

**Members of the Board**

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

*Thursday, February 3, 2022 at 1:00 p.m.*

**WETA Ron Cowan Central Bay Operations & Maintenance Facility**

670 W Hornet Ave  
Alameda, CA 94501

**Face masks required for in-person participation.**

*and*

**Videoconference**

Join WETA BOD Zoom Meeting

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

**AGENDA**

1. **CALL TO ORDER**

2. **ROLL CALL/PLEDGE OF ALLEGIANCE**

3. **REPORT OF BOARD CHAIR**

a. Chair's Verbal Report

***Information***

4. **REPORTS OF DIRECTORS**

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.

***Information***

5. **REPORTS OF STAFF**

- a. Executive Director's Report on Agency Projects, Activities and Services
  - i. State of San Francisco Bay Ferry Report
  - ii. COVID Service Impacts
- b. Monthly Review of Financial Statements
- c. Federal Legislative Update
- d. State Legislative Update
- e. Monthly Ridership and Recovery Report

***Information***

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

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6. CONSENT CALENDAR

**Action**

- a. Adopt a Resolution Regarding Remote Meetings Pursuant to Assembly Bill 361
- b. Board Meeting Minutes – January 13, 2022
- c. Authorize Release of a Request for Proposal for State Legislative Representation Services

7. RECEIVE REDWOOD CITY FERRY DRAFT BUSINESS PLAN

**Action**

8. AUTHORIZE PUBLIC OUTREACH TO EXTEND FISCAL YEAR 2022  
PANDEMIC RECOVERY PROGRAM

**Action**

9. PUBLIC COMMENTS FOR NON-AGENDA ITEMS

ADJOURNMENT

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

**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 in person, if available, or 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](mailto:BoardOfDirectors@watertransit.org) with your name and item number you would like to provide comment on no later than 15 minutes after the start of the meeting. Comments will also be accepted in real time. During the public comment period, speakers will be allotted no more than 3 minutes to speak and will be heard in the order of sign-up. Said time frames may be extended only upon approval of the Board of Directors.*

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

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

Upon request, WETA will provide written agenda materials in appropriate alternative formats to individuals with disabilities. In addition, WETA will arrange for disability-related modifications or accommodations including auxiliary aids or services to enable individuals with disabilities to participate in public meetings. Please send an email with your request to: [contactus@watertransit.org](mailto:contactus@watertransit.org) 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: February 3, 2022

RE: Executive Director's Report

**PLANS, STUDIES & INITIATIVES****2050 WETA Service Vision and Business Plan**

WETA is embarking on an effort to create a long-term plan for the expansion of regional ferry service and emergency water transportation response capabilities on San Francisco Bay. The plan will include definition of a 2050 service vision and corresponding business plan that will inform WETA planning, budget, and operational decisions as it is phased in over time. The plan will be developing work products in six focus areas shared with the Board at the December 2021 meeting. The business plan will be developed throughout the calendar year 2022 and is anticipated to be finalized by December.

February 2022 Update: Detailed work scopes and a timeline for ultimate completion are being developed and will be shared with the Board Subcommittee in February and the larger Board at one of the March meetings.

**Vallejo Terminal Reconfiguration Study**

Staff has engaged a consultant to explore the possibility of modifying the current Vallejo Terminal design to avoid or eliminate the need for frequent dredging. The frequency and expense of dredging events at the Vallejo Terminal have increased significantly since 2016.

February 2022 Update: The project team has developed concept plans that achieve planning goals of reducing or eliminating the need for dredging at the site. Next, staff will be finalizing the analysis and visiting agency stakeholders for input and feedback. A status report will be presented to the Board in March.

**Redwood City Ferry Terminal Project**

WETA is studying the feasibility and business case of developing a new ferry terminal at the Port of Redwood City in partnership with the City and Port of Redwood City. The Feasibility Study was concluded in 2021 and determined that the project is feasible and meets WETA Expansion criteria. The San Mateo Transportation Authority now requires completion of a Business Plan before the project can move to the Concept Design and Permitting phase.

February 2022 Update: The Business Plan is complete and will be presented to the WETA Board at the February meeting. It will also be presented to the Redwood City Port Commission, the Redwood City Council, and the San Mateo Transportation Authority Board in February and March.

**Berkeley Pier/Ferry Project**

WETA has partnered with the City of Berkeley to explore the feasibility of developing a joint project that provides for a recreation pier and a WETA ferry terminal at the Berkeley Marina. The Feasibility Study was completed in 2021 and concluded that the project is feasible from an engineering and project cost effectiveness perspective. WETA is currently concluding a business plan that is examining operational costs, fare revenue, and an equity analysis.

February 2022 Update: The Berkeley Ferry Business Plan is concluding with the incorporation of input from staff from the City of Berkeley and WETA. A draft final will be presented to the WETA Board in March.

### **Pandemic Recovery Fare Program Proposed Extension**

The Pandemic Recovery Program was developed in spring of 2021 and became operational in July 2021. The program lowered fares across the WETA system and enhanced service during non-commute hours. The program was based on a set of core principles adopted by the Board in March 2021. The program was defined as a one-year pilot, requiring action by the WETA Board at the end of the pilot period.

February 2022 Update: A staff report seeking authorization to conduct public outreach on a proposal to extend the Pandemic Recovery Fare Program for another 12 months beginning in July 2022 is included in the February Board packet. If the Board authorizes public outreach, staff will return at the March 17 Board meeting with the results of outreach and a proposal for a fare program adoption.

### **OTHER BUSINESS**

#### **State of San Francisco Bay Ferry 2022 Report**

Staff has produced the agency's first "State of San Francisco Bay Ferry" report. The report serves as a snapshot of WETA's progress on important initiatives, projects, and goals set by the Board and will be used as an awareness building, advocacy, and customer relations tool in 2022.

The "State of San Francisco Bay Ferry" report will be presented to the Board at the February meeting as a part of the Executive Director's Report and will be available on the WETA website ([weta.sanfranciscobayferry.com](http://weta.sanfranciscobayferry.com)) the morning of February 3, 2022.

### **COVID Service Impacts**

Omicron continues to affect staffing levels throughout our system. Blue & Gold Fleet is managing the crew shortage on a daily basis to ensure our service needs are met. WETA has had no impacts on service to date.

As part of our contingency planning, we are preparing for what might happen if our overall staffing levels drop significantly. These include:

- Additional overtime for crews
- Potential service cuts
- Continued coordination with WETA and the Unions to ensure staffing levels are met.

### **Emergency Response - Regional Active Shooter Training Curriculum**

In early 2020, WETA was working with US Coast Guard to help ferry operators develop a region wide active shooter training curriculum specifically for ferry crews. This training would be rolled out as part of the workshops and training leading up to the regional 2020 Bay Ferry V exercise that Golden Gate Ferry was developing at that time. This effort as well as the 2020 Bay Ferry V exercise was put on hold/cancelled as a result of the pandemic.

February 2022 Update: Staff has restarted this work with USCG and Golden Gate Ferry and is hosting a table-top discussion on January 26 with all ferry operators on the bay to discuss current active shooter training, existing gaps, and to work toward a regional framework. Golden Gate Ferry is expecting to hold the Bay Ferry V exercise later this year. The goal is to take advantage of the funding and training opportunities available through the Bay Ferry V exercise to help ferry operators implement a region wide approach to increase active shooter training for crews.

### **FTA Administrator Briefing**

On January 14, staff met with Nuria Fernandez, FTA Administrator, to update her on the zero emissions initiatives WETA is undertaking. Multiple FTA and WETA staff attended the meeting. We also briefed

the Administrator on WETA's pending application for additional ARPA funding and the need for greater support for agencies such as WETA that are fare-dependent and do not have sales tax support to rely on.

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

**MEMORANDUM**

**TO: Board Members**

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

**SUBJECT: Review of FY 2021-22 Financial Statements Ending December 31, 2021**

**Recommendation**

There is no recommendation associated with this informational item.

**Summary**

With six months of the Fiscal Year completed, revenue and expenditures are generally in line with budgeted amounts. The operating budget is 45% expended while 50% of the Fiscal Year has elapsed. Fuel costs continue to reflect amounts higher than budgeted while vessel operations and maintenance are lower than budgeted. Vessel labor remains on budget. Unfortunately, fare revenue dipped again in the month of December by 12% over the prior month. We will be providing a more detailed presentation at the Board meeting on budget-to-actual performance utilizing the six-month data provided in the next few pages.

**Financial Statements Summary:**

Operating Budget vs. Actual	Year - To - Date		Annual	
	FY2018-19 Actual Prior YTD	FY2021-22 Actual Current YTD	FY2021-22 Approved Budget	% of FY 22 Approved Budget
<b>Revenue - Year To Date:</b>				
Fare Revenue	\$11,202,677	\$3,734,175	8,268,000	45%
Federal - COVID-19 Relief Funds	-	8,965,979	22,069,400	41%
State Operating Assistance	-	-	450,000	0%
Bridge Toll Revenues	8,417,661	7,787,198	15,555,000	50%
Contra Costa Measure J	-	1,825,654	3,651,300	50%
Other Revenue	6,750	31,712	-	0%
<b>Total Operating Revenues</b>	<b>\$19,627,088</b>	<b>\$22,344,718</b>	<b>\$49,993,700</b>	<b>45%</b>
<b>Expense - Year To Date:</b>				
Ferry Services	\$18,626,805	21,340,820	\$46,993,700	45%
Planning & Administration	1,000,283	\$1,003,898	3,000,000	33%
<b>Total Operations Expenses</b>	<b>\$19,627,088</b>	<b>22,344,718</b>	<b>\$49,993,700</b>	<b>45%</b>
<b>System-Wide Farebox Recovery %</b>	<b>60%</b>	<b>17%</b>		

Capital Budget vs. Actual	FY2021-22 Actual Current YTD	FY2021-22 Approved Budget	% of FY 2021-22 Approved Budget
<b>Revenue:</b>			
Federal Funds	\$270,616	\$21,720,621	1%
State Funds	5,028,566	21,225,184	24%
Bridge Toll Revenues	114,092	2,894,082	4%
Other Revenues	308,085	1,711,502	18%
<b>Total Capital Revenues</b>	<b>\$5,721,359</b>	<b>\$47,551,389</b>	<b>12%</b>
<b>Expense:</b>			
<b>Total Capital Expenses</b>	<b>\$5,721,359</b>	<b>\$47,551,389</b>	<b>12%</b>

The two reports that follow show operating, administrative, and capital activity for the month of December and year-to-date progress against budget for the fiscal year.

**Fiscal Impact**

There is no fiscal impact associated with this informational item.

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**San Francisco Bay Area Water Emergency Transportation Authority**  
**FY 2021-22 Operating & Administration Revenues and Expenses**  
**Through the Month Ending 12/31/2021**

% of Year Elapsed 50%

	Month Dec-21 Actual	Year - To - Date		Total FY2021-22 Budget	Total Budget
		FY2018-19 Actual	FY2021-22 Actual		
OPERATING EXPENSE					
FERRY OPERATIONS:					
Harbor Bay Ferry Service (AHBF)					
Vessel Crew Labor	\$117,989		\$778,985	\$1,693,200	46.0%
Vessel Fuel	75,407		384,894	658,700	58.4%
Vessel Operations & Maintenance	29,274		175,247	673,400	26.0%
Facility Operations & Maintenance	39,821		251,176	758,600	33.1%
System Expense	49,099		315,441	897,500	35.1%
Total Harbor Bay Farebox Recovery - AHBF	\$311,590	\$1,795,383	\$1,905,743	\$4,681,400	40.7%
	10%	46%	9%	15%	
Alameda/Oakland Ferry Service (AOFS)					
Vessel Crew Labor	\$330,370		\$1,960,828	\$3,777,800	51.9%
Vessel Fuel	204,677		1,181,438	2,032,900	58.1%
Vessel Operations & Maintenance	93,675		388,600	992,700	39.1%
Facility Operations & Maintenance	120,744		751,028	1,262,200	59.5%
System Expense	132,736		857,109	2,387,800	35.9%
Total Alameda/Oakland Farebox Recovery - AOFS	\$882,203	\$6,480,561	\$5,139,002	\$10,453,400	49.2%
	14%	63%	22%	18%	
Vallejo Ferry Service (Vallejo)					
Vessel Crew Labor	\$318,571		\$2,140,948	\$4,427,100	48.4%
Vessel Fuel	495,535		2,841,909	\$4,817,300	59.0%
Vessel Operations & Maintenance	82,832		466,547	\$1,260,500	37.0%
Facility Operations & Maintenance	325,658		1,908,668	3,969,100	48.1%
System Expense	152,479		944,966	2,711,500	34.9%
Total Vallejo Farebox Recovery - Vallejo	\$1,375,075	\$8,710,118	\$8,303,039	\$17,185,500	48.3%
	16%	66%	23%	23%	
South San Francisco Ferry Service (SSF)					
Vessel Crew Labor	\$70,794		\$194,520	\$1,018,700	19.1%
Vessel Fuel	53,862		72,906	385,000	18.9%
Vessel Operations & Maintenance	24,943		149,020	585,300	25.5%
Facility Operations & Maintenance	42,538		243,014	709,700	34.2%
System Expense	28,441		111,428	568,600	19.6%
Total South San Francisco Farebox Recovery - SSF	\$220,578	\$1,640,743	\$770,888	\$3,267,300	23.6%
	5%	32%	3%	13%	
Richmond Ferry Service (Richmond)					
Vessel Crew Labor	\$212,381	Service launched in January 2019	\$1,328,473	\$2,755,300	48.2%
Vessel Fuel	140,042		733,626	1,146,700	64.0%
Vessel Operations & Maintenance	37,627		224,717	878,600	25.6%
Facility Operations & Maintenance	83,375		505,750	1,164,400	43.4%
System Expense	66,539		386,229	1,108,800	34.8%
Total Richmond Farebox Recovery - Richmond	\$539,964	\$0	\$3,178,796	\$7,053,800	45.1%
	7%	0%	8%	8%	
Seaplane Lagoon Ferry Service (SPL)					
Vessel Crew Labor	\$129,788	Service launched in July 2021	\$789,358	\$1,573,900	50.2%
Vessel Fuel	107,725		428,501	596,400	71.8%
Vessel Operations & Maintenance	47,624		201,829	546,500	36.9%
Facility Operations & Maintenance	37,586		246,000	618,300	39.8%
System Expense	56,395		377,665	1,017,200	37.1%
Total Seaplane Lagoon Farebox Recovery - SPL	\$379,119	\$0	\$2,043,352	\$4,352,300	46.9%
	11%	0%	11%	19%	
Sub-Total Ferry Operations	\$3,708,529	\$18,626,805	\$21,340,820	\$46,993,700	45.4%
FAREBOX RECOVERY - SYSTEMWIDE	13%	60%	17%	18%	

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**San Francisco Bay Area Water Emergency Transportation Authority**  
**FY 2021-22 Operating & Administration Revenues and Expenses**  
**Through the Month Ending 12/31/2021**

% of Year Elapsed      50%

	Month Dec-21 Actual	Year - To - Date		Total FY2021-22 Budget	Total Budget
		FY2018-19 Actual	FY2021-22 Actual		
OPERATING EXPENSE (continued)					
PLANNING & GENERAL ADMIN:					
Wages and Fringe Benefits	\$128,007	\$575,550	\$825,559	\$1,601,600	51.5%
Services	42,730	445,519	459,925	2,054,200	22.4%
Materials and Supplies	445	21,333	36,134	59,800	60.4%
Utilities	1,668	22,320	11,478	43,800	26.2%
Insurance	1,307	1,200	7,843	17,100	45.9%
Miscellaneous	1,100	84,026	25,623	94,700	27.1%
Leases and Rentals	11,626	189,302	136,696	326,400	41.9%
Admin Overhead Expense Transfer	(79,831)	(338,967)	(499,359)	(1,197,600)	41.7%
Sub-Total Planning & Gen Admin	\$107,052	\$1,000,283	\$1,003,898	\$3,000,000	33.5%
Total Operating Expenses	\$3,815,581	\$19,627,088	\$22,344,718	\$49,993,700	44.7%
OPERATING REVENUE					
Fare Revenue	\$465,402	\$11,202,677	\$3,734,175	\$8,268,000	45.2%
Federal Operating Assistance	1,648,464	-	8,965,979	22,069,400	40.6%
State Operating Assistance		-	-	450,000	0.0%
Regional - Bridge Toll	1,266,595	8,417,661	7,787,198	15,555,000	50.1%
Regional - Contra Costa Measure J	435,055	-	1,825,654	3,651,300	50.0%
Other Revenue	65	6,750	31,712	-	0.0%
Total Operating Revenue	\$3,815,581	\$19,627,088	\$22,344,718	\$49,993,700	44.7%

**San Francisco Bay Area Water Emergency Transportation Authority**  
**FY 2021-22 Capital Revenues and Expenses**  
**Through the Month Ending 12/31/2021**

Project Description	Dec-21 Total	Total Project Budget	Total Prior Expense	Total FY2021/22 Budget	YTD FY2021/22 Actual	Total Future Year	% of Total Project Budget Spent
<b>CAPITAL EXPENSES:</b>							
<b><u>FACILITIES:</u></b>							
<b>Operations and Maintenance Facilities</b>							
North Bay Facility Fuel System Improvement	1,642	\$530,450	\$220,680	\$309,770	\$82,217	\$0	57%
Central Bay Facility Oil System Modification	162,143	650,000	-	650,000	222,281	-	34%
<b>Terminal Improvement</b>							
Terminal Rehabilitation - Alameda Main Street	93,057	6,127,700	21,269	2,429,831	148,684	3,676,600	3%
Shoreside Infrastructure for All-Electric Vessel		4,760,000	-	2,002,000	-	2,758,000	0%
Passenger Float Rehabilitation - South San Francisco		908,500	-	908,500	1,448	-	0%
Terminal Dredging - Vallejo		2,787,600	-	2,787,600	-	-	0%
<b><u>FERRY VESSELS:</u></b>							
<b>Vessel Construction</b>							
New Commuter Class High-Speed Vessels - 2 each	32,297	30,082,500	18,583,816	11,498,684	3,009,468	-	72%
New All-Electric Vessel		4,300,000	-	1,834,000	-	2,466,000	0%
Replacement Vessels - MV Bay Breeze and MV Solano	9,858	34,600,000	3,277,919	17,825,781	62,140	13,496,300	10%
Replacement Vessel - MV Intintoli	1,670	26,446,700	-	500,000	8,641	25,946,700	0%
<b>Vessel Rehabilitation and Refurbishment</b>							
Vessel Engines Conversion - Gemini Class Vessels	176,109	5,982,500	61,869	3,891,431	2,068,074	2,029,200	36%
Vessel Engines Overhaul - MV Argo and MV Carina		240,000	125,730	114,270	85,607	-	88%
Vessel Engines Overhaul - MV Cetus		419,100	-	419,100	-	-	0%
Vessel Engines Overhaul - MV Hydrus		419,100	-	419,100	-	-	0%
Vessel Reduction Gears Overhaul - MV Pisces	30,144	120,000	3,728	116,272	32,798	-	30%
Vessel Engines & Reduction Gears Overhaul - MV Bay Breeze		491,400	49	491,351	-	-	0%
Vessel Engines & Fuel Injectors Overhaul - MV Pyxis		613,200	-	613,200	-	-	0%
Vessel Engines & Fuel Injectors Overhaul - MV Vela		613,200	-	613,200	-	-	0%
Vessel Fuel Injectors Overhaul - MV Intintoli		127,300	-	127,300	-	-	0%
<b>Total Capital Expenses</b>	<b>\$506,920</b>	<b>\$120,219,250</b>	<b>\$22,295,061</b>	<b>\$47,551,389</b>	<b>\$5,721,359</b>	<b>\$50,372,800</b>	
<b>CAPITAL REVENUES:</b>							
Federal Funds	\$107,784	\$58,684,860	\$2,725,949	\$21,720,621	\$270,616	\$34,238,290	5%
State Funds	343,140	47,543,850	13,583,816	21,225,184	5,028,566	12,734,850	39%
Regional - Bridge Toll	8,991	9,078,490	5,298,448	2,894,082	114,092	885,960	60%
Regional - Alameda Sales Tax Measure B / BB	47,006	4,912,050	686,848	1,711,502	308,085	2,513,700	20%
<b>Total Capital Revenues</b>	<b>\$506,920</b>	<b>\$120,219,250</b>	<b>\$22,295,061</b>	<b>\$47,551,389</b>	<b>\$5,721,359</b>	<b>\$50,372,800</b>	

**TO: WETA Board Members**

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

**SUBJECT: WETA Federal Legislative Board Report – February 2022**

This report covers the following topics:

1. WETA Meets with FTA Administrator Nuria Fernandez
2. Update: Build Back Better / Additional Funding for Transit
3. Update: FY22 Appropriations / Additional Funding for FTA 5307(h) Ferry Grant Program

**WETA Meets with FTA Administrator Nuria Fernandez**

WETA staff met last month with Nuria Fernandez, the Administrator for the Federal Transit Administration (FTA). Other FTA officials attending the meeting included:

- Ray Tellis, FTA's Region 9 Administrator;
- Jamie Pfister, Associate Administrator for Regional Services (overseeing the FTA's 10 regional offices);
- Bruce Robinson, Associate Administrator for FTA's Office of Program Management (overseeing the Office of Transit Programs, the Office of Capital Project Management and the Office of Grants Management and Guidance); and
- Veronica Vanterpool, Senior Advisor to the Administrator.

During the meeting, WETA Executive Director Seamus Murphy provided Administrator Fernandez with an update on WETA's growing ridership numbers, diversification of its ridership base, and plans to move to zero emission. Seamus also took this opportunity to advocate for WETA's application to the FTA for \$6.88 million through the FTA 5307(h) Ferry Grant Program for construction of two zero-emission ferry boats for a new loop that will link Mission Bay, Treasure Island, and Downtown San Francisco. FTA staff indicated that grant awards would be announced in the coming weeks. Seamus also made the case more generally as to why funding included in the Infrastructure Investment and Jobs Act (IIJA) is so important for ferry systems located in urban areas.

Updates from FTA included:

- **Additional COVID-19 Funding:** FTA staff reported that FTA would be making an announcement by March 7 about how the agency is allocating the \$2.2 billion in competitive grants for transit systems requiring additional COVID-19 pandemic-associated fiscal support. This funding was included in the American Rescue Plan Act (ARPA) and the Notice of Funding Opportunity (NOFO) was issued in September. WETA applied for this funding and requested \$4.8 million to support FY23 operations and \$21 million for FY24 operations.
- **Low/No Ferry Program:** FTA staff also reported that the agency is seeking to issue a NOFO for the low/no emission ferry grant program. The IIJA includes \$50 million per year FY22-FY26 (\$250 million total) to establish a pilot program to provide grants for the purchase of electric or low-emitting (methanol, natural gas, liquified petroleum gas,

hydrogen, coal-derived liquid fuels, biofuels) ferries. FTA staff also confirmed that while the IIJA requires the agency to provide grant funding to Alaska and Cape-May Lewes (these are the only two systems that are referenced (albeit indirectly) in the legislation), staff confirmed the IIJA only requires that each system receive a single grant over the life of the program (i.e. the IIJA doesn't require FTA to award these systems a grant in each of the five years).

**Update: Build Back Better / Additional Funding for Transit**

The House-passed version of the Build Back Better Act (BBB) includes \$9.75 billion for the "Affordable Housing Access Program". This is a competitive grant program that would be administered by the (FTA) and the Department of Housing and Urban Development (HUD) and for which WETA is eligible. Unfortunately, BBB remains stalled in the Senate – it is unclear whether this legislation will ever be signed into law.

**Update: FY22 Appropriations / Additional Funding for FTA 5307(h) Ferry Grant Program**

Federal government agencies and departments continue to operate under a continuing resolution (CR) through February 18. We are continuing to advocate for additional funding for the FTA 5307(h) Ferry Grant Program (in addition to the \$30 million per year that is provided through the surface transportation bill). The House Transportation-HUD Appropriations bill includes an additional \$20 million for the 5307(h) program and the Senate version of the Transportation-HUD Appropriations bill increases funding for the 5307(h) program by \$13 million. We will continue to advocate for the higher (House) funding level to be included in the final bill.

We are also continuing to have conversations with members of the Congressional delegation and other key stakeholders on Capitol Hill about strategy for obtaining the \$1.25 billion for the FTA 5307(h) Ferry Grant Program that was supposed to be included in the IIJA but was omitted by a drafting error. Our Congressional champions continue to believe there may be an opportunity to obtain this funding through an IIJA technical corrections bill, which could be attached to a full year appropriations bill.

Respectfully Submitted,  
Peter Friedmann and Ray Bucheger



# NOSSAMAN LLP | Memorandum

**TO:** WETA Board of Directors

**FROM:** Nossaman LLP - Nate Solov  
Jennifer M. Capitolo & Associates – Jennifer Capitolo

**DATE:** January 27, 2022

**RE:** January 2022 - Legislative Update

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## **Legislative Update**

The new legislative session is in full swing with committee and budget hearings over the last few weeks. The Legislature and the Governor have officially moved out of the State Capitol and are now housed in the new swing space, while the Capitol undergoes renovations. There is limited capacity in the new swing space and the Legislature is encouraging all meetings to be held virtually. The end of January is a busy month with the house of origin deadline on January 31, 2022, the last day for each house to pass bills introduced in the 2021 in their house of origin. In addition, members are beginning to meet to review the Governor's proposed budget and putting together their bill packages. Legislators will have until February 18, 2022 to introduce legislation. Given the limitations on in-person business that are likely to extend into 2022, leadership has encouraged members to be mindful of their workload and keep bill introductions to a minimum.

## **Funding for WETA Priorities**

On January 10<sup>th</sup>, Governor Newsom released his proposed 2022-23 state budget (\$286.4 billion). The plan includes almost \$10 billion in new spending on what his office is calling "five of California's biggest challenges: COVID-19, climate change, homelessness, inequality, and keeping our streets safe." He is asking for immediate action to expand CA's COVID-19 pandemic response, seeking authorization to spend close to half of a \$2.7 billion budget proposal to boost testing, vaccinations, and healthcare staffing.

The state is looking at a projected \$45 billion surplus which includes \$20.6 billion in general funds for discretionary purposes. These discretionary funds will likely lead to legislators seeking to expand current programs or create new ones. It is important to note that the state appropriation limit or the "Gann Limit" will likely be exceeded again this year. Any funds above the limit are constitutionally required to be allocated evenly between schools and a tax refund.

Specific to transportation, the proposal includes \$9.1 billion in new transportation spending with \$2 billion for statewide transit projects, \$1.25 billion for transit projects in Southern California, \$750 million for active transportation, \$500 million for railroad street separations and \$400 million for climate adaptation related to transportation. The proposal has \$4.2 billion for the state's high-speed rail project, which has an initial segment under construction in the Central Valley. There are also funds to increase zero-emission vehicles.

WETA continues to host meetings with key legislators, Governor's office staff, and leadership from the various transportation agencies and departments to discuss the \$37 million necessary to complete the Mission Bay Ferry Landing. We will continue to meet with legislative staff, administration stakeholders and transit stakeholders regarding the inclusion of ferries in state transit programs so all forms of transit are eligible for state funding programs.

**2022 Legislative Agenda**

As discussed in WETA's state legislative program approved by the WETA Board in December, we are working on two legislative proposals for 2022:

1. Adding ferry terminals and shore-side charging infrastructure to SB 288 (2020) which expedited CEQA for certain types of transit projects.
2. Adding ferries to existing state programs and funding sources so all forms of transit have equal access to state resources. WETA has secured an author for this proposal, and we will be able to provide greater details at the board of directors meeting.

**MEMORANDUM**

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**TO: Board Members**

**FROM: Seamus Murphy, Executive Director**  
**Kevin Connolly, Planning & Development Manager**  
**Ossmand Ruano, Transportation Planning Intern**

**SUBJECT: Monthly Ridership and Recovery Report**

**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 lowered fares across the WETA system. 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**

Systemwide ridership grew significantly in July as WETA launched the Plan. Ridership grew through October and the early parts of November, dropping through December and early January potentially due to the continued impact of COVID variants, inclement weather, and the holidays. Ridership is still above WETA's budget projections and continues to compare favorably to other regional transit operators (measured as a percent of pre-pandemic ridership) who have recently seen similar declines in ridership.

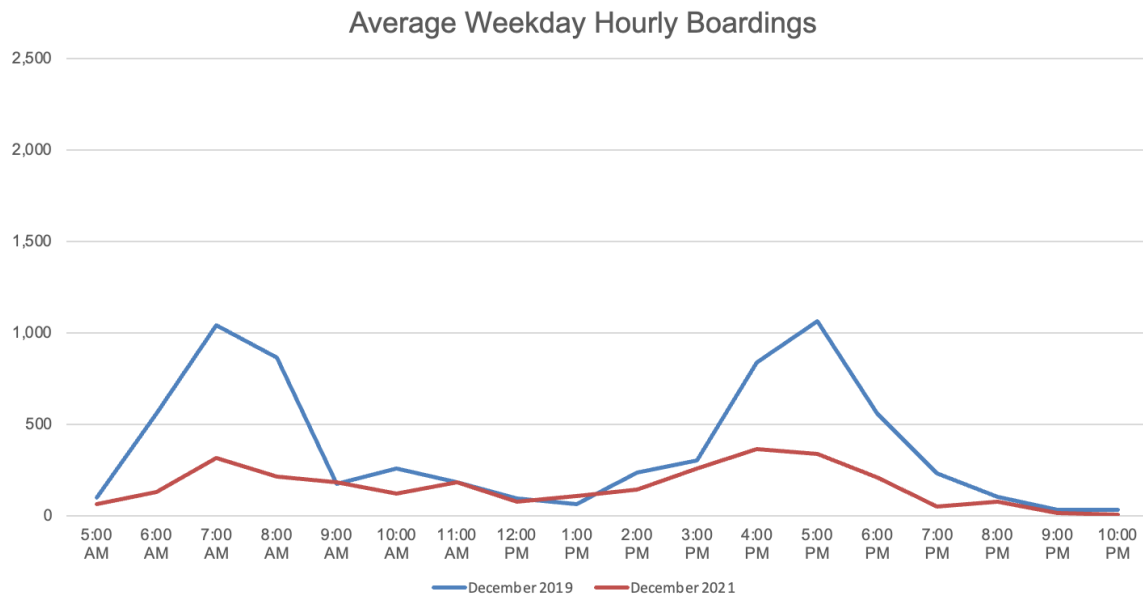
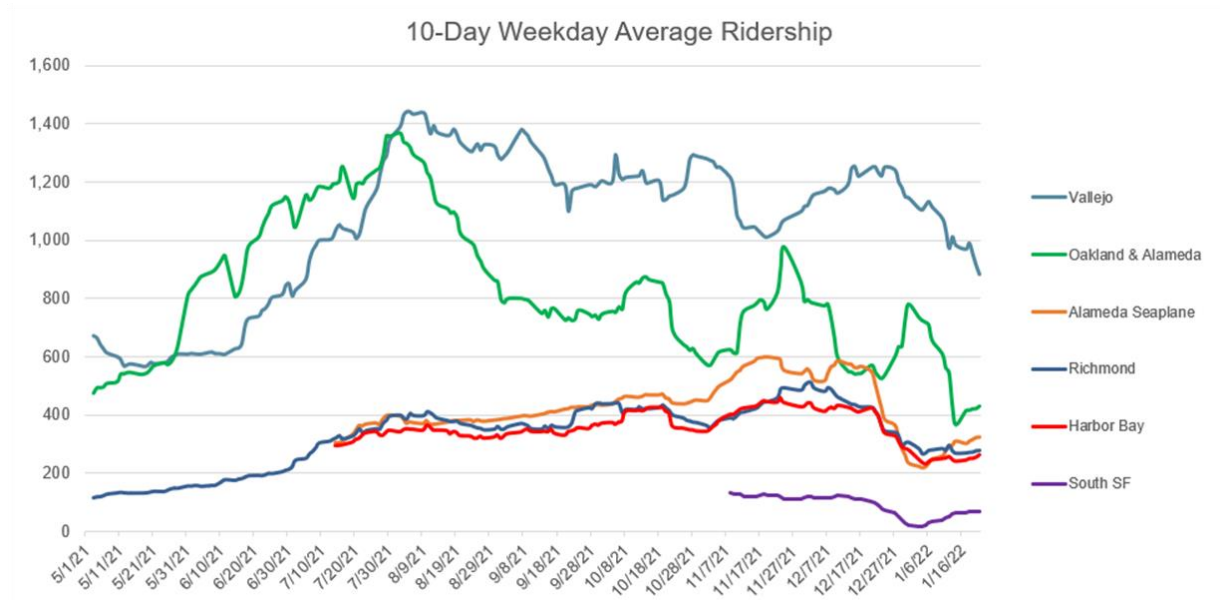
**Highlights:**

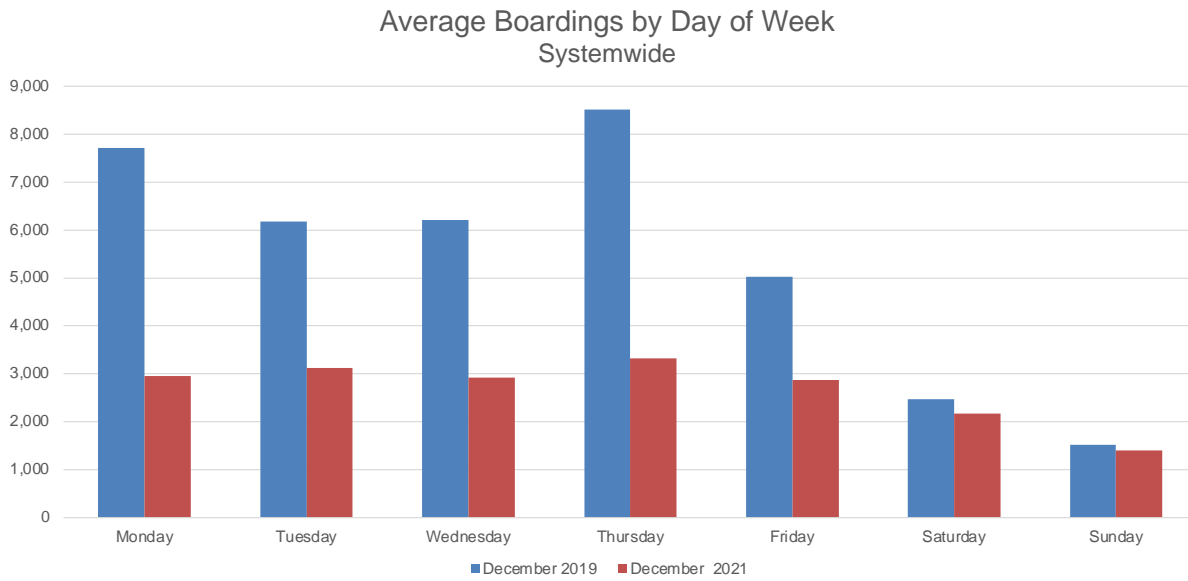
- Weekend ridership has remained a strong component of ridership through December. Average weekend ridership in December 2021 was at near-equal levels as compared to ridership in December 2019, continuing the trend of strong weekend ridership with the launch of the Plan.
- The South San Francisco route relaunched on Monday November 8 after nearly two years of suspension due to COVID. The route averaged approximately 120 boardings per day through November, seeing a decline in ridership through December and early January.
- The Oakland & Alameda, Alameda Seaplane, Richmond, and Harbor Bay routes all saw steady weekday ridership growth through the end of October and early November, dropping in December and early January.
- The Vallejo route remains WETA's busiest route with an average of 1,000 daily weekday riders.
- Special event service to Chase Center from Oakland & Alameda has averaged over 300 daily boardings on service days through December and early January.

**Recommendations**

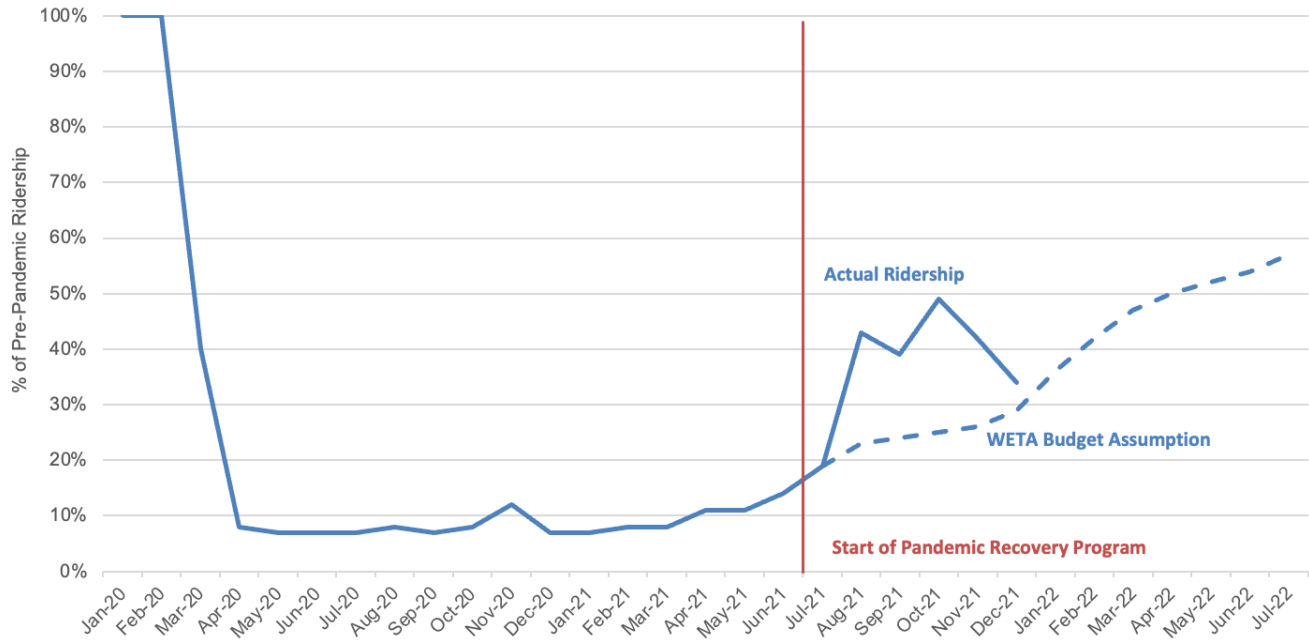
There are no proposed service adjustments at this time.



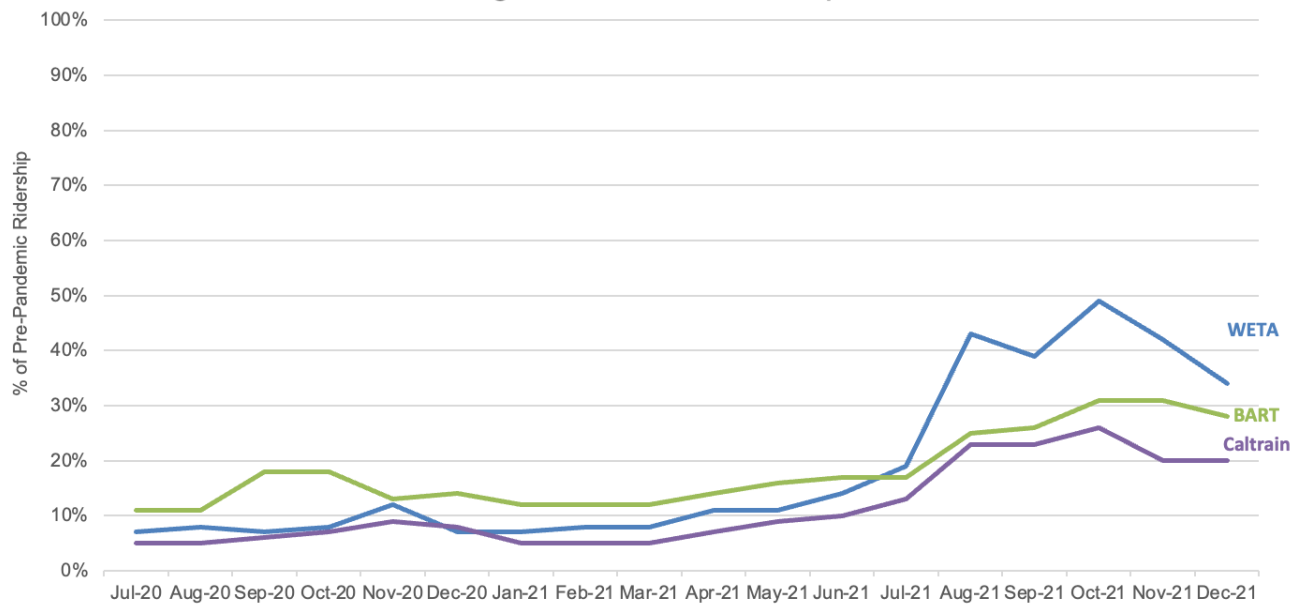




Actual vs. Budgeted Ridership



Regional Transit Ridership



**Water Emergency Transportation Authority**  
**Monthly Ridership & Recovery Report**

**February 3, 2022**  
**Page 5**

December 2021			Oakland & Alameda*	Vallejo*	Richmond	Harbor Bay	Alameda Seaplane	South San Francisco**	Systemwide
Boardings	vs. last month	Total Passengers December 2021	27,091	28,313	9,348	8,221	9,743	1,441	84,157
		Total Passengers November 2021	34,615	32,827	13,146	8,531	11,186	1,773	102,078
		Percent change	-21.74%	-13.75%	-28.89%	-3.63%	-12.90%		-17.56%
	vs. same month last year	Total Passengers December 2021	27,091	28,313	9,348	8,221	9,743		82,716
		Total Passengers November 2020	5,562	7,937	1,319				14,818
		Percent change	387.07%	256.72%	608.72%	-	-		458.21%
	vs. prior FY to date	Total Passengers Current FY To Date	139,084	141,635	39,267	30,254	34,599		384,839
		Total Passengers Last FY To Date	22,200	24,575	5,792	-	-		52,567
		Percent change	526.50%	476.34%	577.95%	-	-		632.09%
Ops Stats	Avg Weekday Ridership December 2021		1,231	1,287	425	374	443		3,760
	Passengers Per Hour December 2021		59	40	27	39	49		41
	Revenue Hours December 2021		462	701	349	210	200	145	2,067
	Revenue Miles December 2021		6,475	19,052	6,262	4,343	3,289	2,516	41,937
	Farebox Recovery Year-To-Date		22%	23%	8%	9%	11%	3%	19%
	Peak hour utilization, AM – December 2021		10%	17%	15%	15%	12%	6%	13%
	Peak hour utilization, PM – December 2021		14%	25%	15%	19%	12%	6%	15%
Fuel	Fuel Used (gallons) – December 2021		63,040	152,622	43,132	23,225	33,179	16,589	331,788
	Avg Cost per gallon – December 2021		\$3.25	\$3.25	\$3.25	\$3.25	\$3.25	\$3.25	\$3.25

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

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

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

**MEMORANDUM**

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**TO: Board Members**

**FROM: Seamus Murphy, Executive Director**

**SUBJECT: Adopt Resolution Regarding Remote Meetings Pursuant to Assembly Bill 361**

**Recommendation**

Adopt resolution authorizing the WETA Board to meet remotely pursuant to the provisions of AB 361.

**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 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 Governor-declared state of emergency continues to be in effect and both state and local officials continue to recommend measures to promote physical distancing. WETA's Board meetings therefore are in accordance with AB 361's requirements.

In order to qualify for AB 361, the Board must, within 30 days of its first meeting under AB 361, and every 30 days thereafter, make findings that it has reconsidered the circumstances of the state of emergency and that either or both (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 Executive Director recommends that the Board adopt these findings with the understanding that the Board would need to approve a similar resolution every 30 days if it wishes to continue to meet under AB 361's requirements for teleconference Board meetings.

**Fiscal Impact**

There is no fiscal impact associated this recommendation.

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

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

## **RESOLUTION NO. 2022-06**

### **FINDINGS PURSUANT TO AB 361 TO CONTINUE REMOTE PUBLIC MEETINGS**

**WHEREAS**, on March 4, 2020, Governor Gavin 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 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 without conforming to Brown Act teleconferencing rules if the legislative body holds a meeting during a proclaimed state of emergency, and if state or local officials have imposed or recommended measures to promote social distancing; now, therefore, be it

**RESOLVED** that the Board of Directors has considered the circumstances of the State of Emergency and finds that:

- a. The factors triggering the State of Emergency continue to directly impact the ability of the members of the Board and members of the public to meet safely in person; and
- b. state or local officials continue to recommend measures to promote social distancing; 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 February 3, 2022.

YEA:

NAY:

ABSTAIN:

ABSENT:

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/s/ Board Secretary

2022-06

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

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

*(January 13, 2022)*

The Board of Directors of the San Francisco Bay Area Water Emergency Transportation Authority met in regular session 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. He welcomed directors, staff, and meeting guests and noted that the meeting was being recorded. He advised guests about offering public comment and how guests could sign up to speak throughout the meeting.

**2. ROLL CALL**

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

**3. REPORT OF BOARD CHAIR**

Chair Wunderman commented that the pandemic is into its second year and although the latest variant appeared to be milder, there continues to be a lot of hospitalizations and fatalities.

**4. REPORTS OF DIRECTORS**

Director Intintoli said that he has noticed the impact of Omicron on the Vallejo waterfront and the decrease in ridership.

Vice Chair Moyer reported that the Supreme Court blocked the Biden administration from enforcing a vaccine-or-testing mandate for large employers but allowed a more limited mandate requiring health care workers at federally funded facilities to be vaccinated. She thanked the crews and dock staff who were dealing with the public daily.

Vice Chair Moyer acknowledged and commended Public Information & Marketing Manager Thomas Hall for the fun video with Klay Thompson and the timing of Klay Day.

**5. REPORTS OF STAFF**

Executive Director Seamus Murphy reported that a federal district court granted the State of California's request to stay USDOL's determination that grants to the state should be withheld due to a potential conflict between California Public Employees' Pension Reform Act of 2013 (PEPRA) and Section 13c of the Urban Mass Transportation Act (UMTA) of 1964. The decision ensures that there is no immediate risk of these grants being held back. WETA will continue to monitor these proceedings.

Mr. Murphy turned it over to Government & Regulatory Affairs Manager Lauren Gularte to report on WETA's annual emergency response training for staff held on December 14 at the Central Bay Operations & Maintenance Facility to test the new emergency service planning tool, the new emergency operation's organizational structure, and staff's ability to create an emergency action plan and use Incident Command System (ICS) forms. She said that an after-action summary of recommendations was being drafted based upon feedback received. She noted that the 2020 exercise was cancelled due to COVID.

Mr. Murphy provided five written reports and discussed the hybrid in-person remote meeting that would be available beginning with the February meeting. He said that anybody can continue to participate virtually; however, masks will be required for in-person participation. He noted that going fully virtual was available if necessary.

He invited Planning & Development Manager Kevin Connolly to provide an update on ridership and recovery. Mr. Connolly said that WETA was not experiencing any increase in ridership since the holidays, which is consistent with other transit agencies, and expected that revenue and ridership for the fiscal year will be lower than anticipated.

Chair Wunderman asked Vice Chair Moyer if she was hearing anything in terms of return to work. Vice Chair Moyer stated that more companies were just not deciding to set a date; however, when it is time to return to the office, the vast majority would have a hybrid workweek.

Vice Chair Moyer asked Chief Financial Officer Erin McGrath to share how Ms. McGrath stress tested her calculations and how she went about forecasting. Ms. McGrath stated that she had not received Blue & Gold Fleet's December invoice but had planned on providing some projections at the next several Board meetings. She said that federal support was expected to last through fiscal year 2023 when the budget was prepared in June and added that projections would be updated as time passes.

## **6. CONSENT CALENDAR**

Director DelBono made a motion to approve the consent calendar:

- a. Adopt Resolution No. 2022-01 Regarding Remote Meetings Pursuant to Assembly Bill 361
- b. Board Meeting Minutes – December 9, 2021

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

## **7. APPROVE CONTRACT AWARD TO JACOBS FOR CONSTRUCTION MANAGEMENT SERVICES RELATED TO THE ALAMEDA MAIN STREET TERMINAL REFURBISHMENT PROJECT**

Senior Planner/Project Manager Chad Mason presented this item recommending approval of the following action relative to the *Alameda Main Street Ferry Terminal Refurbishment Project* (Project):

1. Approve contract award to Jacobs of Oakland, CA for Construction Management Services for a total not-to-exceed amount of \$430,000; and,
2. Authorize the Executive Director to execute a contract with Jacobs and take any other necessary actions consistent with this action.

Mr. Mason stated that the Project will replace the pier bridge structure, gangway, and passenger float and may include other improvements that will facilitate electrification of the terminal. If approved, Jacobs will serve as the owner's representative, providing oversight and support during pre-construction, project development, project construction, and project closeout.

Mr. Mason noted that Jacobs did an excellent job serving in the same role as WETA's representative for the Downtown Ferry Terminal Expansion Project.

Director Intintoli made a motion to adopt Resolution No. 2022-02 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, DelBono, Intintoli, Moyer, Wunderman. Nays: None. Absent: None.

**8. APPROVE CONTRACT AWARD TO MANSFIELD OIL COMPANY FOR PURCHASE AND DELIVERY OF FUEL TO SUPPORT FERRY OPERATIONS**

Operations & Maintenance Manager Timothy Hanners presented this item recommending approval of the following actions relative to the award of a contract for fuel and fueling services:

1. Approve contract award to Mansfield Oil Company of Gainesville, GA (Mansfield) for the purchase and delivery of diesel fuel (both ultra-low sulfur #2 diesel and renewable R-99 diesel) for North Bay and Central Bay Ferry Operations for up to three years at the estimated amount of \$36,750,000 ; and
2. Authorize the Executive Director to execute an agreement with Mansfield and take other necessary and related actions consistent with this Board action.

Mr. Hanners said that WETA was able to enter into a contract with Mansfield Oil Company by leveraging a cooperative purchasing agreement through a competitive solicitation led by the City of Fort Worth, TX. He explained that under a cooperative purchasing agreement, one agency manages the competitive procurement process for a contract and makes the procurement available to other agencies through the agreement administered by Omnia Partners.

Mr. Hanners said that Mansfield was the only supplier out of five through the agreement that was able to offer R-99 renewable diesel which will be required by the California Air Resources Board (CARB) in January 2023. He added that through the agreement Mansfield has agreed to deliveries within 24 hours and to prioritize deliveries to WETA for an emergency event.

Director Alba made a motion to adopt Resolution No. 2022-03 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, DelBono, Intintoli, Moyer, Wunderman. Nays: None. Absent: None.

**9. APPROVE SOLE SOURCE CONTRACT AWARD TO PACIFIC POWER GROUP, LLC FOR MAIN PROPULSION ENGINE AND REDUCTION GEAR MAINTENANCE AND OVERHAUL SERVICES**

Mr. Hanners presented this item recommending the following;

1. Approve the award of a Sole Source Contract to Pacific Power Group, LLC (PPG) in the amount of \$1,204,106 for main propulsion engine and reduction gear maintenance and overhaul services for the MV *Bay Breeze*, *Intintoli*, *Pyxis*, and *Vela*;
2. Establish a contract contingency in the amount of \$240,900, being approximately 20 percent of the contract amount; and
3. Authorize the Executive Director to negotiate and execute an agreement with PPG; issue change orders within the contract contingency if needed; and take any other required actions to support this work.

Mr. Hanners said that MTU engines on four WETA vessels are in need of preventative maintenance work and require an authorized MTU service dealer to provide parts, labor, materials, testing, and commissioning to preserve important factory warranties, and PPG is currently the sole factory-assigned dealership for WETA as identified by MTU. Mr. Hanners clarified that PPG holds the MTU

distributorship for the west coast for factory certified parts and that extended warranties would be impacted if this work were performed by a non-MTU service dealer.

Vice Chair Moyer requested clarifications regarding the sole source justification and warranty information. She noted that it was troubling that not one single dollar that was approved today was going to a disadvantaged business enterprise.

Director Intintoli made a motion to adopt Resolution No. 2022-04 approving this item.

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

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

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

#### **10. RECESS INTO CLOSED SESSION**

The Directors recessed into closed session at 1:51 p.m.

- a. Public Employee Performance Evaluation; Conference with Labor Negotiator  
Pursuant to Government Code Sections 54957(b)(1) and 54957.6  
Title: Executive Director  
Agency Designated Representatives: Jim Wunderman and Jeff DelBono

#### **11. REPORT OF ACTIVITY IN CLOSED SESSION**

Consideration of compensation adjustment for the Executive Director.

The Directors returned to open session at 3:14 p.m. Chair Wunderman reported that the Board had completed its review of Mr. Murphy and found that a salary adjustment was merited in recognition of his performance and prevailing market conditions.

Director DelBono made a motion to adopt Resolution 2022-05 as follows:

WHEREAS, the Board of Directors of the San Francisco Bay Area Water Emergency Transportation Authority engaged Seamus Murphy as Executive Director in January 2021;

WHEREAS, pursuant to the employment agreement with Mr. Murphy, the Board conducts annual reviews of Mr. Murphy's performance as Executive Director and may adjust Mr. Murphy's compensation based upon such annual evaluation;

WHEREAS, the Board has completed a review of Mr. Murphy's performance and has determined to increase his salary by a 4 percent cost-of-living adjustment (COLA) and a salary adjustment of 8 percent, for a total of 12 percent; now, therefore be it

RESOLVED, that the Board of Directors hereby approves Mr. Murphy's annual base salary as Executive Director at \$304,080, effective the first day of the next pay period after this action.

The Directors thanked Mr. Murphy and his extended team including WETA staff and the Blue & Gold Fleet family for all their hard work.

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

Director Intintoli seconded the motion, and the salary adjustment passed unanimously.

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

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

No further public comments were shared.

With all business concluded, Chair Wunderman adjourned the meeting at 3:28 p.m.

- Board Secretary

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

**MEMORANDUM**

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**TO: Board Members**

**FROM: Seamus Murphy, Executive Director**  
**Lauren Gularte, Manager of Government & Regulatory Affairs**

**SUBJECT: Authorize Release of a Request for Proposal for State Legislative Representation Services**

**Recommendation**

Authorize release of a Request for Proposal (RFP) for professional services to represent and support WETA on state legislative matters beginning July 1, 2022.

**Background**

WETA has utilized the Law Offices of Nossaman, LLP to provide state legislative support services since July 2019. This fixed fee contract, in the amount of \$60,000 annually, is structured for an initial term of three years with an option to extend. The initial term is set to expire June 30, 2022. In keeping with Board direction to periodically competitively bid professional service contracts for ongoing services, staff recommends that the Board authorize staff to issue an RFP for state legislative representation services this spring.

**Discussion**

State legislative services to be secured under the proposed RFP process include assisting and advising WETA about positions on relevant legislation, policies, and regulations; building and maintaining relationships with, and enhancing awareness about WETA programs and services with key State decision makers; and developing and implementing legislative and regulatory strategies that will enhance WETA's ability to fulfill its mission and ensure continued state financial and legislative support for the organization and its programs. The selected individual or firm will be expected to be located in Sacramento and to have knowledge, interest and experience in the areas of public transportation, emergency response and maritime operations, and should be familiar with state funding opportunities and regulatory agencies associated with these functions. The winning firm will act as WETA's agent in Sacramento and will be expected to provide regular updates to staff and the Board of Directors on pertinent issues and opportunities. Staff recommends structuring this RFP to be a fixed monthly retainer fee for services provided, which is standard for the industry, for an initial period of three years with options to extend this agreement for up to 10 years.

With Board approval of this item, staff will issue an RFP for state legislative services in February, with the goal of recommending Board approval of a contract that is effective for the fiscal year beginning July 1, 2022.

**Fiscal Impact**

There is no fiscal impact associated with this item; however, funds to support these services will be included in WETA's proposed FY 2022/23 budget.

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

**MEMORANDUM**

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**TO: Board Members**

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

**SUBJECT: Receive Redwood City Ferry Draft Business Plan**

**Recommendation**

Receive the Draft Redwood City Ferry Business Plan.

**Background**

A proposed ferry terminal located in the Port of Redwood City (Port) property has been included in regional and local transportation and land use plans dating back to the Water Transit Authority's (WTA) 2003 Implementation and Operations Plan (IOP). A Redwood City Ferry Terminal is also identified in WETA's 2016 Strategic Plan as well as the Metropolitan Transportation Commission's (MTC) Plan Bay Area 2040 and 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 of Redwood City (City) has included the ferry terminal in its 2010 Redwood City General Plan (General Plan) and the 2018 Citywide Transportation Plan, known as RWCmoves.

A feasibility study examining the Redwood City Ferry Terminal project was received by the WETA Board along with partner agencies at the Port and City of Redwood City and the San Mateo County Transportation Authority (SMCTA) in late 2020 and early 2021. The Feasibility Study examined the engineering feasibility and cost effectiveness of operating service to Redwood City from two separate origins: San Francisco and Oakland. The 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).

The Feasibility Study ultimately recommended that the Redwood City Council, the Redwood City Port Commission, the SMCTA Board, and the WETA Board of Directors move the project to the next phase of study: the development of a business plan consistent with SMCTA requirements for allocating Measure A transportation sales tax funds to the project. The Business Plan kicked off in spring 2021.

**Discussion**

The Business Plan summarizes and builds upon the Feasibility Study, with a focus on several areas identified by partner agency boards as the project was received. The lead consultants for the effort will make a presentation at the February Board meeting. Below is a summary of the major Business Plan components and recommendations:

**Governance Plan.** A review of the multiple agencies that may be involved in the development of a ferry terminal and ultimate operation of ferry service. This section of the

study also includes a profile of funding agencies and potential funding sources. The Governance Plan recommends roles and responsibilities among the project partners along with an optimal operating structure.

Consistent with other WETA projects, the local partner (Port of Redwood City) would take a lead role in permitting and other components of the Preliminary Design effort. WETA would ultimately own and manage the waterside assets of the terminal (float, gangway, piles) while the Port of Redwood City would own and operate the landside components (parking, terminal facilities).

**Enhanced Service Options.** The Feasibility Study focused on a limited ferry service, only operating in commute periods Monday through Friday. There was interest in examining a broader service profile, offering midday, weekend and special event ferry service. An expansion of service caused a reexamination of ridership estimates and operating costs.

The Business Plan examined expanded, all-day service from both Oakland and San Francisco on weekdays. In addition, weekend and special event service to San Francisco was considered. As a result, operating expenses increased as did ridership. Ridership estimates are still strong and within the range of other WETA services or active projects such as Berkeley.

**Outreach and Equity Plan.** At the conclusion of the Feasibility Study, each of the policy bodies expressed an interest in continued work to reach out to recreational users at the Port of Redwood City and to disadvantaged communities that might benefit from future ferry service in Redwood City. The Business Plan team conducted workshops with recreational users and environmental groups during the planning effort. Outreach – both in person and through an online campaign – to target communities both in the mid-Peninsula region and Oakland was also conducted by a specialty outreach consultant.

The outreach activities helped to inform recreational users and environmental advocates of the project and future service profile. WETA operations in other parts of the Bay – such as the Oakland Estuary or the Richmond marina – were used as a reference point. However, there was agreement among all parties that more analysis must take place in the environmental and permitting phase of the project.

The project team was able to gather input from low-income communities such as North Fair Oaks or the Oakland waterfront through in-person appearances at farmer's markets. This was supplemented by phone and online surveys. The Business Plan found that the ferry can be an asset to these communities but providing effective last-mile connecting shuttle service will be important to its success. In addition, the ferry could provide a valuable direct connection to quality jobs for Oakland residents, bridging a gap in the Bay Area's transit network.

**First/Last Mile Plan.** The Business Plan team built on early work in the feasibility study by analyzing existing and potential future transportation improvements that will connect ferry riders to jobs and housing in the Mid-Peninsula region. The effort placed a special emphasis on shuttles.

The Business Plan provides a comprehensive overview of City projects in the planning stages that will improve the pedestrian and bicycle environment around the terminal and

in areas connecting the port property to downtown Redwood City. The Plan examines shuttles and makes recommendations on possible modification to two existing shuttles that serve the Port property. It also recommends the introduction of a new shuttle to serve employment areas outside of downtown along with residential areas such as North Fair Oaks.

**Next Steps**

After the WETA Board, the Redwood City Business Plan will be presented to the Port Commission and City Council. It will make a final appearance at the SMCTA Board in March. After the Business Plan is received, the project team will turn its attention to preparing for Preliminary Design and Permitting activities. The next phase is expected to take up to two years to complete and will be funded through available SMCTA funding.

**Fiscal Impact**

There is no fiscal impact associated with the receipt of this study.

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

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

**RESOLUTION NO. 2022-07**

**RECEIVE REDWOOD CITY FERRY BUSINESS PLAN**

**WHEREAS**, development of a Redwood City Ferry Terminal is identified in WETA's 2016 Strategic Plan and is the subject of planning efforts by the City of Redwood City, the Port of Redwood City, the Metropolitan Transportation Commission, and the San Mateo County Transportation Authority (SMCTA); and

**WHEREAS**, at its meeting on November 5, 2020 the WETA Board received a feasibility study examining the Redwood City Ferry Terminal project, which feasibility study contemplated the preparation of a Business Plan, consistent with SMCTA requirements for allocating Measure A transportation sales tax funds to the project; and

**WHEREAS**, the Business Plan discusses enhanced service options, and contains a governance plan, an outreach and equity plan, and a first/last mile plan;

**WHEREAS**, once the Business Plan is received by all the project partners, the next phase of the project includes preliminary design and permitting activities; and

**WHEREAS** WETA staff recommends that the Board receive the Redwood City Ferry Business Plan as presented during a regular meeting; now, therefore, be it

**RESOLVED**, that the Board of Directors hereby receives the Redwood City Ferry Business Plan.

**CERTIFICATION**

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

YEA:

NAY:

ABSTAIN:

ABSENT:

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/s/ Board Secretary  
2022-07

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



**MEMORANDUM**

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**TO:** Board Members

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

**SUBJECT:** Authorize Public Outreach Process to Extend Fiscal Year 2022 Pandemic Recovery Program

**Recommendation**

Authorize the Executive Director to initiate a public outreach process to collect feedback on the extension of the Fiscal Year 2022 Pandemic Recovery Program for up to one year, through Fiscal Year 2023.

**Background**

In April of 2021, the Board adopted the Fiscal Year (FY) 2022 Pandemic Recovery Program (Program). The Program was developed based on a set of 13 core principles, described in **Attachment A**. The core principles focused on:

- Incentivizing ridership return
- Enhancing equity and access to ferry service for transit-dependent riders
- Phasing in increased service levels and adjusting fares to align with comparable transit options
- Supporting the region's economic recovery

The Program included a service plan and fare structure specifically designed to stimulate ridership and broaden the appeal of the ferry to a broader, more diverse Bay Area travel market. The service plan aimed to strike a balance between making the most efficient use of resources while expanding service outside of peak periods to meet demand for ferry service throughout the day. The fare structure reduced fares throughout the WETA system for a one-year period to generate ridership and attract riders back to the ferry.

The adopted FY 2022 Pandemic Recovery Program Memorandum is included in **Attachment B**. Absent Board action to extend the Program, fares and schedules will revert to pre-COVID levels. This recommended action does not extend the program but authorizes a public outreach process that is a necessary condition for the Board's subsequent consideration of any extension.

**Discussion**

Initial results from the first six months of the Program have been encouraging but are incomplete. Overall, systemwide ridership (621,000) for the first half of FY 2022 was approximately 28% above the budget projections (484,000) and stands at 35% of pre-COVID ridership levels. A significant driver of ridership recovery to date has been higher than anticipated demand for midday and weekend (off peak) services. Off peak ridership on the Oakland/Alameda, Vallejo, and Richmond services is 53% of pre-COVID levels, likely the result of enhanced schedules and lower fares. In November, prior to the arrival of the Omicron variant wave in the Bay Area,

weekend ridership across the system represented 99% of pre-pandemic levels, with 103% of pre-pandemic ridership for the winter season on the Oakland & Alameda route that month. Even with major rainfall and the Omicron wave, December and January weekend ridership across the system hit roughly 60% of pre-pandemic levels.

Ridership during peak periods has been slower to recover. Overall, only 28% of pre-COVID riders have returned to travel during peak periods. Ridership recovery rates on Harbor Bay, Seaplane Lagoon, and South San Francisco commuter services are progressing slower than anticipated, coming in at a combined 33% below budget projections.

Despite the slow weekday commute recovery, ferry ridership is outpacing the recovery rates of peer regional commute service operators. For example, in November BART had a range of weekday ridership equivalent to 24% to 30% of pre-pandemic levels. In this month, San Francisco Bay Ferry's weekday ridership was 37% of pre-pandemic levels. BART's weekend ridership in November ranged from 43% to 50% of pre-pandemic levels. Caltrain for the same period is seeing 20% of pre-COVID ridership. Ferry ridership was 99% of pre-pandemic levels for the season.

An opt-in passenger survey administered by WETA in October 2021 sought to identify impacts of lower fares on equity to access ferry service. Based on responses received, the share of passengers with a household income of less than \$50,000 increased from 6% in 2017 to 10% in 2021. An onboard survey will be completed in 2022 to further analyze the impact of lower fares and less peak-focused schedules on ridership diversity.

The Program was developed based in part on announced plans by many major Bay Area employers to begin returning their employees to in-person work beginning in late Summer and early Fall of 2021. The rise of the Delta COVID variant and then the Omicron variant have delayed many employer plans to return to work into the Spring of 2022 or beyond. With continued uncertainty over ridership markets and demand projections, it is unlikely that a reliable assessment of the Program and accurate assumptions about the evolution of the system's fare and service plans can be made by the current sunset date of the Program.

Depending on the outcome of the outreach process, staff anticipates proposing that the Board consider extending the Program for up to one year to provide time for more certainty around the future of Bay Area travel patterns. An extension would give staff the opportunity to evaluate the impact of the Program as return to work plans are implemented prior to and throughout FY 2023 and would continue the original goals expressed by the 13 core principles adopted by the Board.

Staff recommends that the Board authorize the initiation of a public outreach process to receive comments on a proposal to extend the Program for up to one year. Fares for each route would remain the same, and are indicated for reference in **Attachment C**. No major changes to the service schedules are anticipated at this time, but as outlined in the adopted Program, staff will monitor ridership patterns and will adjust service as needed to achieve the objectives of the Program.

### **Outreach Plan**

Elements of the Outreach Plan will include:

- Detailed fare structure information on the San Francisco Bay Ferry website in English, Spanish, and Chinese.
- Virtual open house event – A virtual open house event will be conducted in February to provide a quick update followed by Q&A session.
- Media outreach to boost awareness on the extension of the fare structure.

- Social media messaging.
- Signage on all vessels and at the Vallejo Ferry Ticket Office.
- Outreach to community-based organizations, City Council, and County organizations, as well as the California State and Federal Bay Area legislative delegations.

**Title VI Compliance**

Consistent with Federal Transit Administration's (FTA) Circular 4702.1B, "Title VI Requirements and Guidelines for Federal Transit Administration Recipients" when conducting outreach to the public, WETA will follow its Title VI Limited English Proficiency Plan, which identifies the languages of limited English proficient persons in WETA's service area, as well as the agency's process to solicit public comments. The Outreach Plan to extend the Program will provide information to the public in English, Spanish, and Chinese languages to ensure that public input is sought and considered from all people in WETA's service area.

**Next Steps**

Pending Board approval, the following steps will be taken:

- February 3, 2022: Begin outreach process and receive public comments for a 30-day public comment period.
- March 17, 2022: Public Hearing; Board considers approval of extending the FY 2022 Pandemic Recovery Program, or refined proposal based on public feedback.
- July 2022: Implement fare program consistent with Board action.

**Fiscal Impact**

This item authorizes staff to initiate a public outreach process, there is no direct fiscal impact associated with this item.

WETA's operating budget has historically relied on farebox revenue as a primary source. With ridership levels expected to remain significantly below pre-pandemic levels, revenues will continue to be backfilled by Federal Transit Administration (FTA) COVID-19 relief grants as they have been since March of 2020. The FY 2022 budget assumed that ridership return will build slowly and will average between 30-40 percent of pre-pandemic levels in aggregate, an assumption not yet realized. The FY 2022 budget also assumed that fare revenue from this ridership return will be supplemented by a combination of federal COVID-19 relief grant funds. It is unlikely that a return to pre-pandemic (higher) fare policies in the short term would improve ridership and/or revenue at this time, however the revenue loss associated with pandemic fare policies would be more than \$1 million annually if ridership returns at a robust level based on the modeling for the fare program. In the next two months, the Board will be briefed on multiple scenarios regarding the length of time that federal support will help sustain WETA operations to understand the revenue picture for the coming fiscal year(s).

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

**Attachment A** – Adopt Fiscal Year 2022 Pandemic Recovery Program Core Principles, February 4, 2021

**Attachment B** – Adopt Fiscal Year 2022 Pandemic Recovery Program Memorandum, April 1, 2021

**Attachment C** – Route Specific Fare Structures of the Fiscal Year 2022 Pandemic Recovery Program

**AGENDA ITEM 8**  
**MEETING: February 4, 2021****MEMORANDUM**

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**TO:** Board Members

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

**SUBJECT:** Adopt Fiscal Year 2022 Pandemic Recovery Program Core Principles

**Recommendation**

Adopt the core principles guiding the development of a Fiscal Year (FY) 2022 Pandemic Recovery Program.

**Background**

The onset of the COVID-19 pandemic has decimated transit ridership across the country. WETA's success over the last decade in methodically building ridership was erased almost overnight when shelter-in-place orders were issued and work trips into San Francisco were curtailed. What was a five-route system serving nearly 12,000 riders per day has been reduced to a three-route system serving hundreds of riders that continue to rely on the system for essential travel. This loss of ridership has corresponded to a precipitous drop in fare revenues, which have traditionally covered more than half of WETA's systemwide operating costs. The loss of fare revenue (and to a lesser extent other funding sources) led to WETA's decision to control costs by reducing or suspending services. Altogether, service on two routes have been suspended, the launch of the Seaplane Lagoon service was deferred, and minimal or sub-minimal service has remained on WETA's remaining three routes.

WETA's financial losses have been replaced by federal funds from the Coronavirus Aid, Relief, and Economic Security (CARES) Act. These funds have been used to keep WETA's inactive crews on payroll and to cover significant fixed costs of maintaining its vessel and terminal assets. While another round of federal funds is imminent, it is unlikely that WETA can rely on continued funding to cover the longer-term impacts of the pandemic. At the same time, as progress to end the pandemic is made, and as the economy continues to reopen, the agency will need to take deliberate steps to rebuild ridership, identify new markets, and operate a service plan that restores the relevance of the system to the region.

The financial sustainability of WETA and other transit operators is not the only issue at stake as the region begins recovery planning for the post-pandemic era. A national call to action to promote equity and address enduring legacies of systemic discrimination and structural inequality is leading public transit operators to rethink how they design their services. This call has been taken up in broader transit-focused efforts including the Metropolitan Transportation Commission's Blue Ribbon Transit Recovery Task Force, which is tasked with recommending strategies that have potential to transform the way regional transit service is delivered in the Bay Area. These efforts could profoundly impact how regional services are planned, designed, and

operated with the goal of creating a more equitable, coordinated, and integrated regional transit network.

The WETA system that existed before the pandemic was successful in achieving many of its financial sustainability and ridership goals. Historically, WETA services have been positioned as a premium offering designed to appeal to commuters willing to pay a higher fare in exchange for avoiding traffic congestion on the Bay Bridge or crowded BART trains. A booming regional economy with high employment rates created high demand for WETA's services and fostered an environment where the agency could realize both sustained ridership growth and one of the highest farebox recovery rates in the region. However, these requirements also led to a ridership base with higher household income levels than many other transit systems in the Bay Area.

Under these conditions, WETA nearly doubled ridership since 2013. Now, the agency is challenged with the task of rebuilding ridership and restoring financial sustainability under very different conditions. This challenge is also an opportunity to explore and evaluate new strategies that could inform the creation of a more equitable, efficient and accessible system.

The core principles recommended by staff will provide the agency with a flexibility to explore these strategies in a way that responds to a rapidly changing transportation environment as the region recovers. Key factors that will guide the agency's service and fare decisions during recovery include how quickly traffic returns to the Bay Bridge, rider confidence in agency efforts to protect public health, available capacity on BART service operating in the same corridors, and evolving telework strategies affecting commute patterns and demand for transit service.

### **Discussion**

Staff proposes to restart ferry service and develop a companion fare structure that is specifically designed to broaden the appeal of new ferry service to a recovering Bay Area travel market. In the coming months, staff will be bringing a draft service plan and fare proposal for board discussion and public feedback. This Pandemic Recovery Program will be designed to stimulate ridership and broaden the appeal of the ferry to a larger cross section of Bay Area commuters. The Program is temporary, allowing for the Board to revisit ferry service and fare policy as key recovery milestones are met, and to inform the development of more permanent strategies after the Bay Area recovers from the pandemic and its lasting economic impacts. As a first step towards developing this plan, staff has drafted a set of core principles that will communicate policy intentions and guide more detailed development of the program.

### **Core Principles**

- 1. Proceed with phased service increases throughout the WETA system in FY2022, to reflect continued return-to-work and the widespread restart of the Bay Area 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 in recognition that off-peak service can make the system more relevant for a transit dependent market of riders with travel patterns that are 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 general public.*

### **Next Steps**

Pending Board approval of the core principles above, staff will develop a detailed service plan and fare structure to implement the FY2022 Pandemic Recovery Program. The proposed draft service plan and fare program would be presented to the Board at its March meeting and staff would request authorization to initiate public outreach efforts. Following public outreach efforts, a final FY2022 Pandemic Recovery Program service plan and fare structure would be presented to the Board for consideration. If approved, the strategies associated with the Program would launch on July 1, 2021, with periodic assessment of their effectiveness throughout FY2022.

### **Fiscal Impact**

There is no fiscal impact associated with this item. A detailed fiscal impact analysis will be undertaken once a detailed service plan and fare program supporting the FY2022 Pandemic Recovery Program are developed and presented to the Board for approval. These impacts will be incorporated into the proposed FY2022 Operating Budget

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

**AGENDA ITEM 9**  
**MEETING: April 1, 2021****MEMORANDUM**

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**TO:** Board Members

**FROM:** Seamus Murphy, Executive Director  
Kevin Connolly, Planning & Development Manager  
Michael Gougherty, Senior Planner/Project Manager  
Arthi Krubanandh, Transportation Planner  
Thomas Hall, Public Information & Marketing Manager

**SUBJECT:** Adopt Fiscal Year 2022 Pandemic Recovery Program

**Recommendation**

Adopt Fiscal Year 2022 Pandemic Recovery Program (Program) and authorize the Executive Director to take related actions necessary to implement the Program.

**Background**

In February 2021, the Board adopted 13 core principles for the Program. The essences of the core principles are:

- Enhancing equity and access to ferry service for Bay Area riders and expanding access for transit-dependent riders.
- Phasing in increased service levels and competitive fares that are comparable to regional transit options, incentivizing demand, and supporting the region's economic recovery.

The proposed Program includes a service plan accompanied by a fare structure that is specifically designed to appeal to a broader Bay Area travel market. The service plan strives to make the most efficient use of resources while expanding service outside of peak periods to meet demand for ferry service throughout the day. The fare structure reduces fares throughout the WETA system for a one-year period to generate ridership and attract riders back to the ferry. Fares will automatically revert to pre-pandemic levels without any intervention from the Board starting in July 2022.

**Discussion**

On March 4, 2021, the Board authorized staff to conduct outreach with riders and the general public on the proposed Program. A summary of the proposed Program and a detailed description of the proposed service and fare changes was posted to the WETA website. Notices were posted on all vessels, the Vallejo Ferry Ticket Office, and digital outlets including BayAlerts, the San Francisco Bay Ferry website, and social media soliciting public comments through March 25, 2021.

**Public Outreach**

WETA conducted a widespread public outreach process to ensure awareness of the proposed program and its implications throughout the communities served by San Francisco Bay Ferry. Outreach methods used include:

- Media outreach
  - Staff secured prominent coverage of the proposal in the *San Francisco Chronicle*, *East Bay Times*, *San Mateo Daily Journal*, on KCBS Radio and several local television news outlets.
- Community outreach
  - Staff distributed information to 30 local partner organizations (including labor groups, hotel and restaurant associations, transportation-focused organizations, and visitor bureaus), the entire Bay Area legislative delegation and members of City Councils in Vallejo, Richmond, Alameda, and Oakland.
  - Many of these partners and elected officials shared information with their constituents via email, newsletters, and social media.
  - Staff presented the Program to the City of Alameda Transportation Commission on March 24 and to the West Contra Costa Transportation Advisory Committee on March 26.
- Website content
  - Immediately following the March 4 Board authorization to open public outreach on the program, staff posted detailed information on the Program in English, Spanish, and Chinese.
  - Answers to questions asked during the outreach process were posted to this site on March 22.
  - The Program webpage received 3,300 views through March 22.
- Virtual open house
  - Staff held a virtual open house via Zoom on March 16 to provide information, receive feedback, and answer questions. Twenty-three members of the public attended the presentation and route-specific question-and-answer sessions. Feedback and questions from the virtual open house are summarized in **Attachment A**.
- Direct passenger outreach
  - Staff informed passengers of the proposal, virtual open house, and public hearing through graphics and flyers posted onboard the ferries, two BayAlerts sent to roughly 10,000 subscribers, and a newsletter story.
- Social media
  - Staff executed a social media campaign around the program in March, including a small paid element to maximize exposure. The Instagram and Facebook posts featuring the proposed Program had more than 38,000 impressions and more than 14,000 impressions, respectively and more than 700 post engagements.

WETA received 140 comments covering multiple interest areas of the Program by the March 25 deadline. This includes 91 comments made via email and social media, and 49 comments received during the virtual open house event. The sentiment of the feedback was overwhelmingly positive. A matrix of comment topics and sentiment can be found in **Attachment A**. The full correspondence received via email is available for download from the San Francisco Bay Ferry website.

#### Proposed revisions

In consideration of the public comments received, the following revisions have been made to the proposed Program:

- **Weekend service for Alameda Main Street, Oakland, and Vallejo Services** – Weekend service, including later evening trips, will begin in Alameda Main Street, Oakland, and Vallejo in July 2021.



- **Earlier launch of Harbor Bay Service** – Service for Harbor Bay was originally proposed to begin in August to coincide with the Seaplane Shift. However, based on feedback Harbor Bay service will start July 2021.
- **Weekend service in July for Richmond** – Weekend service will begin in July for Richmond riders, based on input seeking weekend service as soon as possible.
- **Short Hop Fare Adjustment** – Short hop fares for trips between Alameda Main Street-Oakland, Mare Island-Vallejo, and Pier 41-Downtown San Francisco will be adjusted downwards to \$1.00 for adult single-trip Clipper fares, as opposed to the original proposal of \$2.25 to match local bus fares. This aligns with the concept of lowered fares across all WETA services.

The final Program is proposed in consideration of all comments received during the public outreach process and includes revisions made in response to these comments as deemed consistent with the core principles of the Program. The final revised fare structure and service plan are included in **Attachments B and C**.

#### Financial Model Analysis

The impact of the proposed Program was analyzed by WETA's fare consultant, Four Nines Technologies. The analysis considered the ridership and financial impacts of implementing the proposed service plan for FY 2022 under both a base case and lower bound scenario. These scenarios were defined and developed by staff based on coordination with other regional operators and analysis of recent WETA ridership trends. The base case scenario represents the expected course of ridership recovery assuming current fares, which could total 57 percent of pre-COVID ridership by the end of FY 2022. The lower bound scenario represents a slower than expected rate of ridership recovery, which could total as little as 20 percent of pre-COVID ridership by FY 2022 assuming current fares.

For the financial analysis, the consultant modeled fare revenue and ridership projections for the base case and lower bound scenarios using both current and proposed fares for FY 2022. The results are summarized in the table below.

Scenario	Scenario Description	Modeled Fare Revenue (\$)	Modeled Ridership	Estimated Farebox Recovery
1	Current Fares (Base case)	9,317,000	1,270,000	21%
2	Proposed Fares (Base case)	8,268,000	1,442,000	18%
3	Current Fares (Lower bound)	2,973,000	402,000	7%
4	Proposed Fares (Lower bound)	2,636,000	459,000	6%

The model analysis of the base case projects that the proposed fares (Scenario 2) will increase ridership by 13 percent over the current fares (Scenario 1) from 1,270,000 to 1,442,000 riders but decrease fare revenue by 11 percent from \$9,317,000 to \$8,268,000. For the lower bound scenario, the proposed fares (Scenario 4) are projected to increase ridership by 14 percent over the current fares (Scenario 3) from 402,000 to 459,000 but decrease fare revenue by 11 percent from \$2,973,000 to \$2,636,000. The estimated farebox recovery for each scenario was calculated assuming a preliminary budget cost estimate of \$45 million for the proposed service plan.

### **Schedule**

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

May - June 2021 –

- Coordinate with WETA vendors and Clipper staff to implement the fare modifications for all services.
- Publish the service schedule and coordinate with WETA's service operator to implement the service changes.
- Continue outreach efforts as described in the next section to launch the program.

July 2021 –

- Implement the Pandemic Recovery Program.

### **Marketing Campaign**

In anticipation of the need to aggressively market the changes represented in the Program to successfully rebuild ridership, staff has worked to modify and expand the *Best Way Back to Work* campaign previously presented to the Board in June 2020.

The campaign message will focus on emphasizing the most beloved facets of ferry travel (comfort, fresh air, and cleanliness) while highlighting the ways in which fare and service changes improve the experience (affordability and convenience).

The planned elements include:

- Out-of-home display (billboard) advertising in Vallejo, Richmond, Alameda, and Oakland in English and Spanish
- Targeted digital advertising (social media, paid search, and audio) in English and Spanish
- Direct community outreach to lower-income residents (including those potentially eligible for Clipper START)
- Events to gain positive attention and build awareness through media coverage and community activation
  - Ideas include an event celebrating the arrival of MV *Dorado* at the expanded Downtown San Francisco Ferry Terminal; a ribbon-cutting for the Alameda Seaplane Lagoon Ferry Terminal; a launch event celebrating direct Oakland commute service; promotional weekend cruises in Vallejo and Richmond, potentially tied to the Independence Day holiday; a lunch cruise for potential South San Francisco ferry riders.
  - Public health restrictions and recommendations will have a major role in event planning.

Additional information on the marketing campaign, including budget impacts, will be presented to the Board in May, pending approval of the Program.

### **Title VI Compliance**

Development of the Program is consistent with Federal Transit Administration's (FTA) Circular 4702.1B, "Title VI Requirements and Guidelines for Federal Transit Administration Recipients." When conducting outreach to the public, WETA follows its Title VI Limited English Proficiency Plan, which identifies the languages of limited English proficient persons in WETA's service area, as well as the agency's process to solicit public comments. Consistent with these policies, information was provided to the public on March 4, 2021, in

English, Spanish, and Chinese languages to ensure that public input was sought and considered from all people in WETA's service area.

**Fiscal Impact**

It is anticipated that implementation of the proposed fares will result in fare revenue loss of up to \$1.05 million and ridership increase of up to 170,000 for FY 2021/22.

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

**Attachment A** – Public Comments Summary  
**Attachment B** – Revised Fare Structure  
**Attachment C** – Revised Service Plan Summary

**Attachment C**  
**Route Specific Fare Structures**

**Oakland/Alameda - San Francisco Fare Structure**

CURRENT FY2022		PROPOSED	
STANDARD FARES			
Between Alameda/Oakland and San Francisco			
Adult	\$5.75	Adult	\$5.75
Adult (Clipper Only)	\$4.50	Adult (Clipper Only)	\$4.50
Adult (Clipper START)	\$2.25	Adult (Clipper START)	\$2.25
Youth (5-18 years)	\$2.75	Youth (5-18 years)	\$2.75
Youth (5-18 years) (Clipper Only)	\$2.25	Youth (5-18 years) (Clipper Only)	\$2.25
Seniors (65+), Disabled	\$2.75	Seniors (65+), Disabled	\$2.75
Seniors (65+), Disabled (Clipper Only)	\$2.25	Seniors (65+), Disabled (Clipper Only)	\$2.25
Children under 5	FREE	Children under 5	FREE
DISCOUNT FARE PRODUCTS			
School groups*	\$1.75	School groups*	\$1.75
*School/Group Fares by Advanced Reservation only			

\*School/Group Fares by Advanced Reservation only

**Vallejo – San Francisco Ferry Building Fare Structure**

CURRENT FY2022		PROPOSED	
STANDARD FARES			
Adult	\$11.25	Adult	\$11.25
Adult (Clipper Only)	\$9.00	Adult (Clipper Only)	\$9.00
Adult (Clipper START)	\$4.50	Adult (Clipper START)	\$4.50
Youth (5-18 years)	\$5.50	Youth (5-18 years)	\$5.50
Youth (5-18 years) (Clipper Only)	\$4.50	Youth (5-18 years) (Clipper Only)	\$4.50
Seniors (65+), Disabled	\$5.50	Seniors (65+), Disabled	\$5.50
Seniors (65+), Disabled (Clipper Only)	\$4.50	Seniors (65+), Disabled (Clipper Only)	\$4.50
Children under 5	FREE	Children under 5	FREE
DISCOUNT FARE PRODUCTS			
School groups*	\$3.50	School groups*	\$3.50
*School/Group Fares by Advanced Reservation only			

\*School/Group Fares by Advanced Reservation only

## Harbor Bay – San Francisco Ferry Building Fare Structure

CURRENT FY2022		PROPOSED	
STANDARD FARES			
Adult	\$5.75	Adult	\$5.75
Adult (Clipper Only)	\$4.50	Adult (Clipper Only)	\$4.50
Adult (Clipper START)	\$2.25	Adult (Clipper START)	\$2.25
Youth (5-18 years)	\$2.75	Youth (5-18 years)	\$2.75
Youth (5-18 years) (Clipper Only)	\$2.25	Youth (5-18 years) (Clipper Only)	\$2.25
Seniors (65+), Disabled	\$2.75	Seniors (65+), Disabled	\$2.75
Seniors (65+), Disabled (Clipper Only)	\$2.25	Seniors (65+), Disabled (Clipper Only)	\$2.25
Children under 5	FREE	Children under 5	FREE
DISCOUNT FARE PRODUCTS			
School groups*	\$1.75	School groups*	\$1.75
*School/Group Fares by Advanced Reservation only			

\*School/Group Fares by Advanced Reservation only

## South San Francisco - Alameda/Oakland Fare Structure

CURRENT FY2022		PROPOSED	
STANDARD FARES			
Adult	\$8.50	Adult	\$8.50
Adult (Clipper Only)	\$6.75	Adult (Clipper Only)	\$6.75
Adult (Clipper START)	\$3.25	Adult (Clipper START)	\$3.25
Youth (5-18 years)	\$4.25	Youth (5-18 years)	\$4.25
Youth (5-18 years) (Clipper Only)	\$3.25	Youth (5-18 years) (Clipper Only)	\$3.25
Seniors (65+), Disabled	\$4.25	Seniors (65+), Disabled	\$4.25
Seniors (65+), Disabled (Clipper Only)	\$3.25	Seniors (65+), Disabled (Clipper Only)	\$3.25
Children under 5	FREE	Children under 5	FREE
DISCOUNT FARE PRODUCTS			
School groups*	\$2.75	School groups*	\$2.75

\*School/Group Fares by Advanced Reservation only

## Richmond – San Francisco Ferry Building Fare Structure

CURRENT FY2022		PROPOSED	
STANDARD FARES			
Adult	\$5.75	Adult	\$5.75
Adult (Clipper Only)	\$4.50	Adult (Clipper Only)	\$4.50
Adult (Clipper START)	\$2.25	Adult (Clipper START)	\$2.25
Youth (5-18 years)	\$2.75	Youth (5-18 years)	\$2.75
Youth (5-18 years) (Clipper Only)	\$2.25	Youth (5-18 years) (Clipper Only)	\$2.25
Seniors (65+), Disabled	\$2.75	Seniors (65+), Disabled	\$2.75
Seniors (65+), Disabled (Clipper Only)	\$2.25	Seniors (65+), Disabled (Clipper Only)	\$2.25
Children under 5	FREE	Children under 5	FREE
DISCOUNT FARE PRODUCTS			
School groups*	\$1.75	School groups*	\$1.75
*School/Group Fares by Advanced Reservation only			

## Seaplane Lagoon – San Francisco Ferry Building Fare Structure

CURRENT FY2022		PROPOSED	
STANDARD FARES			
Adult	\$5.75	Adult	\$5.75
Adult (Clipper Only)	\$4.50	Adult (Clipper Only)	\$4.50
Adult (Clipper START)	\$2.25	Adult (Clipper START)	\$2.25
Youth (5-18 years)	\$2.75	Youth (5-18 years)	\$2.75
Youth (5-18 years) (Clipper Only)	\$2.25	Youth (5-18 years) (Clipper Only)	\$2.25
Seniors (65+), Disabled	\$2.75	Seniors (65+), Disabled	\$2.75
Seniors (65+), Disabled (Clipper Only)	\$2.25	Seniors (65+), Disabled (Clipper Only)	\$2.25
Children under 5	FREE	Children under 5	FREE
DISCOUNT FARE PRODUCTS			
School groups	\$1.75	School groups*	\$1.75
*School/Group Fares by Advanced Reservation only			

## Short Hop Fare Structure

CURRENT FY2022		PROPOSED	
STANDARD FARES			
Between Oakland and Alameda			
Adult	\$1.25	Adult	\$1.25
Adult (Clipper Only)	\$1.00	Adult (Clipper Only)	\$1.00
Adult (Clipper START)	\$0.50	Adult (Clipper START)	\$0.50
Youth (5-18 years)	\$0.50	Youth (5-18 years)	\$0.50
Youth (5-18 years) (Clipper Only)	\$0.50	Youth (5-18 years) (Clipper Only)	\$0.50
Seniors (65+), Disabled	\$0.50	Seniors (65+), Disabled	\$0.50
Seniors (65+), Disabled (Clipper Only)	\$0.50	Seniors (65+), Disabled (Clipper Only)	\$0.50
Between Vallejo and Mare Island			
Adult	\$1.25	Adult	\$1.25
Adult (Clipper Only)	\$1.00	Adult (Clipper Only)	\$1.00
Adult (Clipper START)	\$0.50	Adult (Clipper START)	\$0.50
Youth (5-18 years)	\$0.50	Youth (5-18 years)	\$0.50
Youth (5-18 years) (Clipper Only)	\$0.50	Youth (5-18 years) (Clipper Only)	\$0.50
Seniors (65+), Disabled	\$0.50	Seniors (65+), Disabled	\$0.50
Seniors (65+), Disabled (Clipper Only)	\$0.50	Seniors (65+), Disabled (Clipper Only)	\$0.50
Between San Francisco Ferry Building and Pier 41			
Adult	\$1.25	Adult	\$1.25
Adult (Clipper Only)	\$1.00	Adult (Clipper Only)	\$1.00
Adult (Clipper START)	\$0.50	Adult (Clipper START)	\$0.50
Youth (5-18 years)	\$0.50	Youth (5-18 years)	\$0.50
Youth (5-18 years) (Clipper Only)	\$0.50	Youth (5-18 years) (Clipper Only)	\$0.50
Seniors (65+), Disabled	\$0.50	Seniors (65+), Disabled	\$0.50
Seniors (65+), Disabled (Clipper Only)	\$0.50	Seniors (65+), Disabled (Clipper Only)	\$0.50