revenue Vehicles
- Vehicles Required for Maximum Service
- Employees

Assumptions

Given the significant uncertainty surrounding revenues and funding in the next five years, WETA staff made some assumptions during the scenario planning and projection process. They include the following:

1. **WETA’s assumed operating costs are for “Full Service” on existing and planned expansion routes.** This is consistent with the ongoing 2050 WETA Business Plan effort. Scenario 4 operating costs assume that the only expansion service that comes online is Treasure Island in FY26.

"Full Service"			
Route	Year	Weekday	Weekend
Alameda Harbor Bay	Existing	yes - peak only	no
Alameda Seaplane Lagoon	Existing	yes - peak only	no
Oakland/Alameda	Existing	yes	yes
Richmond	Existing	yes	yes
South San Francisco	Existing	yes - peak only	no
Vallejo	Existing	yes	yes
Pier 41	Existing	no	yes
Treasure Island	FY 2026	yes	yes
Mission Bay	FY 2026	yes	yes
Berkeley - SF	FY 2027	yes	yes
Berkeley - Larkspur	FY 2027	no	yes
Redwood City - SF	FY 2028	yes - peak only	no
Redwood City - Oakland	FY 2028	yes - peak only	no

2. **WETA will have \$21 million in federal relief funds remaining for FY24.** This is subject to change depending on FY23 actual costs. Fuel is a large expense for the agency, and prices have been especially unpredictable in recent months.

3. **Regional Measure 3 funds are available starting in FY25 for scenarios 1, 2, and 3.** Regional Measure 3 is currently being litigated and the funds are unavailable pending a California Supreme Court decision on the case. For planning purposes, WETA assumes that \$35 million in RM3 money will be available starting in FY25 in scenarios 1, 2, and 3. Scenario 4 assumes that RM3 is struck down and there are no funds available.
4. **WETA fleet and system expansion proceeds on schedule for scenarios 1, 2, and 3.** WETA's projections assume that the agency's capital program proceeds on budget and on schedule—increasing the fleet to 26 boats and opening four new terminals through FY28. Due to the significant funding gaps in scenario 4 without RM3 funds, we assume that fleet expansion stalls and the agency is only able to launch FY26 Treasure Island service.

Pre-Pandemic State of Service FY19

Overview

Before the pandemic, WETA operated five (5) routes on San Francisco Bay—Alameda/Oakland, Harbor Bay, Vallejo, South San Francisco, and Richmond—with a fleet of 15 vessels in service. WETA also provided additional seasonal special event service to Oracle Park and Chase Center from the East Bay on select event days. The bulk of ferry service was focused on commute trips during the weekday peak periods in the morning and evening with less weekend and off-peak service.

Service and Ridership by Route

Alameda/Oakland

The Alameda/Oakland provided all-day weekday and weekend service between the Alameda Main Street and Oakland terminals in the East Bay and the downtown San Francisco Ferry Terminal and San Francisco Pier 41 Terminal. Local “Short Hop” service was provided between Alameda and Oakland and between downtown San Francisco and Pier 41. Special event service was provided to Oracle Park/China Basin terminal for select San Francisco Giants games and other events. Special event service for select Warriors games and concerts from Alameda/Oakland to a temporary facility at Pier 48 1/2 near the Chase Center began in late 2019. The Alameda/Oakland service had an annual ridership of approximately 1,384,000 in FY19.

Harbor Bay

The Alameda Harbor Bay Ferry Service provided commute-only weekday service between the Alameda Harbor Bay Terminal and the downtown San Francisco Ferry Terminal. A pilot program for weekday commute service between Alameda Harbor Bay and the South San Francisco Terminal occurred in 2018. The Alameda Harbor Bay service had an annual ridership of approximately 355,700 in FY19.

Vallejo

The Vallejo service provided all-day weekday and weekend service between Mare Island, Vallejo terminal, downtown San Francisco Ferry Building and San Francisco Pier 41 terminal. Local “Short Hop” service was provided between downtown San Francisco and Pier 41 and between Mare Island and Vallejo. Special event service was provided to Oracle Park/China Basin for select San Francisco Giants games and other events. The Vallejo service had an annual ridership of approximately 1,078,000 in FY19.

Richmond

The Richmond Ferry Service was launched by WETA in January 2019; it provided commute-only weekday service between the Richmond terminal and the downtown San Francisco Ferry terminal. In August 2019, WETA added a summer weekend pilot service between the Richmond terminal and the downtown San Francisco Ferry Terminal. The Richmond service had a ridership of approximately 200,300 during its first twelve months of operation.

South San Francisco

The South San Francisco Ferry Service provided commute-only weekday service between the Alameda Main Street and Oakland terminals in the East Bay and the South San Francisco terminal at Oyster Point. The limited midday service between the South San Francisco terminal and downtown San Francisco Ferry terminal was discontinued in 2018 due to low ridership. The South San Francisco service had an annual ridership of approximately 142,400 in FY19.

Pre-Pandemic Fare Chart

	Alameda/ Oakland	Harbor Bay	South San Francisco	Vallejo	Richmond
One-Way	Standard	Standard	Standard	Standard	Standard
Adult	\$7.20	\$7.50	\$9.40	\$15.10	\$9.30
Adult (Clipper Only)	\$5.40	\$5.60	\$8.10	\$11.30	\$7.00
Youth (5-18 yrs.)	\$3.60	\$3.70	\$4.70	\$7.50	\$4.60
Senior/Disabled/Medicare (65+ valid ID) ¹	\$3.60	\$3.70	\$4.70	\$7.50	\$4.60
Children (under 5 with paying adult)	Free	Free	Free	Free	Free
School Groups ²	\$2.40	\$2.50	\$3.10	\$5.00	\$3.10
Short Hop - Adult ³	\$1.70	N/A	\$1.70	\$1.70	N/A
Short Hop - Youth/Senior/Disabled ³	\$0.80	N/A	\$0.80	\$0.80	N/A
Monthly Pass	N/A	N/A	N/A	\$388.00	N/A
Oracle Park/Chase Center Event Services (one-way)	Special ⁴	No Service	No Service	Special ⁵	No Service
Adult	\$9.60	N/A	N/A	\$15.90	N/A
Youth (5-18 yrs.)	\$7.20	N/A	N/A	\$11.80	N/A
Senior/Disabled/Medicare (65+ valid ID) ¹	\$7.20	N/A	N/A	\$11.80	N/A
Children (under 5 with paying adult)	Free	N/A	N/A	Free	N/A

¹. Seniors, persons with disabilities and Medicare cardholders may ride at a discount if they hold a Regional Transit Connection Discount Card, Medicare card, DMV Disabled Placard ID, or proof of age 65 or older.

². To qualify, school groups must call (415) 705-8214 for advance approval and reservations.

³. One-way between Oakland and Alameda or between the SF Ferry Building and Pier 41 or between Mare Island and Vallejo.

⁴. Service between Oracle Park and Alameda-Oakland. Also, service between Chase Center and Alameda-Oakland began in October 2019.

⁵. Service between Oracle Park and Vallejo. There is no service between Chase Center and Vallejo.

Current State of Service FY23

Overview

With the opening of the new Alameda Seaplane terminal in July 2021, WETA now operates six regional routes—Alameda & Oakland, Alameda Seaplane, Harbor Bay, Vallejo, Richmond, and South San Francisco. The Alameda Seaplane, Harbor Bay, and South San Francisco routes are weekday-only services. In addition to the regional routes, WETA continues to offer short hop services between Vallejo & Mare Island, Alameda Main St. & Oakland, and on weekends between Downtown San Francisco & Pier 41. With the return of in-person events at Oracle Park and Chase Center in 2021, WETA has also resumed its reservation-based special event services.

WETA's fleet expansion program is ongoing, and the agency is in the process of procurement and construction of four new Dorado-class vessels—the first of which began revenue service in May 2022. The remaining three vessels will enter revenue service over the course of FY23 and FY24.

Service and Ridership by Route

Alameda Main St. & Oakland

Terminals	Service Hours	Total Transit Time	Typical Vessel Capacity	Total Ridership FY22
Oakland Alameda Main Street Downtown San Francisco Ferry Terminal	Weekdays: 6:30am – 9:10pm Weekends: 8:30am – 9:40pm	40 minutes	400	479,196

Alameda Seaplane

Terminals	Service Hours	Total Transit Time	Typical Vessel Capacity	Total Ridership FY22
Alameda Seaplane Lagoon Downtown San Francisco Ferry Terminal	Weekdays: 6:30am – 10:20pm	20 minutes	400	145,786

Harbor Bay

Terminals	Service Hours	Total Transit Time	Typical Vessel Capacity	Total Ridership FY22
Alameda Harbor Bay Downtown San Francisco Ferry Terminal	Weekdays: 6:30am – 6:40pm	25 minutes	330	113,207

Vallejo

Terminals	Service Hours	Total Transit Time	Typical Vessel Capacity	Total Ridership FY22
Mare Island Vallejo Downtown San Francisco Ferry Terminal	Weekdays: 5:15am – 8:00pm Weekends: 9:00am – 8:50pm	60 minutes	445	484,686

Richmond

Terminals	Service Hours	Total Transit Time	Typical Vessel Capacity	Total Ridership FY22
Richmond Downtown San Francisco Ferry Terminal	Weekdays: 6:30am – 8:25pm Weekends: 9:50am – 8:10pm	35 minutes	400	158,986

South San Francisco

Terminals	Service Hours	Total Transit Time	Typical Vessel Capacity	Total Ridership FY22
Alameda Main Street Oakland South San Francisco	Weekdays peak only: 6:05am – 8:00am; 3:20pm – 5:20pm	60 minutes	225	24,075

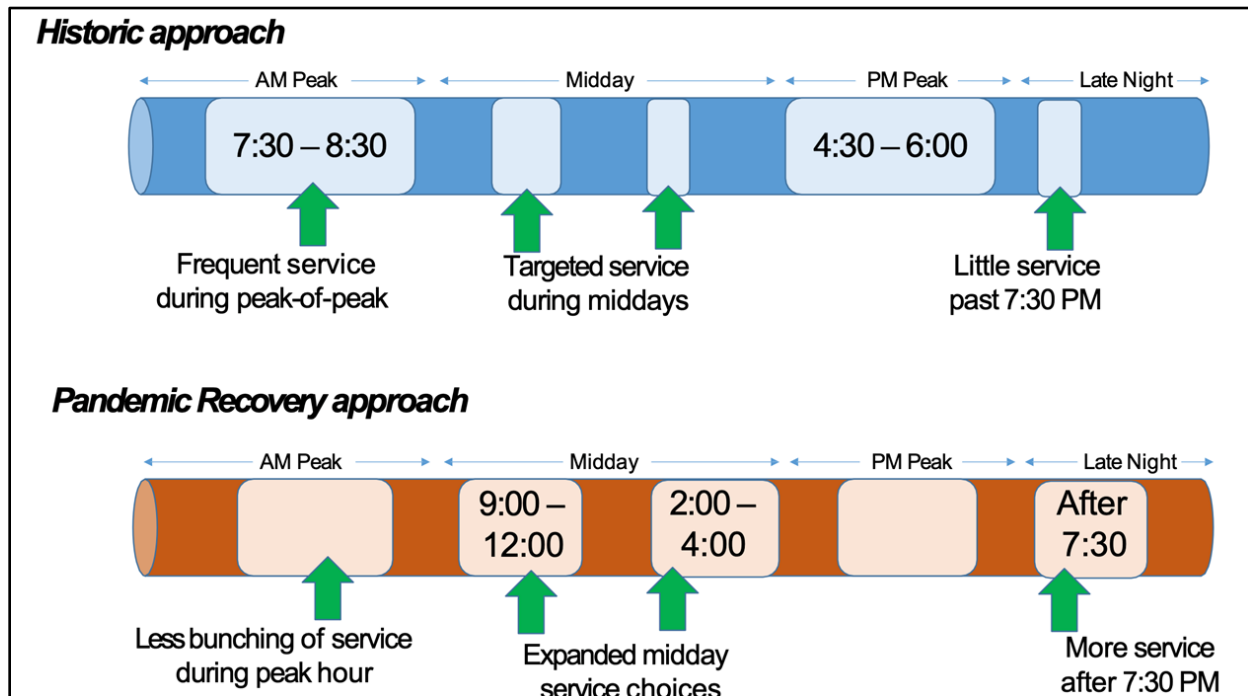
Pandemic Recovery Program (PRP)

Before the COVID-19 pandemic, WETA fare revenue covered approximately half of all operating costs—one of the highest farebox recovery rates in the nation. The agency was largely successful in achieving its financial sustainability and ridership goals by offering a premium commute service across the Bay—appealing to riders willing to pay a higher fare in exchange for avoiding traffic congestion on the Bay Bridge or crush loads on BART trains. The booming regional economy with high employment rates and congestion helped bolster demand for WETA’s services.

Shelter-in-place orders and remote work arrangements during the pandemic resulted in significant ridership and fare revenue loss. Even though WETA received relief funds from the federal government, the agency could not rely on these funds for continued financial viability. As the economy began to recover in 2021, WETA proposed the Pandemic Recovery Program (PRP) to entice riders back on the ferry using 13 guiding principles:

- 1) Proceed with phased service increases throughout the WETA system in FY2022, to reflect the continued return to in person work and restart of the Bay Area regional economy.
- 2) Set fares to be competitive with comparable regional transit options.
- 3) Work with other transit operators in the Bay Bridge corridor to explore coordinated fare strategies.
- 4) Develop programs and initiatives that complement and reinforce the goals of the Clipper START program, to expand access to the ferry for disadvantaged communities and to enhance equity.
- 5) Pursue options for enhancing service outside of traditional peak periods. WETA recognizes that off-peak service can make the system more relevant for transit dependent riders with travel patterns not oriented around traditional office work schedules.
- 6) Develop service schedules that could ultimately be expanded to achieve the goals of 15- and 30-minute frequencies systemwide.
- 7) Adapt fare products, fare media, and fare payment processes to reflect shifts in work schedules, travel patterns, and passenger expectations.
- 8) Prioritize ridership growth and acknowledge that systemwide and route-specific farebox recovery targets are unlikely to be met during recovery.
- 9) Improve and encourage better connectivity to local bus service and other feeder services, preserve and expand transfer incentives with local bus services and other first/last mile modes, and coordinate schedules with local operators.
- 10) Explore pilot programs and trial initiatives that may encourage ridership and broaden ferry service to a wider cross section of riders.
- 11) Deliver more for less by maximizing the efficiency of crews, overall system service design, and strategic deployment of vessels.
- 12) Be flexible and continually monitor performance to adjust and modify as demand shifts over time.
- 13) Commit to transparent communication with WETA riders, stakeholders, peer transit operators, and the public.

The plan culminated in expanded service offerings especially in the off-peak periods, evenings, and weekends in response to changing travel patterns.



The PRP also lowered fares on all routes to incentivize the return of riders to the system, accommodate expected changes in travel patterns, and attract a new, more diverse ridership base. The program was approved as a one-year temporary program and implemented in July 2021. The PRP has been extended through FY23 at which point the Board of Directors will revisit the program.

Current Fare Chart

	Alameda Seaplane	Alameda/Oakland	Alameda Harbor Bay	South San Francisco	Vallejo	Richmond	Short Hop ³
One-Way	Standard	Standard	Standard	Standard	Standard	Standard	Standard
Adult	\$5.75	\$5.75	\$5.75	\$8.50	\$11.25	\$5.75	\$1.25
Adult (Clipper Only)	\$4.50	\$4.50	\$4.50	\$6.75	\$9.00	\$4.50	\$1.00
Youth (5-18 yrs.)	\$2.25	\$2.25	\$2.25	\$3.24	\$4.50	\$2.25	\$0.50
Senior/Disabled/Medicare (65+ valid ID) ¹	\$2.25	\$2.25	\$2.25	\$3.24	\$4.50	\$2.25	\$0.50
Children (under 5 with paying adult)	Free	Free	Free	Free	Free	Free	Free
School Groups ²	\$1.75	\$1.75	\$1.75	\$2.75	\$3.50	\$1.75	N/A

Monthly Pass	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Oracle Park/Chase Center Event Services (one-way)	No Service	Special ⁴	No Service	No Service	Special ⁵	No Service	No Service
Adult	N/A	\$9.60	N/A	N/A	\$15.90	N/A	N/A
Youth (5-18 yrs.)	N/A	\$7.20	N/A	N/A	\$11.80	N/A	N/A
Senior/Disabled/Medicare (65+ valid ID) ¹	N/A	\$7.20	N/A	N/A	\$11.80	N/A	N/A
Children (under 5 with paying adult)	N/A	Free	N/A	N/A	Free	N/A	N/A

^{1.} Seniors, persons with disabilities and Medicare cardholders may ride at a discount if they hold a Regional Transit Connection Discount Card, Medicare card, DMV Disabled Placard ID, or proof of age 65 or older.

^{2.} To qualify, school groups must call (415) 705-8214 for advance approval and reservations.

^{3.} One-way between Oakland and Alameda or between the SF Ferry Building and Pier 41 or between Mare Island and Vallejo.

^{4.} Service between Oracle Park and Alameda-Oakland. Also, service between Chase Center and Alameda-Oakland began in October 2019.

^{5.} Service between Oracle Park and Vallejo. There is no service between Chase Center and Vallejo.

Route Changes

In conjunction with the PRP, WETA also launched service to the new Alameda Seaplane terminal in July 2021. The terminal infrastructure had been completed in 2020, but the launch of ferry service was deferred due to the ongoing COVID-19 pandemic. This new commuter route offers faster 20-minute travel times between the new Seaplane Lagoon terminal in Alameda and Downtown San Francisco. It also allows the agency to provide 25-minute nonstop service between Oakland and Downtown San Francisco on the reconfigured Oakland/Alameda route. With the new service configuration, Oakland customers are now able to travel to downtown San Francisco without stopping at Alameda Main Street. For Alameda customers, the new Alameda Seaplane route offers a faster trip to and from Downtown San Francisco.

No other major route changes occurred since the start of the pandemic.

Scenario Planning Analysis (FY 24-28)

Planned System and Fleet Expansion

WETA's capital program continues to move forward over the next five years with many significant growth milestones. The agency plans to open four new ferry terminals at Treasure Island (FY2026), Mission Bay (FY2026), Berkeley (FY2027), and Redwood City (FY2028) and expand the fleet from 16 to 26 vessels by FY28. However, in a scenario where RM3 funds are unavailable, some or all of these capital projects and procurements may be delayed until the agency identifies the necessary operating funds.

FY23 and FY24 Dorado-Class Vessels

Currently, WETA operates a fleet of 16 vessels. In May 2022, the first of the newest Dorado-class of vessels was added to the fleet. By spring 2023, the agency's fleet will grow to 17 after adding the remaining three Dorado-class vessels and retiring two aging boats at the end of their useful life.

FY26: Treasure Island

WETA plans to launch fully electric ferry service between Treasure Island and downtown San Francisco in FY2026. This service will initially add one new electric ferry to the fleet with additional vessels added as early as 2030—bringing the total to 18 boats.

FY26: Mission Bay

Before the pandemic, there were plans to open a ferry terminal at Mission Bay in San Francisco to serve the rapidly growing neighborhood, Chase Center arena, and UCSF. While the pandemic put plans for revenue ferry service on hold in 2020, WETA is now anticipating the launch of service to Mission Bay in FY2026.

FY27: Berkeley

By FY27, WETA plans to launch ferry service at a newly constructed terminal at the Berkeley marina with service to San Francisco and weekend service to Larkspur in Marin County. The project also includes construction and procurement of three new vessels—bringing the total fleet size to 21.

FY28: Redwood City

In the final year of the SRTP planning horizon, WETA expects to launch service at a new Redwood City terminal with service to San Francisco and to Oakland in the East Bay. This service will add five boats and bring the total fleet size to 26.

Projected Service Impacts

	Revenues		% Full Service Delivery				
	Ridership	Other Revenues	FY24	FY25	FY26	FY27	FY28
Scenario 1	100%	100%	100%	100%	100%	100%	100%
Scenario 2	50%	100%	91%	100%	100%	100%	84%
Scenario 3	85%	85%	96%	100%	100%	100%	91%

Scenario 1: “Robust Recovery” – 100% ridership, 100% other revenue

In Scenario 1, staff assumes that WETA recovers 100% of ridership from pre-pandemic projections. This would result in just over 7 million annual riders by FY28. Since WETA generally has a high farebox recovery rate, this scenario is the most optimistic with a significant increase in fare revenue. The remaining federal relief funds are sufficient to maintain current service in FY24 with RM3 replacing that source in FY25 and beyond. WETA can operate 100% of current and planned expansion service for the entire planning horizon until FY28 under this revenue scenario.

Scenario 2: “Revenue Recovery, with Fewer Riders” – 50% ridership, 100% other revenue

In Scenario 2, ferry ridership stagnates at about 50% of pre-pandemic projections for the entire duration of the planning horizon. In FY24, the agency can expect an operating shortfall of about \$5.4 million as it spends down the remaining federal relief funds. With 50% of pre-pandemic fare revenue under this scenario, WETA can only deliver about 91% of the current level of service in FY24. Once RM3 funds become available starting in FY25, the agency can operate 100% of current service and planned expansion service for three years through FY27. However, by FY28 without ridership recovery beyond 50%, the resulting farebox revenue is not enough to run full Berkeley and Redwood City service. WETA may need to cut service systemwide by up to 16% in FY28.

Since fare revenue is such a large revenue source for WETA’s operations, this scenario presents the most pessimistic projection of the three scenarios.

Scenario 3: “Some Progress” – 85% ridership, 85% other revenue

Scenario 3 assumes all revenue sources (including ridership) recover to 85% of pre-pandemic projections. Under this scenario, WETA can deliver 96% of full service in FY24, 100% in FY25-27, and 91% in FY28. This scenario is a more modest service and budget impact compared to scenario 2, but it would still pose a challenge for the agency in the medium and longer term.

Scenario 4: “Fiscal Cliff” – 85% ridership, 85% other revenue, no RM3 funds

	Revenues		% Existing + FY26 Treasure Island Service Delivery				
	Ridership	Other Revenues	FY24	FY25	FY26	FY27	FY28
Scenario 4	85%	85% & no RM3	96%	62%	68%	71%	75%

Scenario 4 assumes ridership recovers to 85% of pre-pandemic projections. It also assumes non-farebox revenues are at 85% of pre-pandemic levels and Regional Measure 3 is struck down in the California Supreme Court. RM3 is a critical operating funding source for WETA’s planned expansion services at Mission Bay, Berkeley, and Redwood City. Under this scenario, we assume that WETA is unable to launch these planned expansion services. Instead, the agency can only operate the existing network on a reduced schedule with Treasure Island service (starting in FY26) for the entire planning horizon.

Without RM3 to replace spent down federal relief funds, WETA would face significant operating funding challenges starting in FY25. The agency would have to cut service by almost 40%. This may include eliminating weekday midday service, weekend service, and potentially entire routes. Even though the effect on ridership growth with such a large service cut is difficult to predict, this scenario is optimistic and assumes that ridership continues to grow on pace with projections used in the WETA Business Plan. By FY28, the projected growth in ridership only allows WETA to restore service back to 75% of the network.

Conclusion

While MTC's pre-determined revenue scenarios are an effective way to standardize the different SRTP documents in the Bay Area region, none of the three are necessarily reflective of the most likely future for WETA. Scenario 1 is overly optimistic and assumes a full return to pre-pandemic transit ridership and operating funding. In contrast, scenario 2 is overly pessimistic and assumes ridership stagnates through FY28 at 10-30% below current levels. Scenario 3 is more likely with 85% of transit ridership recovery, but it underestimates the other operating revenue sources for the agency. For this reason, the most likely future for WETA falls somewhere between scenarios 1 and 3. Additionally, given the importance of Regional Measure 3 funds to WETA's operating budget, staff have prepared a fourth "Fiscal Cliff" scenario. This scenario mirrors the assumptions made in scenario 3 but excludes RM3 funds.

Regardless of the revenue scenario, these projections highlight the ongoing importance of farebox revenue for WETA. In the near-term, the remaining federal funds are not sufficient to deliver 100% of our current service in FY24 without robust ridership recovery. If ridership recovery follows scenario 2 and stagnates at 50%, WETA would face a \$5.4 million operating shortfall in FY24. Scenario 3 would result in a \$2 million shortfall. Scenario 4 would result in a \$22 million shortfall in FY25.

This scenario planning exercise has illuminated the funding challenges transit operators face for the next five years. Despite this, WETA is prepared to use the tools at its disposal to address a potential future operating shortfall—including raising fares, cutting service, dipping into reserves, and pursuing other funding sources.

Attachment A. Data Request Template

	Prepandemic	Current	SRTP Planning Horizon - Scenario 1				
Data Category (Annual amounts)	FY19	FY23	FY24	FY25	FY26	FY27	FY28
Revenue Vehicle Hours	21,487	23,940	23,940	23,940	31,440	36,440	41,440
Revenue Vehicle Miles	436,950	490,908	490,908	490,908	644,701	747,230	849,759
Number of Routes Operated	5	6	6	6	8	10	12
Total Route Miles	69	76	76	76	81	97	142
Ridership	3,048,733	1,951,550	3,240,000	3,665,000	4,691,000	6,002,000	7,151,500
Operating Budget	\$42,051,295	\$58,311,508	\$57,613,218	\$59,341,614	\$67,076,838	\$79,550,824	\$100,434,398
Total Revenue Vehicles	15	16	17	17	18	21	26
Vehicles Required For Max Service	15	16	17	17	18	21	26
Employees (Full Time Equivalent)	16	18	18	18	24	28	30

	Prepandemic	Current	SRTP Planning Horizon - Scenario 2				
Data Category (Annual amounts)	FY19	FY23	FY24	FY25	FY26	FY27	FY28
Revenue Vehicle Hours	21,487	23,940	21,714	23,940	31,440	36,379	34,613
Revenue Vehicle Miles	436,950	490,908	445,270	490,908	644,701	745,973	709,756
Number of Routes Operated	5	6	6	6	8	10	12
Total Route Miles	69	76	76	76	81	97	142
Ridership	3,048,733	1,951,550	1,620,000	1,832,500	2,345,500	3,001,000	3,575,750
Operating Budget	\$42,051,295	\$58,311,508	\$52,257,071	\$59,341,614	\$67,076,838	\$79,417,050	\$83,887,234
Total Revenue Vehicles	15	16	17	17	18	21	26
Vehicles Required For Max Service	15	16	17	17	18	21	26
Employees (Full Time Equivalent)	16	18	17	18	24	28	27

	Prepandemic	Current	SRTP Planning Horizon - Scenario 3				
Data Category (Annual amounts)	FY19	FY23	FY24	FY25	FY26	FY27	FY28
Revenue Vehicle Hours	21,487	23,940	23,079	23,940	23,940	31,440	33,011
Revenue Vehicle Miles	436,950	490,908	473,243	490,908	490,908	644,701	676,922
Number of Routes Operated	5	6	6	6	8	10	12
Total Route Miles	69	76	76	76	81	97	142
Ridership	3,048,733	1,951,550	2,754,000	3,115,250	3,987,350	5,101,700	6,078,775
Operating Budget	\$42,051,295	\$58,311,508	\$55,540,082	\$59,341,614	\$67,076,838	\$79,550,824	\$90,984,341
Total Revenue Vehicles	15	16	17	17	18	21	26
Vehicles Required For Max Service	15	16	17	17	18	21	26
Employees (Full Time Equivalent)	16	18	18	18	18	24	25

Data Category (Annual amounts)	Prepandemic	Current	SRTP Planning Horizon - Scenario 4				
	FY19	FY23	FY24	FY25	FY26	FY27	FY28
Revenue Vehicle Hours	21,487	23,940	23,079	14,889	17,226	18,155	19,084
Revenue Vehicle Miles	436,950	490,908	473,243	305,315	333,895	351,887	369,910
Number of Routes Operated	5	6	6	6	7	7	7
Total Route Miles	69	76	76	76	78	78	78
Ridership	3,048,733	1,951,550	2,754,000	3,115,250	3,677,100	4,142,900	4,608,700
Operating Budget	\$42,051,295	\$58,311,508	\$55,540,082	\$36,906,867	\$44,000,770	\$47,762,848	\$51,715,529
Total Revenue Vehicles	15	16	17	17	18	18	18
Vehicles Required For Max Service	15	16	17	17	18	18	18
Employees (Full Time Equivalent)	16	18	18	18	18	18	18