

Members of the Board

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

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

Thursday, March 4, 2021 at 1:30 p.m.

VIDEOCONFERENCE

Join WETA BOD Zoom Meeting
<https://us02web.zoom.us/j/89718217408>

Meeting ID: 897 1821 7408

Password: 33779

Dial by your location
+1 669 900 6833 US (San Jose)
+1 929 205 6099 US (New York)

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

AGENDA

1. **CALL TO ORDER**

2. **ROLL CALL**

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. Mission Bay Ferry Landing Update
 ii. COVID-19 Federal Relief Funding Update
 iii. Blue Ribbon Task Force Update
b. Monthly Review of Financial Statements
c. Federal Legislative Update
d. State Legislative Update
e. Monthly Ridership and Recovery Report

Information

6. **CONSENT CALENDAR**

- a. Board Meeting Minutes – February 4, 2021
b. Authorize Filing Application for FFY 2020/21 Federal Transit Administration Formula Program Funds to Support Various Capital Projects

Action

**Water Emergency Transportation Authority
March 4, 2021 Meeting of the Board of Directors**

- | | |
|--|--------------------|
| 7. <u>AUTHORIZE RELEASE OF REQUEST FOR PROPOSAL FOR ENGINE REPLACEMENT FOR GEMINI CLASS VESSELS FROM EPA TIER 2 TO EPA TIER 4 AND AUTHORIZE AMENDING THE CAPITAL BUDGET TO ADD THE GEMINI CLASS VESSEL ENGINE CONVERSION PROJECT</u> | Action |
| 8. <u>APPROVE A SOLE SOURCE CONTRACT AWARD TO RDI MARINE FOR EPA TIER 4 MAIN ENGINE CONVERSION, GEMINI CLASS</u> | Action |
| 9. <u>AUTHORIZE RELEASE OF DRAFT FISCAL YEAR 2022 PANDEMIC RECOVERY PROGRAM FOR PUBLIC COMMENT</u> | Action |
| 10. <u>BERKELEY FERRY TERMINAL FEASIBILITY STUDY UPDATE</u> | Information |
| 11. <u>PUBLIC COMMENTS FOR NON-AGENDA ITEMS</u> | |

ADJOURNMENT

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

CHANGES RELATED TO COVID-19

Consistent with Governor Gavin Newsom's Executive Orders N-25-20 and N-29-20, effective immediately and until further notice, meetings will be conducted through virtual participation to promote social distancing and reduce the chance of COVID-19 transmission.

PUBLIC COMMENTS WETA welcomes comments from the public.

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

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

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

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

AGENDA ITEM 1
CALL TO ORDER

AGENDA ITEM 2
ROLL CALL

AGENDA ITEM 3
REPORT OF BOARD CHAIR

AGENDA ITEM 4
REPORTS OF DIRECTORS

NO MATERIALS

TO: WETA Board Members

FROM: Seamus Murphy, Executive Director

DATE: March 4, 2021

RE: Executive Director's Report

SERVICE DEVELOPMENT UPDATE:**Alameda Main Street Ferry Terminal Refurbishment**

This project will design and construct terminal refurbishments and upgrades to the Main Street Alameda Ferry Terminal in order to maintain it in a state of good repair. WETA received a \$4,456,000 discretionary Federal Transit Administration Ferry Grant Program award in July 2020 to support this project.

March 2021 Update: Staff is in the process of preparing an RFP for engineering and design services to design and develop this project for construction and is anticipating release in spring 2021.

Alameda Seaplane Lagoon Ferry Terminal

The Alameda Seaplane Lagoon Ferry Terminal is located on the western end of Alameda's main island, on the site of the redeveloping former Alameda Naval Air Station. The Terminal was completed in July 2019 but has not begun operations due to the pandemic. When the terminal opens, it will be the key component of a three-terminal operational change that will also introduce Alameda-Oakland commute service and reduce Oakland ferry travel times.

March 2021 Update: The Pandemic Recovery Plan proposal included in this packet proposes to start service on the Alameda Seaplane ferry route in August 2021 with a reduced fare for the first year of operations. The August start date will accommodate a plan by AC Transit to link the new terminal to Alameda residential neighborhoods by bus.

Berkeley Ferry Terminal

The proposed Berkeley Ferry Recreational Pier and Ferry Terminal is a joint project proposed by the City of Berkeley and WETA that will rebuild a recreational pier at the Berkeley Marina, which would also include ferry terminal infrastructure. The project is in the initial planning stages and is part of a larger master planning effort focusing on the Berkeley Marina.

March 2021 Update: The Berkeley City Council participated in a workshop on February 16th where staff and consultants presented the preliminary design concepts and planning assumptions for a future recreational pier and ferry terminal. WETA Chair Jim Wunderman attended the working session addressing the council and fielding questions about WETA service and future plans. Staff will be summarizing the Berkeley City Council material and seeking input from the WETA Board at the March meeting.

Mission Bay Ferry Landing

The proposed Mission Bay Ferry Landing (MBFL) would be a single float ferry terminal located at the foot of 16th Street in San Francisco's Mission Bay neighborhood. The MBFL will not only

serve special events at the Chase Center but also link ferry commuters to the Downtown San Francisco Ferry Terminal and other services throughout the WETA and Golden Gate Ferry networks. A project Memorandum of Understanding (MOU) between the Port of San Francisco and WETA was adopted by the Board in January 2017, establishing roles and responsibilities for the planning and design phase of the project. The MBFL is ready for construction but faces a gap in necessary funding of approximately \$37 million, which includes an anticipated \$25 million from WETA Regional Measure 3 capital funding.

March 2021 Update: A Task Force made up of executive staff from the Port and WETA along with Board Director Moyer met in February to identify strategies to secure additional funding and potentially phase development of the project. Staff will be exploring the possibility of new funding sources and revisiting project phasing in the coming weeks.

Oakland Athletics Howard Terminal Stadium Proposal

The Oakland Athletics baseball organization is planning to develop a new stadium on the site of Howard Terminal, adjacent to WETA's Oakland Ferry Terminal in Jack London Square. The project has not yet released an Environmental Impact Report and is in the process of conducting the required analyses. The Athletics have indicated to WETA that there is no plan for additional ferry infrastructure or service beyond WETA's planned Oakland service as part of the stadium proposal.

March 2021 Update: The project draft EIR was released on February 26, 2021. Staff will be reviewing the analysis and will work with the project sponsor regarding WETA input.

Redwood City Ferry Terminal

The proposed Redwood City Ferry Terminal would be located at the eastern end of the Port of Redwood City and would be a destination for ferry services from San Francisco and/or Oakland. The Port and City of Redwood City, with participation from WETA, recently completed a ferry feasibility study that found the project feasible and recommended the project develop a business plan as the next step towards development. The study estimated the project could open in 2025 provided funding can be secured.

March 2021 Update: The San Mateo Transportation Authority (SMTA) has asked the project team to present the feasibility study findings to the SMTA board in April or May. Once the SMTA board has received the study, the project team will develop a Business Plan that must be completed prior to entering into the environmental permitting and design phase of the project.

Treasure Island Ferry Service

A ferry terminal is currently under construction on Treasure Island, a project led by the Treasure Island developer that is necessary to satisfy environmental mitigation requirements. The Treasure Island Mobility Management Authority (TIMMA), a division of the San Francisco Transportation Authority, is developing a program that will fund transportation for the island that anticipates public ferry service. Staff from TIMMA has indicated that WETA is the likely provider of Treasure Island public ferry service.

March 2021 Update: TIMMA staff has restarted discussions to develop a Memorandum of Understanding (MOU) with WETA to provide public ferry service for Treasure Island. TIMMA staff is anticipating bringing a draft MOU to the WETA and TIMMA boards in spring of 2021.

PLANS, STUDIES & INITIATIVES

CARB Compliance Plan

The California Air Resources Board (CARB) is in the process of developing revisions to regulations that are applicable to California commercial harbor craft, including ferry vessels. The draft proposed regulations include many new initiatives such as in-use and new vessel requirements mandating cleaner engines and the addition of emission reduction systems, a new zero emission vessel requirement for short routes (less than 3 miles), new idling restrictions at terminals, new shore power requirements, new opacity testing requirements, new operating reporting requirements and \$1.9 million in new annual fees to be paid by the industry. Several of these new initiatives can be integrated into WETA's operations with relatively little effort. However, the in-use and new vessel requirements pose a significant challenge. This requirement mandates that existing and new vessels be upgraded with the cleanest engines available and that a Diesel Particulate Filter (DPF) is installed. To comply with the proposed regulations, WETA would need to repower all vessels, including those under construction, with Tier 4 engines and install a DPF. DPF's currently do not exist for high-horsepower, high-capacity vessels. Currently, there is only one Original Engine Manufacturer that is developing a DPF which is anticipated to be so large that in some vessels either major modifications will be required, or the vessel will have to be replaced. Staff is developing an alternative compliance plan to address CARB's regulations through advancing zero emission technology.

March 2021 Update: CARB has scheduled a March 16, 2021 public workshop to receive input on their harbor craft regulation. An informational item will be brought forward to the April Board meeting with more detailed information about WETA's approach to this critical issue.

Emergency Response Activities

WETA's enabling legislation directs the agency to provide comprehensive water transportation and emergency coordination services for the Bay Area region.

March 2021 Update: Staff is currently working with a consultant revise WETA's Emergency Operations Plan, preparing staff training sessions for 2021 and pursuing reimbursement from FEMA for costs associated with electrostatic disinfecting of vessels and facilities and for the purchase of personal protective equipment.

MTC's Blue Ribbon Transit Recovery Task Force

The MTC has created a Blue Ribbon Transit Recovery Task Force (Task Force) to guide the future of the Bay Area's public transportation network as the region adjusts to new conditions created by the COVID-19 pandemic. The Task Force includes local elected officials; transportation advocates; representatives from the state Senate and Assembly; the California State Transportation Agency; transit operators; business and labor groups; and transit and social justice advocates. Chair Wunderman is a member of the Task Force through his role at the Bay Area Council.

March 2021 Update : The Task Force met on February 22 and discussed a draft problem statement and concepts surrounding a Transit Network Manager for the Bay Area. The Task Force is expected to approve the problem statement at its March meeting. A Working Group of the larger Task Force has been appointed to make recommendations about potential network manager alternatives. In addition, MTC will be contracting with a consultant to assist in the evaluation of potential Transit Network Manager responsibilities.

Onboard Passenger Survey

Staff is preparing to conduct a survey of WETA passengers in late February and early March. The survey will be consistent with past WETA onboard questionnaires but will be expanded to ask passengers about travel preferences during the pandemic. A consultant has been retained to conduct the survey and tabulate the data. Staff anticipates sharing initial results with the Board in April and May.

OTHER BUSINESS

COVID-19 Federal Relief Funding

In December 2020, Congress approved, and the President signed, a combined \$2.3 trillion COVID relief package, Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA), and the FY 2020/21 Appropriations bill. The Bay Area will receive about \$983 million CRRSAA funds to assist the region's transit operators. On January 27, MTC Commission approved the allocation of approximately \$180 million – including \$4.9 million to WETA - of CRRSAA funding to Bay Area transit operators that received insufficient shares of CARES Act funding.

March 2021 Update: MTC staff and Bay Area transit operators are in discussion regarding proposed distribution scenarios for the approximately \$803 million remaining CRRSAA funds. MTC staff's current recommendation reflects consideration that the distribution should 1) be based on projected revenue losses through June 30, 2021; 2) account for the fact that some operators received more funding through the CARES Act than their actual revenue losses; 3) recognize that uncertainty remains for revenue losses going forward; and 4) continue focus on equity. In the most current draft distribution proposal, WETA is expected to receive \$13.0 million from the remaining CRRSAA funds. MTC staff is working to bring a distribution proposal for MTC Commission action in March.

END

Attachment A

Monthly Operating Statistics Report January 2021

			Alameda/ Oakland	Harbor Bay †	Richmond	South San Francisco †	Vallejo	Systemwide
Boardings	vs. last month	Total Passengers January 2021	4,124		1,143		6,720	11,987
		Total Passengers December 2020	5,562		1,319		7,937	14,818
		Percent change	-25.85%		-13.34%		-15.33%	-19.11%
	vs. same month last year	Total Passengers January 2021	4,124		1,143		6,720	11,987
		Total Passengers January 2020	97,256	30,398	17,731	12,914	81,171	239,470
		Percent change	-95.76%	-100.00%	-93.55%	-100.00%	-91.72%	-94.99%
	vs. prior FY to date	Total Passengers Current FY To Date	40,262		11,247		68,280	119,789
		Total Passengers Last FY To Date	865,853	206,995	133,466	86,575	659,253	1,952,142
		Percent change	-95.35%	-100.00%	-91.57%	-100.00%	-89.64%	-93.86%
	Avg Weekday Ridership January 2021		206		57		336	599
Ops Stats	Passengers Per Hour January 2021		32		10		21	21
	Revenue Hours January 2021		130		116		316	562
	Revenue Miles January 2021		1,774		2,100		8,908	12,782
	Farebox Recovery Year-To-Date		4%		2%		6%	4%
	Cost per Available Seat Mile – January 2021		\$0.95		\$0.70		\$0.33	\$0.45
	Average peak hour utilization, AM – January 2021		7%		5%		11%	8%
	Average peak hour utilization, PM – January 2021		9%		6%		12%	9%
Fuel Used (gallons) – January 2021			8,667		13,837		82,642	105,146
Avg Cost per gallon – January 2021			\$2.18		\$2.18		\$2.13	\$2.14

† Service suspended on the Harbor Bay and South San Francisco routes due to COVID-19 effective March 17.

MEMORANDUM

TO: Board Members

**FROM: Seamus Murphy, Executive Director
Lynne Yu, Finance & Administration Manager**

**SUBJECT: Monthly Review of FY 2020/21 Financial Statements for Seven Months
Ending January 31, 2021**

Recommendation

There is no recommendation associated with this informational item.

Summary

This report provides the attached FY 2020/21 Financial Statements for seven months ending January 31, 2021.

Operating Budget vs. Actual

	Prior Actual	Current Budget	Current Actual
Revenues - Year To Date:			
Fare Revenues	\$14,355,923	\$1,218,817	\$803,175
Federal - CARES Act	-	8,890,817	11,786,329
Bridge Toll Revenues	10,469,272	12,168,975	5,473,891
Contra Costa Measure J	1,680,000	2,093,292	1,890,561
Alameda Measure B/BB	-	910,758	-
Alameda Tax & Assessment		2,254,991	-
Other Revenues	24,504	-	-
Total Operating Revenues	\$26,529,699	\$27,537,650	\$19,953,957
Expenses - Year To Date:			
Planning & Administration	\$1,338,962	\$1,750,000	\$1,493,010
Ferry Services	25,190,737	25,787,650	18,460,947
Total Operations Expenses	\$26,529,699	\$27,537,650	\$19,953,957
System-Wide Farebox Recovery %	57%	5%	4%

Capital Actual and % of Total Budget

	YTD Actual	% of FY 2020/21 Budget
Revenues:		
Federal Funds	\$1,660,700	
State Funds	8,046,517	
Bridge Toll Revenues	301,643	
Other Revenues	602,561	
Total Capital Revenues	\$10,611,421	28.56%
Expenses:		
Total Capital Expenses	\$10,611,421	28.56%

Fiscal Impact

There is no fiscal impact associated with this informational item.

END

This Page Left Intentionally Blank

San Francisco Bay Area Water Emergency Transportation Authority
FY 2020/21 Statement of Revenues and Expenses
For Seven Months Ending 1/31/2021

% of Year Elapsed 58%

	Jan-21 Actual	Year - To - Date			Total FY2020/21 Budget	% of Total Budget
		FY2019/20 Actual	FY2020/21 Budget	FY2020/21 Actual		
OPERATING EXPENSES						
<u>FERRY OPERATIONS:</u>						
<u>Harbor Bay FerryService (AHBF)</u>						
Purchased Transportation	\$152,600	\$1,414,615	\$1,251,542	\$772,439	\$2,145,500	36.0%
Fuel - Diesel & Urea	-	326,773	287,408	-	492,700	0.0%
Other Direct Operating Expenses	16,816	306,481	496,825	165,421	851,700	19.4%
Admin Overhead Expense Transfer	-	65,856	74,842	-	128,300	0.0%
Total Harbor Bay Farebox Recovery - AHBF	\$169,417	\$2,113,724	\$2,110,617	\$937,860	\$3,618,200	25.9%
	0%	44%	4%	0%	4%	
<u>Alameda/Oakland Ferry Service (AOFS)</u>						
Purchased Transportation	\$545,753	\$5,328,745	\$4,472,708	\$3,910,389	\$7,667,500	51.0%
Fuel - Diesel & Urea	18,859	1,206,092	947,158	162,530	1,623,700	10.0%
Other Direct Operating Expenses	145,052	1,114,205	1,379,700	904,080	2,365,200	38.2%
Admin Overhead Expense Transfer	37,875	267,535	236,308	185,110	405,100	45.7%
Total Alameda/Oakland Farebox Recovery - AOFS	\$747,539	\$7,916,577	\$7,035,875	\$5,162,109	\$12,061,500	42.8%
	4%	64%	4%	4%	4%	
<u>Vallejo FerryService (Vallejo)</u>						
Purchased Transportation	\$927,640	\$6,553,623	\$5,957,817	\$6,360,674	\$10,213,400	62.3%
Fuel - Diesel & Urea	175,987	3,088,973	2,238,133	1,029,643	3,836,800	26.8%
Other Direct Operating Expenses	252,056	1,112,399	1,675,217	1,419,972	2,871,800	49.4%
Admin Overhead Expense Transfer	63,318	202,057	261,042	289,793	447,500	64.8%
Total Vallejo Farebox Recovery - Vallejo	\$1,419,002	\$10,957,053	\$10,132,208	\$9,100,082	\$17,369,500	52.4%
	5%	63%	7%	6%	7%	
<u>South San Francisco FerryService (SSF)</u>						
Purchased Transportation	\$112,726	\$1,261,903	\$1,018,967	\$631,687	\$1,746,800	36.2%
Fuel - Diesel & Urea	-	240,509	164,325	-	281,700	0.0%
Other Direct Operating Expenses	16,525	243,105	278,833	123,426	478,000	25.8%
Admin Overhead Expense Transfer	-	29,037	10,383	-	17,800	0.0%
Total South San Francisco Farebox Recovery - SSF	\$129,251	\$1,774,554	\$1,472,508	\$755,113	\$2,524,300	29.9%
	0%	37%	1%	0%	1%	
<u>Richmond FerryService (Richmond)</u>						
Purchased Transportation	\$278,176	\$1,842,565	\$1,975,808	\$1,910,156	\$3,387,100	56.4%
Fuel - Diesel & Urea	30,109	285,699	342,592	184,106	587,300	31.3%
Other Direct Operating Expenses	53,867	267,472	383,775	323,565	657,900	49.2%
Admin Overhead Expense Transfer	10,236	33,093	22,983	42,536	39,400	108.0%
Total Richmond Farebox Recovery - Richmond	\$372,388	\$2,428,828	\$2,725,158	\$2,460,362	\$4,671,700	52.7%
	2%	31%	1%	2%	1%	
<u>Seaplane Lagoon FerryService (SPL)</u>						
Purchased Transportation	\$0	\$0	\$1,509,258	\$0	\$2,587,300	0.0%
Fuel - Diesel & Urea	-	-	232,283	-	398,200	0.0%
Other Direct Operating Expenses	10,835	-	471,275	45,420	807,900	5.6%
Admin Overhead Expense Transfer	-	-	98,467	-	168,800	0.0%
Total Seaplane Lagoon Farebox Recovery - SPL	\$10,835	\$0	\$2,311,283	\$45,420	\$3,962,200	1.1%
	0%	0%	5%	0%	91%	
Sub-Total Ferry Operations	\$2,848,431	\$25,190,737	\$25,787,650	\$18,460,947	\$44,207,400	41.8%
FAREBOX RECOVERY - SYSTEMWIDE	4%	57%	5%	4%	5%	
<u>PLANNING & GENERAL ADMIN:</u>						
Wages and Fringe Benefits	\$218,688	\$1,016,840	\$1,093,575	\$1,063,568	\$1,874,700	56.7%
Services	29,288	624,090	1,024,508	673,359	1,756,300	38.3%
Materials and Supplies	2,049	4,425	21,817	(4,208)	37,400	-11.3%
Utilities	(1,603)	25,161	30,858	21,970	52,900	41.5%
Insurance	-	1,046	16,333	582	28,000	2.1%
Miscellaneous	12,203	37,961	38,033	24,360	65,200	37.4%
Leases and Rentals	33,439	227,015	228,900	230,817	392,400	58.8%
Admin Overhead Expense Transfer	(111,429)	(597,578)	(704,025)	(517,439)	(1,206,900)	42.9%
Sub-Total Planning & Gen Admin	\$182,636	\$1,338,962	\$1,750,000	\$1,493,010	\$3,000,000	49.8%
Total Operating Expenses	\$3,031,067	\$26,529,699	\$27,537,650	\$19,953,957	\$47,207,400	42.3%
OPERATING REVENUES						
Fare Revenue	\$105,384	\$14,355,923	\$1,218,817	\$803,175	\$2,089,400	38.4%
Federal Operating Assistance	743,134	-	8,890,817	11,786,329	15,241,400	77.3%
Regional - Bridge Toll	1,817,741	10,469,272	12,168,975	5,473,891	20,861,100	26.2%
Regional - Contra Costa Measure J	364,808	1,680,000	2,093,292	1,890,561	3,588,500	52.7%
Regional - Alameda Measure B/BB	-	-	910,758	-	1,561,300	0.0%
Regional - Alameda Tax & Assessment	-	-	2,254,991	-	3,865,700	0.0%
Other Revenue	-	24,504	-	-	-	0.0%
Total Operating Revenues	\$3,031,067	\$26,529,699	\$27,537,650	\$19,953,957	\$47,207,400	42.3%

San Francisco Bay Area Water Emergency Transportation Authority
FY 2020/21 Statement of Revenues and Expenses
For Seven Months Ending 1/31/2021

Project Description	Jan-21 Total	Total Project Budget	Total Prior Expense	Total FY2020/21 Budget	Total FY2020/21 Expense	Total Future Year	% of Total Project Budget Spent
CAPITAL EXPENSES:							
<u>FACILITIES:</u>							
Terminal Construction							
Downtown Ferry Terminal Expansion - South Basin	\$24,545	\$98,965,000	\$94,792,877	\$4,172,123	\$873,668	\$0	97%
Operations and Maintenance Facilities							
Ron Cowan Central Bay Operations & Maintenance Facility	427	64,932,400	64,348,080	584,320	7,596	-	99%
North Bay Facility Improvement - Fuel System	51,966	530,450	-	530,450	66,675	-	13%
Terminal Improvement							
Install Mooring Piles - Harbor Bay Terminal	-	446,500	59,927	386,573	340,689	-	90%
Terminal Rehabilitation - Engineering & Design Main Street	317	395,000	-	395,000	2,151	-	1%
Shoreside Infrastructure for All-Electric Vessel	-	4,760,000	-	2,002,000	-	2,758,000	0%
<u>FERRY VESSELS:</u>							
Vessel Construction							
445-Pax Expansion (Waterjet) Vessels - 2 vessels	-	46,745,000	43,324,292	3,420,708	1,586,886	-	96%
New Commuter Class High-Speed Vessels - 2 vessels	694,853	30,082,500	11,758,345	12,063,155	6,741,414	6,261,000	61%
Vessel Replacement - M/V Bay Breeze & MV Solano	6,493	34,600,000	251,717	9,158,283	172,273	25,190,000	1%
New All-Electric Vessel	-	4,300,000	-	1,834,000	-	2,466,000	0%
Vessel Rehabilitation and Refurbishment							
Vessel Engine Overhaul - M/V Argo and M/V Carina	-	240,000	125,730	114,270	-	-	52%
Vessel Engine & Reduction Gear Overhaul - MV Pisces	-	525,200	-	525,200	3,600	-	1%
Vessel Engine & Reduction Gear Overhaul - MV Bay Breeze	-	491,400	-	491,400	49	-	0%
Vessel Engine & Reduction Gear Overhaul - MV Peralta	1,056	1,400,000	-	1,400,000	746,138	-	53%
<u>CAPITAL EQUIPMENT / OTHER:</u>							
Purchase Service Vehicles	-	101,000	28,125	72,875	70,282	-	97%
Total Capital Expenses	\$779,657	\$288,514,450	\$214,689,094	\$37,150,356	\$10,611,421	\$36,675,000	
CAPITAL REVENUES:							
Federal Funds	\$6,041	\$64,819,199	\$34,857,846	\$9,881,250	\$1,660,700	\$20,080,103	56%
State Funds	719,825	173,006,690	139,493,840	20,645,693	8,046,517	12,867,157	85%
Regional - Bridge Toll	52,825	43,123,284	39,100,555	965,562	301,643	3,057,166	91%
Regional - Alameda Sales Tax Measure B / BB	965	2,489,727	16,926	1,802,228	21,872	670,573	2%
Regional - Alameda TIF / LLAD / HBBPA	-	446,500	59,927	386,573	340,689	-	90%
Regional - San Francisco Sales Tax Prop K	-	1,400,000	1,160,000	240,000	240,000	-	100%
Other - Proceeds from Sale of End-of-Life Vessels	-	3,229,050	-	3,229,050	-	-	0%
Total Capital Revenues	\$779,657	\$288,514,450	\$214,689,094	\$37,150,356	\$10,611,421	\$36,675,000	

TO: WETA Board Members

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

SUBJECT: WETA Federal Legislative Board Report – March 2021

This report covers the following topics:

1. Update on COVID Relief / Emergency Funding for Transit
2. Advocating for Public Ferry Funding in Possible Infrastructure Bill
3. Possible Return of Congressional Earmarks / Opportunity for WETA

Update on COVID Relief / Emergency Funding for Transit

House and Senate Congressional leaders are forging ahead with an approximately \$1.9 trillion COVID relief bill using a procedure called “budget reconciliation,” which will allow Senate Democratic leadership to pass a COVID relief bill without having to seek the support of the ten Republican Senators that would be otherwise be needed to overcome an almost certain filibuster. The process is well underway – in recent weeks, the House and Senate have taken up and passed a budget resolution establishing the outlines of the reconciliation package and Congressional committees have set specific funding levels for various programs related to transportation, small business relief, schools, state and local government support, vaccine distribution, and other programs to address the economic and health care crisis caused by the COVID-19 pandemic.

The COVID relief bill will include approximately \$41 billion for transportation, of which \$30 billion will go to transit systems nationwide. Congressional leaders are aiming to send a final bill to the President by mid-March.

Advocating for Public Ferry Funding in Possible Infrastructure Bill

President Biden and Congressional leaders are already signaling they want to pivot to an infrastructure bill after the COVID relief package is signed into law. As a result, we are stepping up our lobbying efforts to increase funding for the Federal Highway Administration (FHWA) Ferry Boats and Ferry Terminal Facilities Formula-Grant Program and the Federal Transit Administration (FTA) Passenger Ferry Competitive Grant Program. In the past few weeks, we have met with Bay Area Congressional offices and House Transportation and Infrastructure (T&I) Committee staff to advocate for this funding. We also worked with other members of the Public Ferry Coalition to send a letter to Congressional leaders seeking to increase funding for the FHWA formula program from \$80 million/year to \$160 million/year and the FTA discretionary grant program from \$30 million/year to \$90 million/year. These are the same levels of funding that were included in amendments put forth by Congressman John Garamendi last year.

Even if Congress doesn’t take up an infrastructure bill, the Fixing America’s Surface Transportation (FAST) Act, which is the current surface transportation bill, expires on September 30 and will need to be reauthorized. This would give us another opportunity to increase funding for these two programs. Another avenue we are exploring is to increase money for the FTA program through the regular appropriations process. There is precedent for this – the FY21 Transportation-Housing and Urban Development (THUD) bill increased funding for the

FTA program by \$8 million and directed FTA to spend no less than \$4 million on low or zero-emission ferries.

Possible Return of Congressional Earmarks / Opportunity for WETA

There have been numerous news reports in recent weeks about the possible return of Congressional earmarks. If earmarks do come back, there may be potential for us to pursue funding for WETA, whether through an infrastructure bill or through the FY22 appropriations process. It remains to be seen how the process would work – committee leaders have not yet indicated what types of entities would be eligible to pursue earmarks, what types of projects could be funded, and how much money would be dedicated to such projects.

While news reports about the potential return of earmarks align with what we are hearing in conversations with members of Congress and Congressional staff and although there is a lot of interest in bringing earmarks back, a final decision has not been made by leadership. It is worth noting that there was a serious discussion about bringing earmarks back about two years ago, but the effort was scrapped when House Democrats in swing districts expressed concern about earmarks being used against them in their campaigns. Given that Democrats hold very narrow majorities in both chambers, leaders in the House and Senate may ultimately decide against bringing earmarks back if Republicans opt to use this as a political issue rather than participate in the process.

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: February 23, 2021

RE: February / March 2021 - Legislative Update

Legislative Preview

February 19 was the deadline for legislators to introduce new bills for the year. 1,560 Assembly bills were introduced and 809 Senate bills were introduced for a total of 2,369 new legislative measures. Hearings will take place in March and April for these new bills.

California Transit Association Urges Priority Access to Vaccine for Frontline Transit Workers

On February 24, the Association urged Governor Newsom to provide immediate access to the COVID-19 vaccine to frontline transit workers. The request specifically requests that the Administration amend current guidance from the California Department of Public Health to clarify that frontline transit workers are eligible for priority access to the COVID-19 vaccine alongside other transportation professionals in the education and childcare sector. Currently, the guidance includes for priority access to the vaccine “[a]ny other workers involved in child and/or student care, including school bus drivers and monitors, crosswalk guards, etc.” Without this amendment, frontline transit workers would continue to be ineligible for priority access to the vaccine under the state’s current vaccine distribution plan.

State COVID Bills

The week of February 22 the legislature passed, and the Governor signed, several bills providing money to individuals, families, businesses and students impacted by COVID:

- Provides \$600 in one-time relief to households with incomes below \$30,000. Provides a \$600 one-time payment to taxpayers with Individual Tax Identification Numbers (ITINs) who were precluded from receiving the \$1,200 per person federal payments issued last spring and the more recent \$600 federal payments. Provides \$600 payments to households with ITINs and income below \$75,000. ITIN taxpayers who also qualify for the California Earned Income Tax Credit would receive a total of \$1,200. The payments will be provided to these households shortly after they file their 2020 tax returns.
- Provides direct relief to additional lower-income Californians through a \$600 one-time grant to households enrolled in the CalWORKS program and recipients of Social Security Income/State Supplementary Payment and Cash Assistance Program for Immigrants (CAPI).
- Immediate Relief for Small Businesses - Provides \$2.1 billion – a four-fold increase over the \$500 million currently being distributed – for grants up to \$25,000 for small businesses impacted by the pandemic, and allocates \$50 million of this total for non-profit cultural institutions.
- Fee Waivers for Heavily Impacted Licensees - Two years of fee relief for roughly 59,000 restaurants and bars licensed through the state’s Department of Alcoholic Beverage Control that can range annually from \$455 to \$1,235. The action also reflects fee relief for more than 600,000 barbering and cosmetology individuals and businesses licensed through the Department of Consumer Affairs.

- More Resources for Critical Child Care - Addition of just over \$400 million in new federal funds to provide stipends of \$525 per enrolled child for all state-subsidized child care and preschool providers serving approximately 400,000 children in subsidized care statewide.

State Budget Update

Governor Newsom introduced his 2021/2022 budget proposal on Friday, January 8. Highlights include:

- \$20.6 billion for the State Transportation Agency – a majority of this funding supports projects to repair and improve the state's transportation infrastructure.
- \$3 billion in fuel excise tax revenues will go to cities and counties for local streets and roads.
- The Transportation Agency is working with Caltrans, Transportation Commission, Finance, and other state agencies to develop the Climate Action Plan for Transportation Infrastructure by July 15, 2021.
- Transit overview: While transit agency budgets have been strained, the Budget continues to address the limited mobility options throughout the state by including nearly \$1.3 billion to support transit and rail—including \$667 million in State Transit Assistance, \$487 million for the Transit and Intercity Rail Capital Program, and \$107 million for the Low Carbon Transit Operations Program.

The Governor's proposed Fiscal Year 2021-22 budget included the following language, alluding to forthcoming statutory relief for California transit agencies:

"[T]he Administration is recommending regulatory and reporting relief related to the Transportation Development Act on a permanent basis, allowing agencies to plan with more certainty and flexibility for the expenditure of state transit resources. These efforts will allow transit agencies to prevent additional furloughs and service reductions, while providing resource certainty that will make planning for recovery and rehiring of workers more certain. The Administration is also supporting future cost savings and ridership increases for transit and rail systems through its support of contactless payments across California through the California Integrated Mobility Program at Caltrans."

The budget also extends certain relief measures for the Transportation Development Act, State Transit Assistance Program, Low Carbon Transit Operations Program, and STA-State of Good Repair allocations including suspending farebox recovery requirements and other similar metrics affecting allocations. As a result, WETA's allocation of STA funds will not be decreased due to the current lower reported operating revenues.

Meet & Greets with WETA's Executive Director, Legislators, and Key Administration Officials

Several zoom meetings have already taken place between WETA's new Executive Director and key state officials including State Transportation Agency Secretary David Kim, Senators Scott Wiener & Bill Dodd, Assembly Members David Chiu, Rob Bonta & Tim Grayson, and Senate Transportation Committee Chair Lena Gonzalez. More are scheduled for the coming weeks, including with Liane Randolph, the Chair of the California Air Resources Board.

MEMORANDUM

TO: Board Members

FROM: Seamus Murphy, Executive Director
Kevin Connolly, Planning & Development Manager
Taylor Rutsch, Transportation Planner

SUBJECT: Monthly Ridership and Recovery Report

Background

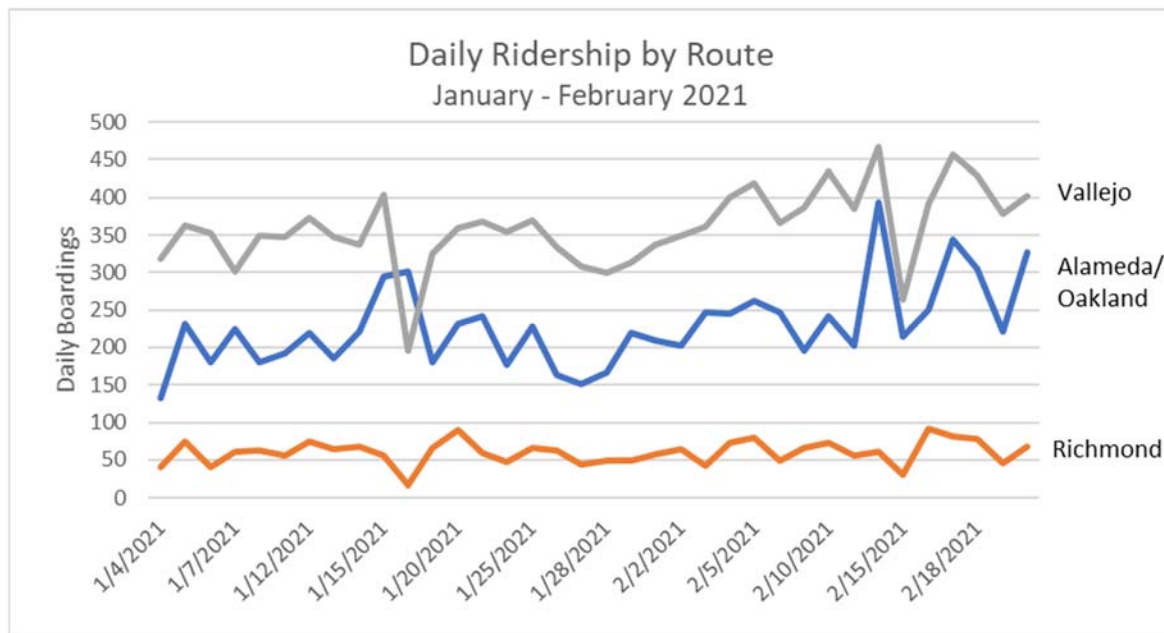
The WETA Ferry Service Recovery Plan (Plan) states that ferry service will restart at minimum levels to match expected reduced demand. Modifications in service will generally follow state guidelines for reopening the economy and subsequent changes in demand. The Plan calls for a monthly evaluation of 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

1. Ridership and Forecasting

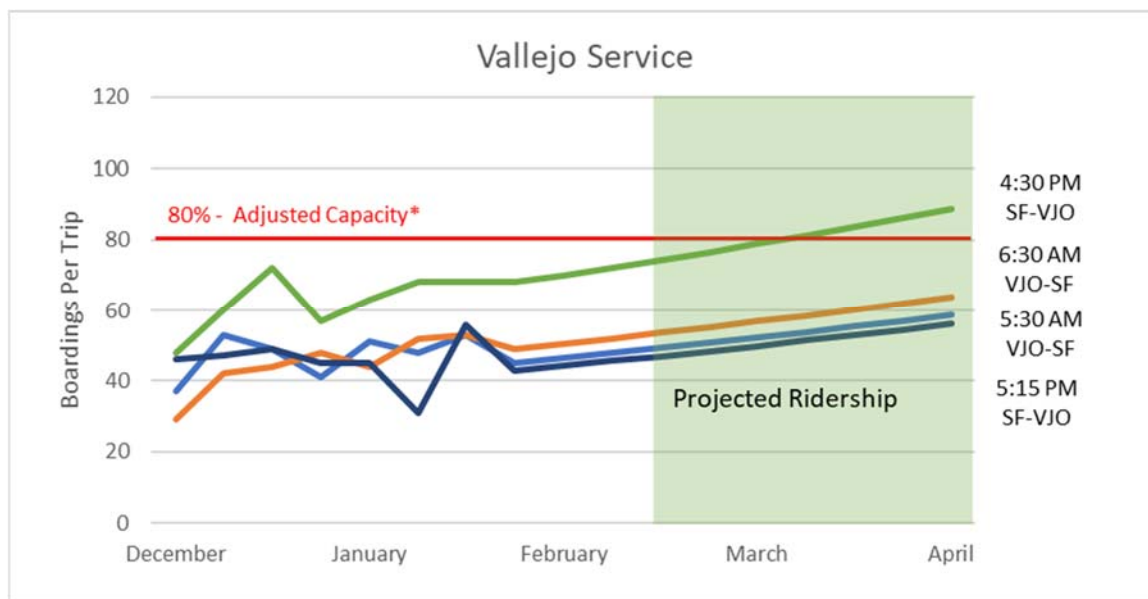
Systemwide

Systemwide average daily boardings increased 18 percent from 600 in January to 710 in February.



Vallejo

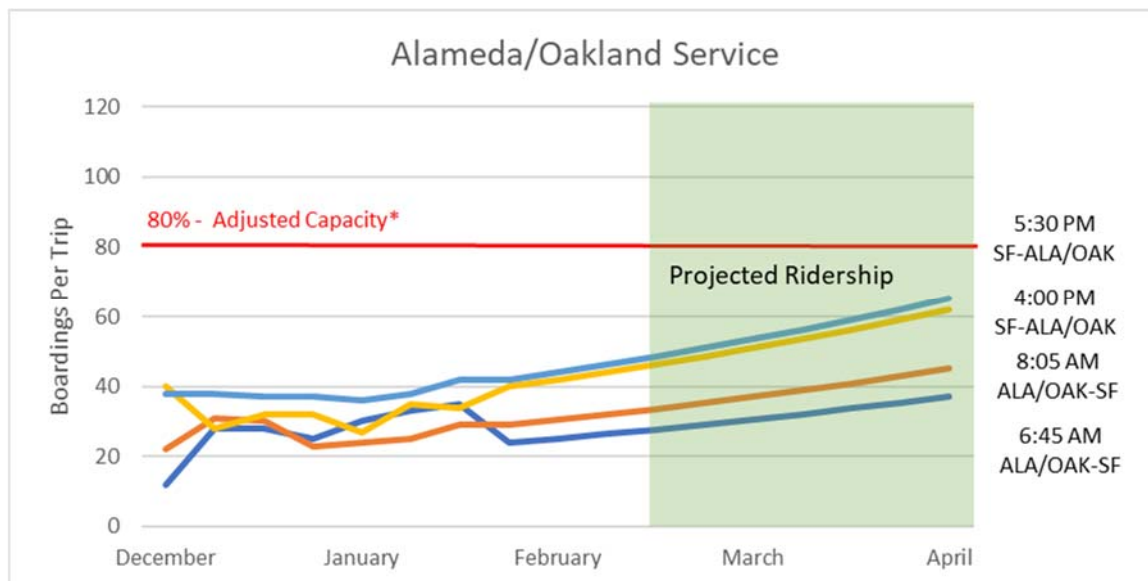
Ridership in Vallejo grew slightly through January and February. Vallejo ridership is projected to grow 3 percent per week, based on its rolling ridership average. The 4:30 pm San Francisco to Vallejo trip is in jeopardy of surpassing the 80 percent adjusted capacity level in March.



*Adjusted capacity assumes the vessels will be limited to about 25% capacity due to physical distancing requirements

Alameda/Oakland

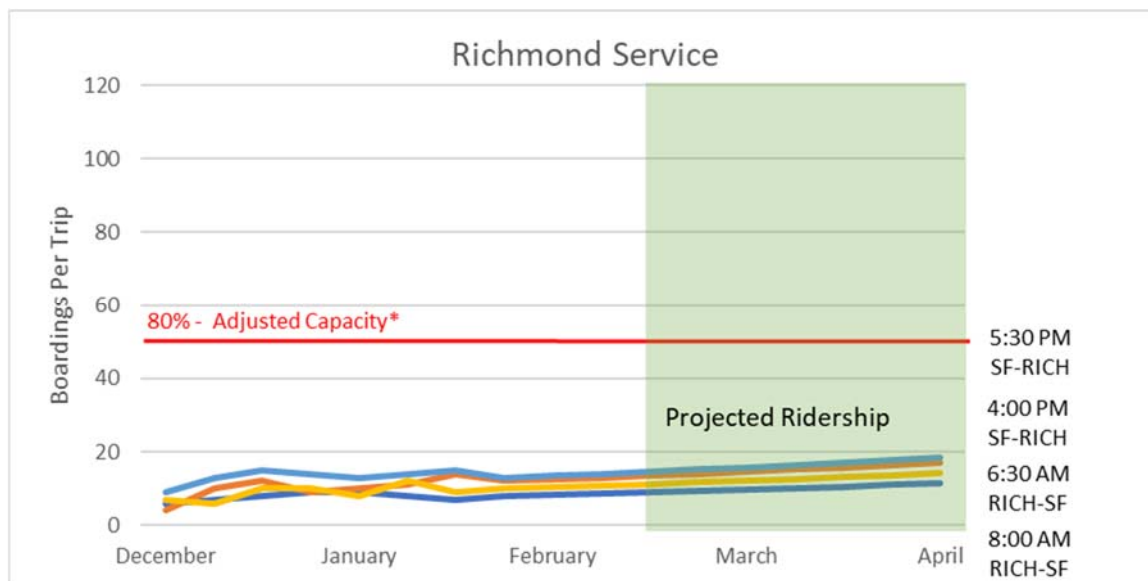
Alameda/Oakland ridership has experienced a similar pattern as Vallejo, with ridership growing slightly in January and February. Alameda/Oakland ridership is projected to grow 5 percent per week, based on its rolling ridership average.



*Adjusted capacity assumes the vessels will be limited to about 25% capacity due to physical distancing requirements

Richmond

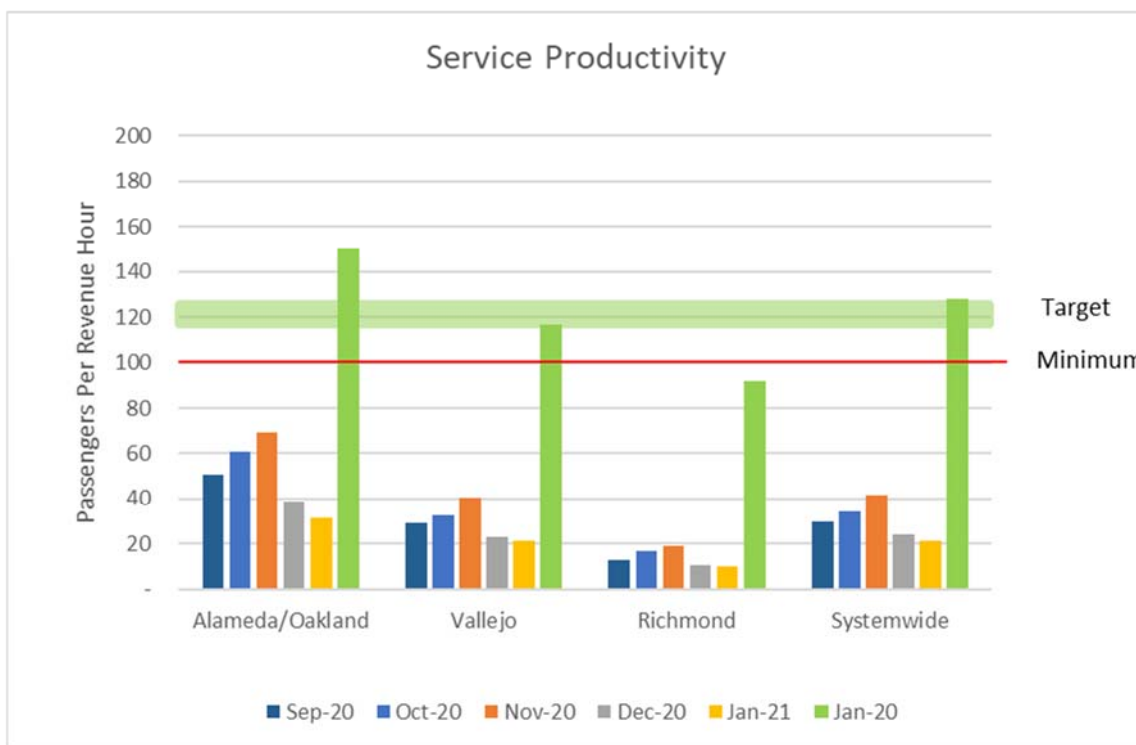
Richmond ridership also saw similar trends to Vallejo and Alameda/Oakland. Richmond ridership is projected to grow 4 percent per week, based on its rolling ridership average.



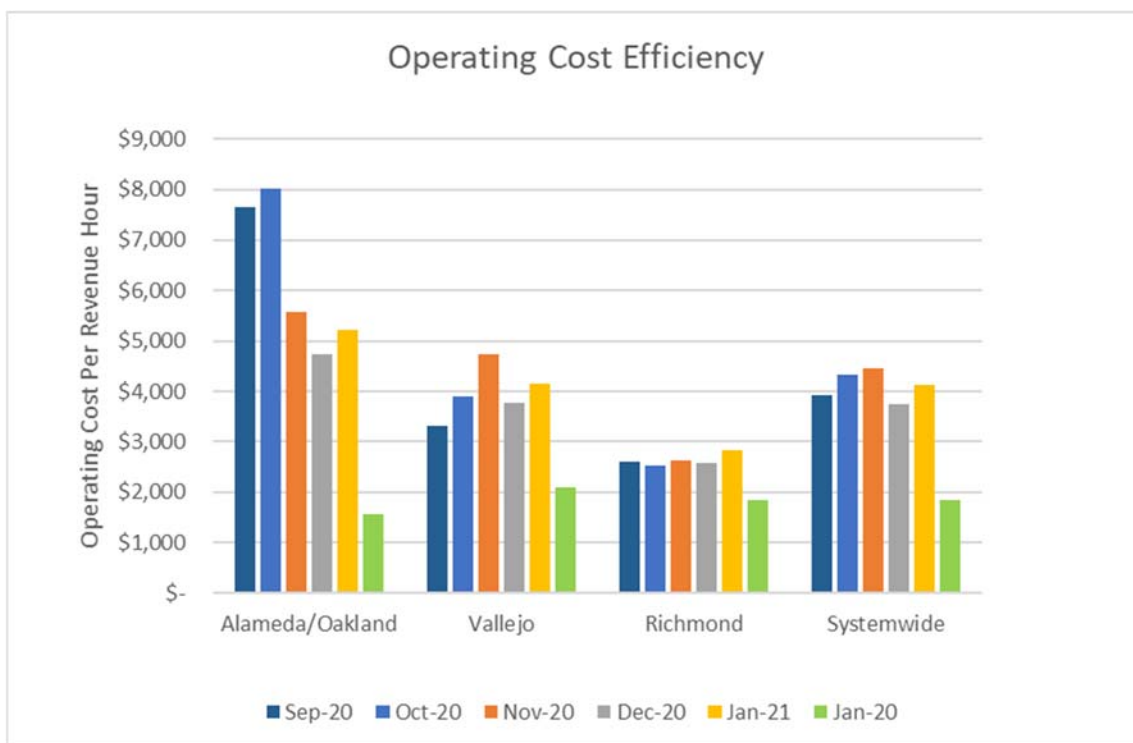
*Adjusted capacity assumes the vessels will be limited to about 25% capacity due to physical distancing requirements

2. Service Productivity and Efficiency

Systemwide passengers per revenue hour decreased from 24 to 21 from December 2020 to January 2021.



Systemwide operating cost per revenue hour increased by 10 percent from December 2020 to January 2021.



3. Regional Context

The table below shows how each of WETA's service areas are impacted by the coronavirus. The entire State went into lockdown in early December and lasted until the restrictions were lifted on January 25, 2021. The whole Bay Area is in the Purple Tier as many businesses have now be allowed to reopen with restrictions.

County	14-Day Change Total (Positive Cases)	14-Day Change % (Positive Cases)	State Tier Rating
Alameda	3,061	4%	Widespread
Contra Costa	2,436	4%	Widespread
San Francisco	1,268	4%	Widespread
San Mateo	1,458	4%	Widespread
Solano	864	3%	Widespread

WETA ridership, BART ridership, and bridge traffic have remained mostly flat over the past two months. Transit ridership has lagged significantly behind bridge traffic in the Bay Area since the pandemic began.

Agency	% of normal ridership/traffic levels February 2021
WETA	8%
BART	12%
BATA Bridges (7-total)	91%

4. Outlook and Recommendations

Ridership grew slightly in February after the Governor lifted the statewide lockdown on January 25, allowing for some businesses to reopen with restrictions. It is likely that ridership will continue to grow because of the lifted lockdown and the increased rollout of vaccinations. For the remainder of March, staff recommends no change to the current services. However, staff will continue to monitor ridership levels to be prepared for service increases that may be warranted soon, especially with the 4:30 pm San Francisco to Vallejo trip.

END

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

(February 4, 2021)

The Board of Directors of the San Francisco Bay Area Water Emergency Transportation Authority met in regular session via videoconference consistent with California Governor Gavin Newsom's Executive Orders N-25-20 and N-29-20 to ensure social distancing and help mitigate the transmission of COVID-19.

1. CALL TO ORDER

Chair James Wunderman called the meeting to order at 1:31 p.m. He welcomed directors, staff, and meeting guests and noted that the meeting was being recorded. Chair Wunderman advised guests about offering public comment and how guests could sign up to speak throughout the meeting.

2. ROLL CALL

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

3. REPORT OF BOARD CHAIR

Chair Wunderman began by talking about the future of the organization, stating that it was time to look ahead and start preparing for recovery. He reported that the consensus of several members of the Bay Area Council Executive Committee who are leaders of different businesses said that they expected people to return to work sometime between July and September.

4. REPORTS OF DIRECTORS

Director Moyer reported that CBRE internal polls found that most of CBRE clients are looking to return to the office in the August to September timeframe in a hybrid, staggered fashion and was interested in looking at modeling different scenarios. She said that conversation had been initiated with the Port of San Francisco to talk about Mission Bay.

Director Alba said that she and Director Moyer had attended the Metropolitan Transportation Commission (MTC) Blue Ribbon Transit Recovery Task Force (Task Force) meeting of small transit operators for board members and general managers noting that the highlights of the meeting were around coordination among the transit agencies, the role that a potential transit network manager could fill in that coordination, and consistent feedback with emphasis on affordability and equity.

5. REPORTS OF STAFF

Chair Wunderman welcomed new Executive Director Seamus Murphy. Following Director Moyer's report, Chair Wunderman commented that it would be good to have a future agenda item providing a status on projects that have not been updated in a while.

Mr. Murphy noted that conversations at the staff level have taken place about restructuring the Executive Director's Report to focus on items that need emphasis and are timely adding that there had been some recent progress on Treasure Island to talk about kickstarting the effort, funding

opportunities, and service commencement and ramp up. He said that a more comprehensive update would be provided moving forward.

Mr. Murphy thanked current and retiring staff for their work, bringing him up to speed on all the issues, making the transition easy, and preparing the agency well; responsibly, financially, and from a staff perspective. He announced that Engineering & Maintenance Administrator Tim Hanners had been selected to replace retiring Operations & Maintenance Manager Keith Stahnke as the new Operations & Maintenance Manager.

Mr. Murphy provided five written reports and pointed out that MTC had approved the allocation of approximately \$180 million – including \$4.9 million to WETA - of Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) funding to Bay Area transit operators that had received insufficient shares of Coronavirus Aid, Relief, and Economic Security (CARES) Act funding adding that MTC staff and Bay Area transit operators would be developing alternative distribution scenarios for the approximately \$803 million remaining CRRSAA funds.

Mr. Murphy thanked Director Moyer for bringing up Mission Bay and the need to figure out opportunities to fill the funding gap.

Lastly, Mr. Murphy reported that the Centers for Disease Control (CDC) had issued a mask requirement on public transit and other transportation conveyance modes throughout the country that would be enforced by the Federal Transit Administration (FTA), noting that the WETA was taking a close look at how the federal requirement differed from the California mandate and how this might apply to the WETA system. He said that the consensus of the operators was that of an opportunity to remind riders that masks are required and that there was no change in operational requirements or enforcement of that mandate.

Chair Wunderman thanked Mr. Murphy for his report and talked about discussing with the Directors what kinds of information they thought would be helpful and would like to see in the report.

Mr. Murphy offered to answer any questions and then invited Planning & Development Manager Kevin Connolly to provide an update on the Monthly Ridership and Recovery Report. Mr. Connolly reported that the positive trend in ridership in early/mid-January did not continue and that there was decline across the board systemwide.

Mr. Connolly said that WETA was discussing Richmond's ridership performance and would be meeting with partner West Contra Costa Transportation Advisory Committee (WCCTAC) to discuss the near and long-term future of the Richmond service later this month.

Mr. Connolly offered to answer any questions and added that commuter ridership is generally stable but that there was a decline in recreational and riders in the construction industry when there is rainy and stormy weather.

Mr. Hanners confirmed that \$9.06 million was the total cost of the Mission Bay project which included construction of an all-electric ferry and shoreside charging infrastructure, and Program Manager/Analyst Lauren Gularte stated that because of the way the grant was submitted, the California State Transportation Agency (CalSTA) advised that construction of the vessel not commence until Mission Bay was moving forward in response to Chair Wunderman.

6. CONSENT CALENDAR

Director Intintoli made a motion to approve the consent calendar:

- a. Board Meeting Minutes – January 14, 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, Intintoli, Moyer, Wunderman. Nays: None. Absent: DelBono

7. BAY AREA TRANSIT AGENCY COORDINATION, BLUE RIBBON TASK FORCE UPDATE

Mr. Murphy introduced this informational item providing an update on the efforts of the MTC Blue Ribbon Transit Recovery Task Force (Task Force) to improve the region's public transportation network and invited Mr. Connolly to share his presentation which included a timeline of future WETA Board actions that relate to restarting service and incorporating equity and regional goals.

Mr. Murphy said that goals were developed collectively by the transit operators to help guide operations during the pandemic and some of the ongoing, long-term coordination which include enhanced transit coordination, fare integration, and equity. He explained that these goals come with a risk and new sources of revenue needed to be identified to ensure that new regional integration strategies can be advanced.

Chair Wunderman felt that the public would be more responsive to coming up with money in the form of a funding measure when the promise at the end was to have a better, integrated, more frequent, and more reliable service.

Director Alba said that she was encouraged by the initiative and pointed out a Twitter thread involving nine transit agencies demonstrating the benefits of coordination and that the implementation plan should place an emphasis on achieving long-term goals.

Chair Wunderman expressed his concern that responsibility for prioritization of services does not get turned over to an individual or organization that is not sensitive to WETA's cost basis and structure.

Director Moyer felt that some of the problems were solvable and volunteered to support the endeavor.

PUBLIC COMMENT

City of Hercules Council Member Tiffany Grimsley expressed her support of the goals with a high priority on equity and inclusion.

Chair Wunderman said that he was impressed with what New York City Mayor Bill de Blasio did to establish a better transit system for New York City including consistent fares for all modes of transit no matter the destination.

Director Intintoli said that the situation in the Bay Area differed from that of New York City and was interested in finding out more about the New York City implementation and funding of the program.

8. ADOPT FISCAL YEAR 2022 PANDEMIC RECOVERY PROGRAM CORE PRINCIPLES

Mr. Murphy said that there was a lot of uncertainty but that the core principles and the details that will be developed behind them will reflect how some of the commute patterns will evolve and invited Senior Planner/Project Manager Mike Gougherty to present the item recommending adoption of the core principles guiding the development of a Fiscal Year (FY) 2022 Pandemic Recovery Program.

Mr. Gougherty shared his presentation which provided a review of some of the overarching goals including increasing ridership, restoring service, advancing equity, and integrating with the regional network of the Pandemic Recovery Program highlighting some of the challenges. He went through each of the individual 13 core principles generally centered on service, fares, coordination and process and emphasized that it was the start of an effort and an opportunity for the public to weigh in on the direction WETA was proposing to go.

Mr. Gougherty said that the 13 proposed core principles would be used to develop a detailed service plan and fare structure for the next fiscal year as part of the Pandemic Recovery Program that would eventually be presented to the Board for approval.

Mr. Gougherty spoke about some alternatives for the Vallejo monthly pass to reflect the commute needs of a staggered, hybrid schedule to provide clarification for Director Intintoli.

Director Alba said that the principles were super comprehensive but questioned if coordinating fare strategies with only other transit operators in the Bay Bridge corridor.

Mr. Murphy explained that the Bay Bridge corridor was central to WETA services but agreed with removing the Bay Bridge corridor.

Director Moyer asked whether a comparable model in other regional transit areas of the county existed and proved to be successful that WETA can capitalize upon.

Mr. Gougherty said that WETA regularly meets with other agencies through the Task Force to discuss thoughts and ideas.

Director Intintoli said providing ample service and getting people back on the boats would be the right approach but that financial sustainability would eventually have to be considered. He reminded everyone that funding for emergency response has never been financed and if there was an opportunity for new money.

Mr. Murphy stated that WETA's emergency response mandate was a justification for seeking additional support from every level of government and considered when the principles were developed.

Chair Wunderman commented that a conversation had been put on hold with the California Governor's Office of Emergency Services (Cal OES) to provide funding for emergency response with the receipt of Coronavirus Aid, Relief, and Economic Security (CARES) Act funds.

Chair Wunderman suggested that routes should be reconsidered and exploring the potential of Transportation Network Companies (TNC) partnerships to simplify trips.

Director Moyer left the meeting at 3:00 p.m.

Mr. Connolly said that WETA has started working on developing a TNC pilot program and that a TNC program was in place in Vallejo where ferry riders are offered a discount to use TNCs. He added that WETA was looking to potentially expand the concept and model to other places and dovetail talking about equity into some underserved communities.

Director Alba made a motion to approve the item as amended.

Chair Wunderman called for public comments and there were none.

Director Intintoli seconded the motion and the item passed unanimously.

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

9. PUBLIC COMMENTS FOR NON-AGENDA ITEMS

No further public comments were shared.

With all business concluded, Chair Wunderman adjourned the meeting at 3:12 p.m.

- Board Secretary

END

MEMORANDUM

TO: Board Members

FROM: Seamus Murphy, Executive Director
Lynne Yu, Finance & Administration Manager

SUBJECT: Authorize Filing Application for FFY 2020/21 Federal Transit
Administration Formula Program Funds to Support Various Capital
Projects

Recommendation

Authorize filing a grant application for Federal Fiscal Year (FFY) 2020/21 Federal Transit Administration (FTA) Section 5307 Urbanized Area, Section 5337 State of Good Repair and Section 5339 Bus and Bus Facilities (together referred to as FTA Formula Program) grant funds to support various capital improvement projects, commit the necessary local match, assure completion of the projects, and take other necessary actions to support securing these funds.

Background

On December 4, 2015, President Obama signed the Fixing America's Surface Transportation (FAST) Act into law. The FAST Act provided funding authorizations for FFY 2015/16 through FFY 2019/20 federal transportation funds. In September 2020, President Trump signed a Continuing Resolution (CR) which included extending the FAST Act through September 30, 2021.

MTC is responsible for programming FTA Formula Program funds to eligible transit operators in the San Francisco Bay region through their Transit Capital Priorities (TCP) Process and Criteria programming guidelines. Under MTC's current policy, these funds are programmed for certain transit capital replacement and rehabilitation projects, preventative maintenance and ADA-related operating assistance. Once these funds are programmed by MTC and annual program funds are appropriated by Congress, individual project sponsors can secure these funds through grant applications and execution of grant funding agreements directly with FTA.

Discussion

Consistent with MTC's TCP programming guidelines, WETA is eligible for, and staff recommends, that WETA apply for FFY 2020/21 FTA Formula Program funds for the following eligible projects contained in WETA's FY 2019/20 to FY 2028/29 Short Range Transit Plan:

1. Ferry Vessel Replacement – MV *Intintoli*
2. Ferry Terminal Dredging – Vallejo and Alameda Harbor Bay Terminals

Staff has begun preparation of the required grant materials and requests Board approval to submit WETA's FFY 2020/21 FTA Formula Program of Projects to MTC and FTA. This programming process represents the first step in securing funds to support these necessary capital rehabilitation and replacement projects scheduled for implementation in Fiscal Year (FY) 2021/22.

Fiscal Impact

This item will provide up to \$23,955,700 in FFY 2020/21 FTA Formula Program funds to support the implementation of the various ferry capital improvement projects. These capital projects are included in WETA's FY 2019/20 to FY 2028/29 Short Range Transit Plan.

END

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

RESOLUTION NO. 2021-07

AUTHORIZE FILING APPLICATIONS FOR FEDERAL TRANSIT ADMINISTRATION FORMULA PROGRAM FUNDING FOR VARIOUS FERRY CAPITAL PROJECTS AND COMMITTING THE NECESSARY LOCAL MATCH FOR THE PROJECTS AND STATING THE ASSURANCE OF SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY TO COMPLETE THE PROJECTS

WHEREAS, Fixing America's Surface Transportation (FAST) Act (Public Law No. 114-94) provided funding authorizations for Federal Fiscal Year (FFY) 2015/16 through FFY 2019/20 federal transportation funds; and

WHEREAS, in September 2020, President Trump signed a Continuing Resolution (CR) which included extending the FAST Act through September 30, 2021; and

WHEREAS, pursuant to the FAST Act, and the regulations promulgated thereunder, eligible project sponsors wishing to receive Federal Transit Administration (FTA) Section 5307 Urbanized Area, Section 5337 State of Good Repair, or Section 5339 Bus and Bus Facilities (collectively, FTA Formula Program) grants for projects shall submit an application first with the appropriate metropolitan transportation planning organization (MPO), for review and inclusion in the MPO's Transportation Improvement Program (TIP); and

WHEREAS, the Metropolitan Transportation Commission (MTC) is MPO for the San Francisco Bay region; and

WHEREAS, San Francisco Bay Area Water Emergency Transportation Authority (WETA) is an eligible project sponsor for FTA Formula Program; and

WHEREAS, WETA wishes to submit a grant application to MTC for funds from the FFY 2020/21 FTA Formula Program for the following projects: Ferry Vessel Replacement – MV *Intintoli* and Ferry Terminal Dredging – Vallejo and Alameda Harbor Bay Terminals; and

WHEREAS, MTC requires, as part of the application, a resolution stating the following:

- 1) the commitment of necessary local matching funds of at least of 20% for FTA Formula Program funds; and
- 2) that the sponsor understands that the FTA Formula Program funding is fixed at the programmed amount, and therefore any cost increase cannot be expected to be funded with FTA Formula Program funds; and
- 3) the assurance of the sponsor to complete the project as described in the application, and if approved, as programmed in MTC's TIP; and
- 4) that the sponsor understands that FTA Formula Program funds must be obligated within three years of programming, or the project may be removed from the program;

now, therefore, be it

RESOLVED, by the Board of Directors that WETA is authorized to execute and file a grant application for funding under the FTA Formula Program for up to \$23,955,700 for Ferry Vessel Replacement – MV *Intintoli* and Ferry Terminal Dredging – Vallejo and Alameda Harbor Bay Terminals; and be it further

RESOLVED, that the Board of Directors, by adopting this resolution, does hereby state that:

- 1) WETA will provide up to \$5,988,925 in local matching funds; and
- 2) WETA understands that the FTA Formula Program funding for these projects is fixed at \$23,955,700, and that any cost increases must be funded by WETA from local matching funds, and that WETA does not expect any cost increases to be funded with FTA Formula Program funds; and
- 3) Ferry Vessel Replacement – MV *Intintoli* and Ferry Terminal Dredging – Vallejo and Alameda Harbor Bay Terminals will be built as described in this resolution and, if approved, for the amount shown in the MTC Transportation Improvement Program (TIP) with obligation occurring within the timeframe established below; and
- 4) The program funds are expected to be obligated within three years of programming; and
- 5) WETA will comply with FTA requirements and all other applicable Federal, state and Local laws and regulations with respect to the proposed projects; and be it further

RESOLVED, that WETA is an eligible sponsor of projects in the program for FTA Formula Program; and be it further

RESOLVED, that WETA is authorized to submit applications for FTA Formula Program funds for Ferry Vessel Replacement – MV *Intintoli* and Ferry Terminal Dredging – Vallejo and Alameda Harbor Bay Terminals; and be it further

RESOLVED, that there is no legal impediment to WETA making applications for FTA Formula Program; and be it further

RESOLVED, that there is no pending or threatened litigation which might in any way adversely affect the proposed projects, or the ability of WETA to deliver such projects; and be it further

RESOLVED, that WETA agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution 3866; and be it further

RESOLVED, that a copy of this resolution will be transmitted to MTC prior to MTC programming the FTA Formula Program funded projects in the TIP; and be it further

RESOLVED, that MTC is requested to support the application for the projects described in the resolution and to program the projects, if approved, in MTC's TIP.

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 special meeting of the San Francisco Bay Area Water Emergency Transportation Authority held on March 4, 2021.

YEA:

NAY:

ABSTAIN:

ABSENT:

/s/ Board Secretary

2021-07

END

MEMORANDUM

TO: Board Members

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

SUBJECT: Authorize Release of Request for Proposal for Engine Replacement for Gemini Class Vessels from EPA Tier 2 to EPA Tier 4 and Authorize Amending the Capital Budget to Add the Gemini Class Vessel Engine Conversion Project

Recommendation

Approve the following actions associated with engine replacement for the Gemini Class vessels:

1. Authorize adding a new project titled *Gemini Class Vessel Engine Conversion* to the FY 2020/21 Capital Budget at a total project cost of \$5,524,100, with \$52,000 budgeted for expense in this fiscal year; and
2. Authorize release of a request for proposal to repower the Gemini class vessels from EPA Tier 2 to EPA Tier 4.

Background

The Gemini class vessels – MV *Gemini*, *Pisces*, *Scorpio*, and *Taurus* - currently have MTU 2000 series marine diesel engines that are Environmental Protection Agency (EPA) Tier 2 certified with additional aftermarket emissions systems. WETA has received a Carl Moyer Grant from the Bay Area Air Quality Management District (BAAQMD) to support converting these vessel engines to EPA Tier 4, the most environmentally advanced rating.

Discussion

The Carl Moyer Memorial Air Quality Standards Attainment Program is an incentive program to provide grants to reduce emissions of oxides in the State from sources of air pollution by measures such as replacement of engines with cleaner-than-required engines or installation of emission reduction equipment. On January 20, 2021, the Board of Directors of BAAQMD approved WETA's project to replace the Gemini class EPA Tier 2 engines with EPA certified Tier 4 engines. Nitrogen oxide (NOx) and hydrocarbons (HC) will be reduced by 73 percent and particulate matter (PM) emissions will be reduced by 80 percent. Two contracts are part of the engine replacement project: a shipyard contract awarded through the Request for Proposal (RFP) that is the subject of this item and a separate engine procurement that is the subject of the next item on this meeting's agenda.

Engine Replacement Request for Proposal

The RFP for the *Gemini Class Vessel Engine Conversion* project will solicit proposals from qualified shipyards to replace the main engines and associated equipment.

The procurement process will use a Best Value approach consistent with prior solicitations. Sixty percent of the proposal evaluation score will be based on technical approach and 40 percent will be based on price.

Staff anticipates returning to the Board with a recommendation for contract award in mid-2021.

Fiscal Impact

With the approval of this item, the *Gemini Class Vessel Engine Conversion* project will be added to the FY 2020/21 Capital Budget with a total project budget of \$5,524,100, including \$52,000 budgeted to be spent this fiscal year. There is no fiscal impact associated with the release of the Request for Proposal.

END

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

RESOLUTION NO. 2021-08

**AUTHORIZE RELEASE OF REQUEST FOR PROPOSAL
FOR ENGINE REPLACEMENT OF GEMINI CLASS VESSELS
AND AUTHORIZE AMENDING THE CAPITAL BUDGET TO ADD
THE GEMINI CLASS ENGINE CONVERSION PROJECT**

WHEREAS, WETA has received a grant from the Bay Area Air Quality Management District (BAAQMD) to replace the engines on its Gemini class vessels to Environmental Protection Agency (EPA) Tier 4 status in order to comply with regulations that the California Air Resources Board (CARB) has proposed; and

WHEREAS, the Carl Moyer Memorial Air Quality Standards Attainment Program is an incentive program to provide grants to reduce emissions of oxides in the State from sources of air pollution by measures such as replacement of engines with cleaner-than-required engines or installation of emission reduction equipment; and

WHEREAS, in order to carry out the engine replacement project, WETA must add the *Gemini Class Vessel Engine Conversion* project to the FY2020/21 Capital Budget with a total project budget of \$5,524,100, including \$52,000 budgeted to be spent this fiscal year; and

WHEREAS, staff recommends issuing a Request for Proposal (RFP) for qualified shipyards to replace the main engines and associated equipment; now, therefore, be it

RESOLVED, that the Board of Directors authorizes adding a project, *Gemini Class Vessel Engine Conversion*, to the FY 2020/21 Capital Budget at a total project cost of \$5,524,100, with \$52,000 budgeted for expenses in this fiscal year to support the anticipated work; and be it further

RESOLVED, that the Board of Directors authorizes the release of an RFP for qualified shipyards to replace the main engines and associated equipment.

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 March 4, 2021.

YEA:

NAY:

ABSTAIN:

ABSENT:

/s/ Board Secretary

2021-08

END

MEMORANDUM

TO: Board Members

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

SUBJECT: Approve a Sole Source Contract Award to RDI Marine for EPA Tier 4 Main Engine Conversion, Gemini Class

Recommendation

Award a sole source contract with RDI Marine (RDI), for the purchase of eight MAN D2862LE489 EPA Tier 4 marine engines in the amount not to exceed \$1,897,358 and authorize the Executive Director to negotiate and execute an agreement for this work.

Background

This is a companion item to the previous item on this meeting's agenda, which asks the Board to add the *Gemini Class Vessel Engine Conversion* project to the FY 2020/21 Capital Budget and authorize the release of a Request for Proposal (RFP) for installation of new Environmental Protection Agency (EPA) Tier 4 engines. This item is to authorize the engine purchase. Because of the need to purchase engines far in advance, WETA must separately purchase the engines that a competitively selected shipyard will install.

The Gemini class vessels - MV *Gemini*, *Pisces*, *Scorpio*, and *Taurus* - currently have MTU 2000 series marine diesel engines that are Environmental Protection Agency (EPA) Tier 2 certified with additional aftermarket emissions systems. WETA has received a Carl Moyer grant program award from the Bay Area Air Quality Management District (BAAQMD) to support converting these vessel engines to EPA Tier 4, the most environmentally advanced rating. The only available EPA Tier 4 engine that meets WETA's needs is the MAN D2862LE489 engine. RDI Marine is the only manufacturer-authorized seller of the RDI engine in WETA's territory.

Discussion

WETA presently uses MTU engines in its Gemini Class vessels. MTU does not presently manufacture a EPA Tier 4 engine that is suitable for these vessels. MAN, based in Munich, Germany, is a leading manufacturer of commercial vehicles and engines and is the only manufacturer of engines that meet the Carl Moyer grant requirements and are suitable for use in the Gemini class vessels. WETA, along with hired consultants, conducted a survey of commercial marine operators to determine reliability, performance, and repair history of MAN engines. The results were extremely favorable in all categories. RDI Marine, headquartered in Seattle, Washington, is the sole factory-assigned dealership for the provision of MAN engines, parts, and services on the west coast. RDI is qualified to provide complete technical, engineering, logistics, and service support in the Bay Area. Once purchased, the engines will be installed by a shipyard selected through an RFP process that is the subject of a separate agenda item. An authorized dealer must provide the engines in order to support installation and certify the warranty.

Staff has analyzed RDI's price proposal and finds it to be fair and reasonable in comparison to purchasing or rebuilding MTU 2000 Tier 2 engines. The recommended contract authorization for the purchase of eight MAN D2862LE489 EPA Tier 4 marine engines is \$1,897,358. This includes tax, transportation, testing, and sea trials.

In accordance with the above analysis, staff has determined that this procurement meets the requirements for sole source procurement and as set forth in the WETA's Administrative Code Section 502.2(E), which authorizes the agency to procure goods and services without competition under limited circumstances. Subdivision (E) of this provision allows the agency to procure items non-competitively when there is only a single source of supply available. Because MAN is the only source of suitable engines, and RDI Marine is the only seller of MAN engines, this procurement meets the above requirements.

Fiscal Impact

The *Gemini Class Vessel Engine Conversion* project is in the FY 2020/21 Capital Budget with a total project budget of \$5,524,100. This project is funded with \$4,881,000 from the Carl Moyer grant program and \$643,100 from Alameda County Transportation Sales Tax revenues. Sufficient funds are in the total project budget to support this sole source award.

END

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

RESOLUTION NO. 2021-09

**APPROVE SOLE SOURCE CONTRACT AWARD TO RDI MARINE
FOR EPA TIER 4 MAIN ENGINE CONVERSION, GEMINI CLASS**

WHEREAS, WETA has received a grant from the Bay Area Air Quality Management District (BAAQMD) to replace the engines on its Gemini class vessels to Environmental Protection Agency (EPA) Tier 4 status in order to comply with regulations that the California Air Resources Board (CARB) has proposed; and

WHEREAS, the only manufacturer of EPA Tier 4 engines that meet WETA's requirements for the Gemini class vessels is MAN and the only manufacturer-authorized seller of MAN engines in WETA's territory is RDI Marine; and

WHEREAS, staff, with the concurrence of legal counsel, has determined that purchasing engines from RDI Marine meets the requirement for a sole source procurement as set forth in WETA's Administrative Code Section 502.2(E); and

WHEREAS, RDI Marine has submitted a proposal to provide the needed engines, which staff has determined is both fair and reasonable under the circumstances; now, therefore, be it

RESOLVED, that the Board of Directors hereby approves entering into a sole source contract with RDI Marine in an amount not to exceed \$1,897,358, including all taxes, for the purchase of eight MAN D2862LE489, main propulsion engines for the four Gemini class vessels and authorizes the Executive Director to negotiate and execute an agreement with RDI Marine and take any other required actions to support this work.

CERTIFICATION

The undersigned, Board Secretary, does hereby certify that the foregoing is a full, true and correct copy of a resolution duly and regularly adopted at a meeting of the San Francisco Bay Area Water Emergency Transportation Authority held on March 4, 2021.

YEA:

NAY:

ABSTAIN:

ABSENT:

/s/ Board Secretary

2021-09

END

MEMORANDUM

TO: Board Members

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

SUBJECT: Authorize Release of Draft Fiscal Year 2022 Pandemic Recovery Program for Public Comment

Recommendation

Authorize the Executive Director to release the draft Fiscal Year 2022 Pandemic Recovery Program for public comment.

Background

In February 2021, the Board adopted thirteen core principles for the Fiscal Year (FY) 2022 Pandemic Recovery 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.

Discussion

The proposed FY 2022 Pandemic Recovery 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 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 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.

Service Plan

WETA services prior to the pandemic were designed to address significant demand for peak period commuters into and out of San Francisco. Midday and weekend services were not as robust and were oriented around recreational travelers such as families coming to the Ferry Building or Pier 41 on summer weekends.

Two factors heavily influenced the design of ferry service pre-pandemic. First, constrained operating revenues due to limited bridge toll funding and a heavy reliance on farebox revenues resulted in service being programmed to meet the highest periods of demand, rather than consistent service throughout the day. By offering service that required a comparatively high farebox return, WETA services also tended to be more expensive than other transit services in the Bay Bridge corridor. As a result, WETA services tended to be tailored to the needs of office workers in San Francisco as opposed to a broader cross-section of travelers (students, non-office workers, general travel) that makes up the ridership at other transit systems.

A second influence on WETA service design came from the limited number of vessels in WETA's fleet. Because WETA experienced such explosive growth dating back to 2014, WETA was unable to add vessels to the fleet fast enough to stay ahead of surging demand. Maintaining reliable transit service requires adequate spare vessel capacity to ensure redundancy in times when vessels are out of service. With limited vessels, WETA chose to offer service in periods of highest demand - traditional commute periods - and offer comparatively little service in off-peak or late-night periods of the day.

WETA ferry service has been successful in the past several years partly as a result of its flexibility to respond to changes in demand. A smaller, more nimble service operating without restrictions such as roadway or rail capacity limits is more able to make adjustments as the market changes. As demand has increased in the peak periods, WETA was able to add more departures during impacted time periods such as 4 - 6 pm. However, especially in the last three years prior to the pandemic, ferry ridership trends began to shift to travel outside of the traditional peak periods - with more commuters riding ferries between 9 - 10 am and 3 - 4 pm. These ridership trends mirrored general workplace developments where employees were working from home more and going to an office only during the middle part of the day.

An overview of the service plan for services is summarized in ***Attachment A***.

More midday, late night service

The Pandemic Recovery Program is attempting to broaden the appeal of ferry services to a wider range of travelers in the Bay Area. Reducing the fare is one way of appealing to a broader range of travelers, but a lower fare is only part of the reason people may choose the ferry. In restarting ferry service, WETA is intending to balance trips throughout the day and shift away from the pre-pandemic model of service offered mostly (or exclusively) in the traditional peak periods. Workers and commuters will no doubt still want to travel in the traditional commute hours, however, many workplaces are adjusting schedules and are dividing the workday into phases to better accommodate employees in a transitional year. In addition, many essential workers and non-office workers do not work traditional 8 - 5 shifts and require service during the midday or in the evening.

In the Pandemic Service Plan, service during the peak – defined as 6 - 9 am and 4 - 7 pm - will increase slightly (10 - 15 percent) due to enhancements in the Richmond service and the start of Seaplane Lagoon service. Elsewhere, peak service will be the same or slightly less than pre-pandemic levels to start the year in recognition of the likelihood of reduced demand. Midday service systemwide is proposed to increase significantly, as much as 75 percent greater than pre-pandemic levels. Formerly commute-only services such as Richmond and Harbor Bay will now see midday – defined as 9 am to 4 pm – service. Finally, late night service will more than double over pre-pandemic levels in an effort to attract non-office commuters to WETA services.

Restart of service

The question of when to restart ferry service is another important consideration when appealing to people returning to workplaces and other activities once a vaccine is widely distributed. For the Pandemic Recovery Program, WETA is proposing to restart most services at full staffing levels in July or August 2021. Estimates of wide vaccine penetration for the population range from mid-summer to early fall. Staff feels that it is important have ferry services in place as people return to work. This may cause low levels of ridership in the initial months, but it will help people plan their commute when they do come back to the workplace.

Vallejo and Richmond services are proposed to be enhanced over their current levels in July 2021 with the hope that additional service will attract more riders to these two services. Vallejo currently operates with two vessels and staff is proposing to add a third vessel into regular service while increasing midday trips. WETA's partner agencies in Contra Costa County are committed to investing in the Richmond ferry service and attracting more riders to the ferry. Richmond was a top performer pre-pandemic, having exceeded ridership forecasts. Richmond is also a growth opportunity in attracting a broader range of riders beyond traditional office workers. As a result, staff is proposing to double Richmond's current service levels with additional offerings in the midday and evening.

In working with partners at AC Transit, staff is targeting a restart of Alameda and Oakland services for August to better align with planned new bus service. This is a significant and positive development for Alameda commuters as bus service to WETA terminals has been limited or non-existent since 2010. Staff would like to recognize AC Transit staff for being creative and willing to work cooperatively in designing the best service for the region.

The Seaplane Lagoon Terminal in Alameda was scheduled to begin operations in August 2020 after several years of planning and construction. After a year of pandemic delay, service is ready to start at the terminal in August 2021. It is important to remember that new service at Seaplane Lagoon is one component of a three-part plan to overhaul ferry service for Oakland and Alameda. As a result of shifting commute-period ferry service to Seaplane Lagoon, Oakland ferry riders will see a travel time reduction of up to 20 minutes per trip making for a faster trip to San Francisco, and Alameda residents and specifically bicyclists will have a new commute option to Oakland that does not exist today. With the welcome news that AC Transit is planning to serve Seaplane Lagoon by bus, the Pandemic Recovery Program is a second chance to initiate service and achieve the multiple goals of the project.

In discussions with representatives from Genentech in South San Francisco, it is clear that the large majority of employees will not be returning to work until fall of 2021 at the earliest. As a result, staff proposes to defer restart of South San Francisco ferry service until October 2021, with the option of restarting earlier or later depending on the return-to-work schedules of the Oyster Point employers.

Special event services

Prior to the pandemic, WETA had elected to discontinue direct pre-game service to Oracle Park on weeknights. This decision was partly driven by a drop in ridership over three baseball seasons. More significant was the change in game time start to 6:45 pm. All of WETA's available vessels are in operation at 6:45 pm covering the commute market. Baseball fans headed to the game on weeknights will be able to take regular ferry service to the Downtown San Francisco Ferry Terminal. Post-game service direct from Oracle Park was intended to still be offered pre-pandemic. The baseball season is expected to start in April with limited or no fans attending home games. Staff proposes to restart baseball service at the pre-pandemic service levels once full capacity is allowed at Oracle Park.

Golden State Warriors games are expected to begin on schedule in mid-October and staff is assuming that the population of basketball fans will be widely vaccinated at that time. As a result, service to Chase Center via the temporary terminal at Pier 48 1/2 from Oakland and Alameda is expected to resume for the 2021 - 2022 season. In its inaugural season, the Chase Center ferry service outperformed ridership expectations.

Estimated annual operating expenses

As mentioned above, the FY 2022 service plan is undergoing refinement and will incorporate the input of the general public prior to finalizing schedules and costs. However, based on the

number of vessels in service and the assumed start times for each service, staff estimates the operating expenses will range from \$42 to 48 million for FY 2022. As a point of comparison, the pre-pandemic budget for ferry operations was \$51.5 million for FY 2021. A final estimate of operating expenses will be presented to the Board along with the overall WETA budget in May 2021.

FY 2022 Fare Structure

The proposed fare changes for the FY 2022 Pandemic Recovery Program are based upon the core principles adopted by the Board in February 2021. The proposed fare structure would take effect on July 1, 2021 and coincide with the suspension of current WETA fares through June 30, 2022. Upon termination of the Pandemic Recovery Program on July 1, 2022, current WETA fares would be reinstated unless the program is extended or the Board takes action to adopt new fares.

A brief summary of the proposed fare changes is provided below; complete fare structures for each service are provided in **Attachment B**.

- ***Lower Clipper Fares For All Transbay Routes*** – Adult single-trip Clipper fares will be modified as follows:
 - Alameda/Oakland, Seaplane Lagoon, Richmond, and Harbor Bay will all be \$4.50. (current fares: Alameda/Oakland: \$5.40; Richmond: \$7.00; Harbor Bay: \$5.60)
 - South San Francisco - \$6.75 (current fare: \$8.10)
 - Vallejo - \$9.00 (replaces Vallejo Monthly Pass) (current fare: \$11.30)
- ***Hopthru Fare Adjustment*** – Mobile electronic ticketing fares (Hopthru) will be aligned with Clipper fares instead of cash (paper ticket) fares.
- ***Discounted Fares Offered For Paper And Electronic Fare Media*** – A 50 percent discount on Youth, Senior, and Disabled fares will be available for Clipper fares in addition to paper ticket fares.
- ***Clipper START Fares Adjustment*** – Clipper START fares will be set as a 50 percent discount off the Adult single-trip Clipper fare rather than the paper ticket fare.
- ***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 set to \$2.25 for Adult single-trip Clipper fares.
- ***Special Event Fares Changes*** – current Vallejo and Alameda/Oakland special event fares for Oracle Park and Chase Center will remain unchanged. The Vallejo special event adult fare will remain \$15.90. Alameda/Oakland's special event fare will remain \$9.60.

Title VI Compliance

Development of the FY 2022 Pandemic Recovery 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 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. Consistent with these policies, information will be provided 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.

Outreach Plan

Staff has proposed an outreach plan for Bay Area commuters and the general public regarding the launch of the Pandemic Recovery Program. Elements of the Outreach Plan will include:

- Detailed information about the proposal 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 March. During the event, attendees will receive an overview of the proposed program that will be followed by the opportunity to ask questions and provide input.
- Media outreach to boost awareness of the proposed program.
- Social media messaging.
- Signage on all vessels and at the Vallejo Ferry Ticket Office.
- Access to a translator, if requested, for the virtual open house will be provided to serve Chinese and Spanish-speaking communities.
- Outreach to community-based organizations, City Council and County organizations, as well as the California State Bay Area Caucus.

Next Steps

Pending Board approval, the following steps will be taken:

- March 4, 2021: Begin outreach process and receive public comments on the proposed program. The usual 30-day public comment period will be shortened to 29 days to accommodate the Board meeting schedule.
- April 1, 2021: Hold public hearing for final program proposal; present final fare program to Board for approval.
- May - June 2021: Coordinate with WETA vendors and Clipper staff to prepare for implementation of the new program.
- July 2021: Begin implementation of the new program.

Fiscal Impact

There is no fiscal impact associated with this item.

END

Attachment A – Service Schedules

Attachment B – Route Specific Fare Structures

ATTACHMENT A

Pandemic Service Plan Summary

The table below provides an overview of the changes anticipated with the new Pandemic Recovery Service Plan. Staff is still doing the detail work necessary to develop precise schedules and crewing bids. The outreach to former riders and the general public will be a valuable input as staff refines schedules and designs services to best meet the needs of new and old riders of the system.

Oakland to San Francisco

Time Period	Pre-pandemic Trips	2021 Proposed	Notes
Peak (6 - 9 am, 4 - 7 pm)	12	8-10	<ul style="list-style-type: none"> • 20-minute travel time improvement • Direct service to SF, no Alameda stop • Shift from peak to off-peak trips
Midday (9 am – 4 pm)	7	7-8	
Late night (after 7 pm)	1	1-2	

Vallejo to San Francisco

Time Period	Pre-pandemic Trips	2021 Proposed	Notes
Peak (6 - 9 am, 4 - 7 pm)	10	6-7	<ul style="list-style-type: none"> • Enhanced from 2 to 3 vessels • Shift from peak to off-peak trips
Midday (9 am – 4 pm)	5	4-6	
Late night (after 7 pm)	1	1-2	

Alameda Main Street to San Francisco

Time Period	Pre-pandemic Trips	2021 Proposed	Notes
Peak (6 - 9 am, 4 - 7 pm)	12	4-6	<ul style="list-style-type: none"> • AM peak trips shifted to Seaplane Lagoon • PM peak trips to service midday riders • Midday, weekend service for Alameda • More off-peak trips
Midday (9 am – 4 pm)	7	7-9	
Late night (after 7 pm)	1	1-2	

Seaplane Lagoon to San Francisco

Time Period	Pre-pandemic Trips	2021 Proposed	Notes
Peak (6 - 9 am, 4 - 7 pm)	N/A	6-7	<ul style="list-style-type: none"> • More midday trips at Alameda Main Street • 20-minute trip to SF, enhanced capacity • Supports housing development (800 units)
Midday (9 am – 4 pm)	N/A	2-3	
Late night (after 7 pm)	N/A	2-3	

Alameda Main Street to Oakland

Time Period	Pre-pandemic Trips	2021 Proposed	Notes
Peak (6 - 9 am, 4 - 7 pm)	N/A	4-7	<ul style="list-style-type: none"> • New commute option • Utilizing South City crews • Deferred start to fall 2021 or later
Midday (9 am – 4 pm)	5	0	
Late night (after 7 pm)	N/A	0	

Harbor Bay to San Francisco

Time Period	Pre-pandemic Trips	2021 Proposed	Notes
Peak (6 - 9 am, 4 - 7 pm)	9	6-7	<ul style="list-style-type: none"> • More midday trips • Hourly peak service • Reduction in late night service based on ridership
Midday (9 am – 4 pm)	0	3-4	
Late night (after 7 pm)	0	0	

Richmond to San Francisco

Time Period	Pre-pandemic Trips	2021 Proposed	Notes
Peak (6 - 9 am, 4 - 7 pm)	8	9-10	<ul style="list-style-type: none"> • Service enhancement, all periods • Substantial disadvantaged population • Supportive funding partner
Midday (9 am – 4 pm)	0	3-4	
Late night (after 7 pm)	0	1-2	

Oakland/Alameda to South San Francisco

Time Period	Pre-pandemic Trips	2021 Proposed	Notes
Peak (6 - 9 am, 4 - 7 pm)	6	4-6	<ul style="list-style-type: none"> • Deferred start to fall 2021 or later • Shift to earlier trips in peak periods • Close coordination with employers required
Midday (9 am – 4 pm)	0	0	
Late night (after 7 pm)	0	0	

Attachment B Route Specific Fare Structures

Proposed Alameda/Oakland - San Francisco Fare Structure

CURRENT		PROPOSED	
STANDARD FARES		STANDARD FARES – FY 2022	
Between Alameda/Oakland and San Francisco			
Adult	\$7.20	Adult	\$5.75
Adult (Clipper Only)	\$5.40	Adult (Clipper Only)	\$4.50
Adult (Clipper START)	\$3.60	Adult (Clipper START)	\$2.25
Youth (5-18 years)	-	Youth (5-18 years)	\$2.75
Youth (5-18 years) (Clipper Only)	\$3.60	Youth (5-18 years) (Clipper Only)	\$2.25
Seniors (65+), Disabled	-	Seniors (65+), Disabled	\$2.75
Seniors (65+), Disabled (Clipper Only)	\$3.60	Seniors (65+), Disabled (Clipper Only)	\$2.25
Children under 5	FREE	Children under 5	FREE
DISCOUNT FARE PRODUCTS		DISCOUNT FARE PRODUCTS	
School groups*	\$2.40	School groups*	\$1.75
*School/Group Fares by Advanced Reservation only			

*School/Group Fares by Advanced Reservation only

Proposed Vallejo – San Francisco Ferry Building Fare Structure

CURRENT		PROPOSED	
STANDARD FARES		STANDARD FARES – FY 2022	
Adult	\$15.10	Adult	\$11.25
Adult (Clipper Only)	\$11.30	Adult (Clipper Only)	\$9.00
Adult (Clipper START)	\$7.50	Adult (Clipper START)	\$4.50
Youth (5-18 years)	-	Youth (5-18 years)	\$5.50
Youth (5-18 years) (Clipper Only)	\$7.50	Youth (5-18 years) (Clipper Only)	\$4.50
Seniors (65+), Disabled	-	Seniors (65+), Disabled	\$5.50
Seniors (65+), Disabled (Clipper Only)	\$7.50	Seniors (65+), Disabled (Clipper Only)	\$4.50
Children under 5	FREE	Children under 5	FREE
DISCOUNT FARE PRODUCTS		DISCOUNT FARE PRODUCTS	
School groups*	\$5.00	School groups*	\$3.50
Monthly Pass	\$388	Monthly Pass	\$388

*School/Group Fares by Advanced Reservation only

Proposed Harbor Bay – San Francisco Ferry Building Fare Structure

CURRENT		PROPOSED	
STANDARD FARES		STANDARD FARES – FY 2022	
Adult	\$7.50	Adult	\$5.75
Adult (Clipper Only)	\$5.60	Adult (Clipper Only)	\$4.50
Adult (Clipper START)	\$3.70	Adult (Clipper START)	\$2.25
Youth (5-18 years)	-	Youth (5-18 years)	\$2.75
Youth (5-18 years) (Clipper Only)	\$3.70	Youth (5-18 years) (Clipper Only)	\$2.25
Seniors (65+), Disabled	-	Seniors (65+), Disabled	\$2.75
Seniors (65+), Disabled (Clipper Only)	\$3.70	Seniors (65+), Disabled (Clipper Only)	\$2.25
Children under 5	FREE	Children under 5	FREE
DISCOUNT FARE PRODUCTS		DISCOUNT FARE PRODUCTS	
School groups*	\$2.50	School groups*	\$1.75

*School/Group Fares by Advanced Reservation only

Proposed Harbor Bay - South San Francisco Fare Structure

CURRENT		PROPOSED	
STANDARD FARES		STANDARD FARES – FY 2022	
Adult	\$9.40	Adult	\$5.75
Adult (Clipper Only)	\$8.10	Adult (Clipper Only)	\$4.50
Adult (Clipper START)	\$4.70	Adult (Clipper START)	\$2.25
Youth (5-18 years)	-	Youth (5-18 years)	\$2.75
Youth (5-18 years) (Clipper Only)	\$4.70	Youth (5-18 years) (Clipper Only)	\$2.25
Seniors (65+), Disabled	-	Seniors (65+), Disabled	\$2.75
Seniors (65+), Disabled (Clipper Only)	\$4.70	Seniors (65+), Disabled (Clipper Only)	\$2.25
Children under 5	FREE	Children under 5	FREE
DISCOUNT FARE PRODUCTS		DISCOUNT FARE PRODUCTS	
School groups*	\$3.10	School groups*	\$1.75

Proposed South San Francisco - Alameda/Oakland Fare Structure

CURRENT		PROPOSED	
STANDARD FARES		STANDARD FARES – FY 2022	
Adult	\$9.40	Adult	\$8.50
Adult (Clipper Only)	\$8.10	Adult (Clipper Only)	\$6.75
Adult (Clipper START)	\$4.70	Adult (Clipper START)	\$3.25
Youth (5-18 years)	-	Youth (5-18 years)	\$4.25
Youth (5-18 years) (Clipper Only)	\$4.70	Youth (5-18 years) (Clipper Only)	\$3.25
Seniors (65+), Disabled	-	Seniors (65+), Disabled	\$4.25
Seniors (65+), Disabled (Clipper Only)	\$4.70	Seniors (65+), Disabled (Clipper Only)	\$3.25
Children under 5	FREE	Children under 5	FREE
DISCOUNT FARE PRODUCTS		DISCOUNT FARE PRODUCTS	
School groups*	\$3.10	School groups*	\$2.75

*School/Group Fares by Advanced Reservation only

Proposed South San Francisco – San Francisco Ferry Building Fare Structure

CURRENT		PROPOSED	
STANDARD FARES		STANDARD FARES – FY 2022	
Adult	-	Adult	\$5.75
Adult (Clipper Only)	-	Adult (Clipper Only)	\$4.50
Adult (Clipper START)	-	Adult (Clipper START)	\$2.25
Youth (5-18 years)	-	Youth (5-18 years)	\$2.75
Youth (5-18 years) (Clipper Only)	-	Youth (5-18 years) (Clipper Only)	\$2.25
Seniors (65+), Disabled	-	Seniors (65+), Disabled	\$2.75
Seniors (65+), Disabled (Clipper Only)	-	Seniors (65+), Disabled (Clipper Only)	\$2.25
Children under 5	-	Children under 5	FREE
DISCOUNT FARE PRODUCTS		DISCOUNT FARE PRODUCTS	
School groups*	-	School groups*	\$1.75

*School/Group Fares by Advanced Reservation only

Proposed Richmond – San Francisco Ferry Building Fare Structure

CURRENT		PROPOSED	
STANDARD FARES		STANDARD FARES – FY 2022	
Adult	\$9.30	Adult	\$5.75
Adult (Clipper Only)	\$7.00	Adult (Clipper Only)	\$4.50
Adult (Clipper START)	\$4.60	Adult (Clipper START)	\$2.25
Youth (5-18 years)	\$4.60	Youth (5-18 years)	\$2.75
Youth (5-18 years) (Clipper Only)		Youth (5-18 years) (Clipper Only)	\$2.25
Seniors (65+), Disabled	\$4.60	Seniors (65+), Disabled	\$2.75
Seniors (65+), Disabled (Clipper Only)		Seniors (65+), Disabled (Clipper Only)	\$2.25
Children under 5	FREE	Children under 5	FREE
DISCOUNT FARE PRODUCTS		DISCOUNT FARE PRODUCTS	
School groups*	\$3.10	School groups*	\$1.75

*School/Group Fares by Advanced Reservation only

Proposed Seaplane Lagoon – San Francisco Ferry Building Fare Structure

CURRENT		PROPOSED	
STANDARD FARES		STANDARD FARES – FY 2022	
Adult	-	Adult	\$5.75
Adult (Clipper Only)	-	Adult (Clipper Only)	\$4.50
Adult (Clipper START)	-	Adult (Clipper START)	\$2.25
Youth (5-18 years)	-	Youth (5-18 years)	\$2.75
Youth (5-18 years) (Clipper Only)	-	Youth (5-18 years) (Clipper Only)	\$2.25
Seniors (65+), Disabled	-	Seniors (65+), Disabled	\$2.75
Seniors (65+), Disabled (Clipper Only)	-	Seniors (65+), Disabled (Clipper Only)	\$2.25
Children under 5	-	Children under 5	FREE
DISCOUNT FARE PRODUCTS		DISCOUNT FARE PRODUCTS	
School groups	-	School groups*	\$1.75

*School/Group Fares by Advanced Reservation only

Proposed Short Hop Fare Structure

CURRENT		PROPOSED	
STANDARD FARES		STANDARD FARES – FY 2022	
Between Oakland and Alameda			
Adult	\$1.70	Adult	\$2.75
Adult (Clipper Only)	-	Adult (Clipper Only)	\$2.25
Adult (Clipper START)	\$0.80	Adult (Clipper START)	\$1.00
Youth (5-18 years)	-	Youth (5-18 years)	\$1.25
Youth (5-18 years) (Clipper Only)	\$0.80	Youth (5-18 years) (Clipper Only)	\$1.00
Seniors (65+), Disabled	-	Seniors (65+), Disabled	\$1.25
Seniors (65+), Disabled (Clipper Only)	\$0.80	Seniors (65+), Disabled (Clipper Only)	\$1.00
Between Vallejo and Mare Island			
Adult	\$1.70	Adult	\$2.75
Adult (Clipper Only)	-	Adult (Clipper Only)	\$2.25
Adult (Clipper START)	\$0.80	Adult (Clipper START)	\$1.00
Youth (5-18 years)	-	Youth (5-18 years)	\$1.25
Youth (5-18 years) (Clipper Only)	\$0.80	Youth (5-18 years) (Clipper Only)	\$1.00
Seniors (65+), Disabled	-	Seniors (65+), Disabled	\$1.25
Seniors (65+), Disabled (Clipper Only)	\$0.80	Seniors (65+), Disabled (Clipper Only)	\$1.00
Between San Francisco Ferry Building and Pier 41			
Adult	\$1.70	Adult	\$2.75
Adult (Clipper Only)	-	Adult (Clipper Only)	\$2.25
Adult (Clipper START)	\$0.80	Adult (Clipper START)	\$1.00
Youth (5-18 years)	-	Youth (5-18 years)	\$1.25
Youth (5-18 years) (Clipper Only)	\$0.80	Youth (5-18 years) (Clipper Only)	\$1.00
Seniors (65+), Disabled	-	Seniors (65+), Disabled	\$1.25
Seniors (65+), Disabled (Clipper Only)	\$0.80	Seniors (65+), Disabled (Clipper Only)	\$1.00

Proposed Special Events Fare Structure

CURRENT		PROPOSED	
STANDARD FARES		STANDARD FARES – FY 2022	
Between Oakland/Alameda and Oracle Park			
Adult	\$9.60	Adult	\$9.60
Youth (5-18 years)	\$7.20	Youth (5-18 years)	\$7.20
Seniors (65+), Disabled	\$7.20	Seniors (65+), Disabled	\$7.20
Children under 5 (when accompanied by an adult)	FREE	Children under 5 (when accompanied by an adult)	FREE
Between Vallejo and Oracle Park			
Adult	\$15.90	Adult	\$15.90
Youth (5-18 years)	\$11.80	Youth (5-18 years)	\$11.80
Seniors (65+), Disabled	\$11.80	Seniors (65+), Disabled	\$11.80
Children under 5 (when accompanied by an adult)	FREE	Children under 5 (when accompanied by an adult)	FREE
Between Oakland/Alameda and Chase Center			
Adult	\$9.60	Adult	\$9.60
Youth (5-18 years)	\$7.20	Youth (5-18 years)	\$7.20
Seniors (65+), Disabled	\$7.20	Seniors (65+), Disabled	\$7.20
Children under 5 (when accompanied by an adult)	FREE	Children under 5 (when accompanied by an adult)	FREE

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

RESOLUTION NO. 2021-10

**AUTHORIZE RELEASE OF DRAFT FISCAL YEAR 2022
PANDEMIC RECOVERY PROGRAM FOR PUBLIC COMMENT**

WHEREAS, in February 2021, the Board of Directors adopted the Fiscal Year (FY) 2022 Pandemic Recovery Program core principles to guide a more detailed development of a program to restart ferry service; and

WHEREAS, the proposed FY 2022 Pandemic Recovery Program includes a service plan accompanied by a fare structure that is specifically designed to appeal to a broader Bay Area travel market; and

WHEREAS, the service plan strives 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; and

WHEREAS, the fare structure reduces fares throughout the WETA system for a one-year period to generate ridership and attract riders back to the ferry; and

WHEREAS, fares will automatically revert to pre-pandemic levels without any intervention from the Board starting in July 2022; now, therefore, be it

RESOLVED, that the Board of Directors hereby authorizes the Executive Director to release the draft FY 2022 Pandemic Recovery Program for public comment.

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 March 4, 2021.

YEA:

NAY:

ABSTAIN:

ABSENT:

/s/ Board Secretary

2021-10

END

MEMORANDUM

TO: Board Members

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

SUBJECT: Berkeley Ferry Terminal Feasibility Study Update

Recommendation

There is no recommendation associated with this informational item.

Background

A site selection analysis conducted in 2005 identified the Berkeley Marina as the optimal location for a ferry terminal along the I-80 east shore freeway corridor. WETA subsequently developed a concept design for a ferry terminal site south of University Avenue on marina property. Over the next several years, WETA worked with its consultant team and the City of Berkeley (City) to develop a concept design for the preferred site and publish a draft Environmental Impact Report (EIR) and Environmental Impact Statement (EIS) pursuant to California Environmental Quality Act (CEQA) and National Environmental Protection Act (NEPA) requirements.

In 2013, work on the project was halted as several issues emerged concerning the feasibility of the project. Among the most crucial of these issues was the potential cost of dredging work and the mitigation measures required to offset potential associated impacts. A second obstacle arose when WETA was unable to satisfy the federal requirement to identify a definitive funding source to subsidize service operations. Finally, potential conflicts with public access and recreational uses at the Berkeley Marina along with concerns over parking impacts were voiced as concerns by the general public and City elected officials. In 2016, WETA adopted its Strategic Plan (Plan) which included a 20-year vision of potential expansion projects. The Berkeley project was included in the Plan, consistent with the written support of the City's Mayor, reaffirming WETA's commitment to continuing to pursue development of a Berkeley ferry service. In 2017, the project was also endorsed by the multi-agency Core Capacity Transit Study led by the Metropolitan Transportation Commission (MTC) as a key medium term regional project for enhancing transit capacity in the Bay Bridge corridor.

Discussion

Since work was halted on developing a Berkeley ferry terminal project in 2013, both WETA and the City have identified new opportunities that could address significant issues that emerged during the previous effort to develop the project. Most significantly, the passage of Regional Measure 3 (RM3) has created a possible source of funding to construct a Berkeley ferry terminal and provide the subsidy required to operate the service for a minimum of 10 years, as required by WETA's System Expansion Policy.

Additionally, several notable changes have occurred at the Berkeley Marina in recent years that could represent new opportunities for the project. Significantly, the Berkeley Municipal Pier was indefinitely closed in 2015 due to structural safety issues. The City has indicated that the repair or replacement of the Pier to restore public access to the Bay is a high community priority and beginning in 2017, the City granted permission for private companies to operate ferry service out of the Berkeley Marina through a pilot program.

In 2017, the City initiated a \$330,000 study to identify feasible options for fixing or replacing the pier as a dual-use facility that would restore public access and serve as a new landing location for small-scale ferry operations.

On May 2019, the WETA Board approved a Memorandum of Understanding (MOU) with the City to undertake a planning effort and feasibility study to determine if the strategy of building a dual-use pier could potentially address previous issues with the ferry terminal project, including dredging work, potential impacts of the ferry service on nearby public access and recreational uses, and parking requirements. Additionally, the expanded study would evaluate both current and planned access modes and land-use development in proximity to the proposed project site for compatibility with potential future ferry service.

In January 2021, the project team, consisting of WETA staff, City staff, and supporting consultants, hosted four focus group meetings and a community meeting to solicit feedback from the public on the progress of the study.

On February 16, 2021, the project team presented a study update to the City of Berkeley City Council during a council worksession focused on the Berkeley Marina Area Specific Plan and Berkeley Pier/Ferry Feasibility Study. Chair Wunderman attended the meeting and provided comments in support of the project and public water transit. A copy of the presentation is included for reference in **Attachment A**.

Next Steps

The feedback received at this Board meeting will be combined with the public feedback from the focus group meetings, workshops, City Council worksession, and the online questionnaire to guide the project team's efforts.

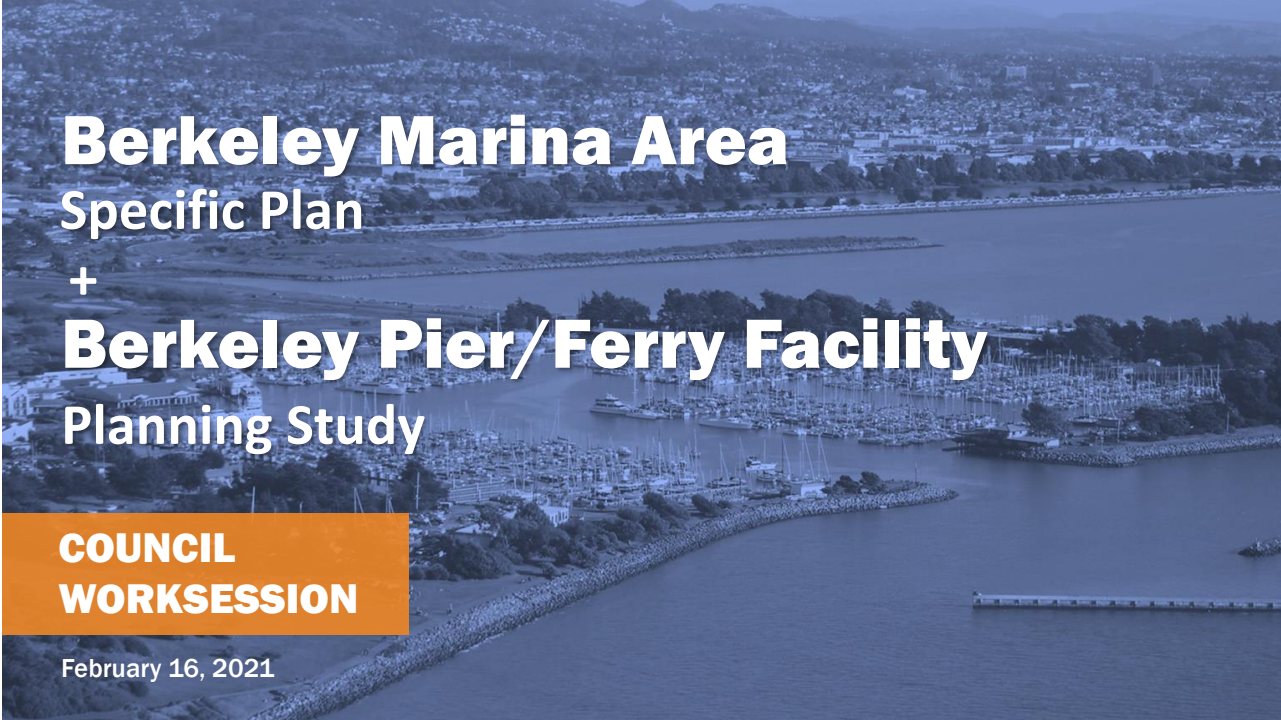
The project team plans to bring an update on the study to the Board in the summer of 2021 and a preferred pier/ferry concept to the WETA Board and Berkeley City Council for approval in December 2021.

Fiscal Impact

There is no fiscal impact associated with this informational item.

END

Attachment A - City of Berkeley City Council Worksession Presentation, February 16, 2021



Berkeley Marina Area Specific Plan + Berkeley Pier/Ferry Facility Planning Study

**COUNCIL
WORKSESSION**

February 16, 2021

1

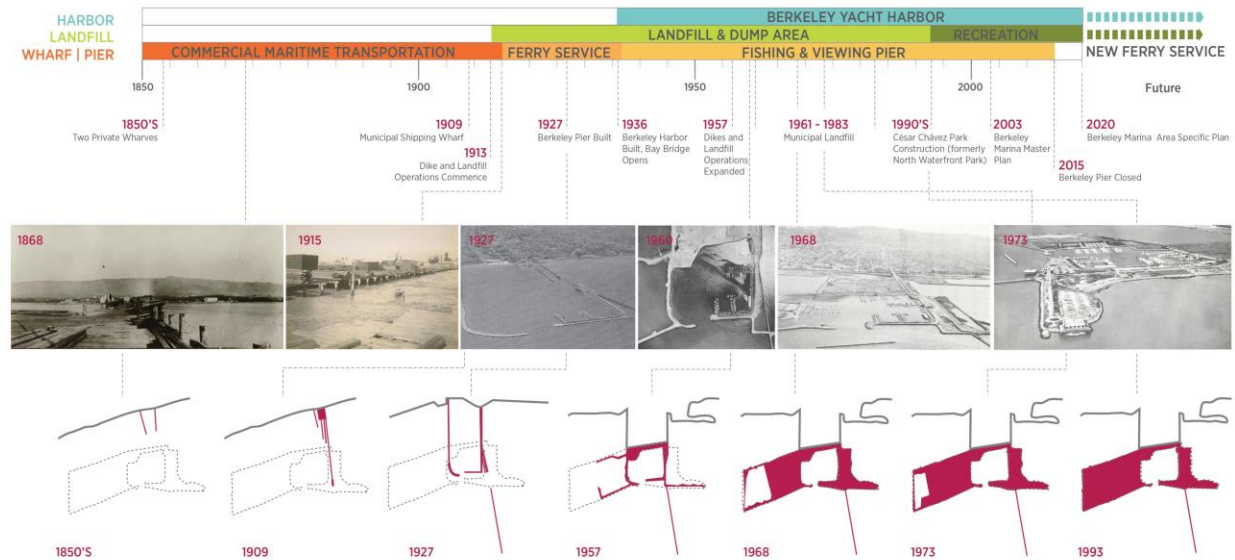


Overview

- Waterfront background and issues
- Update on status of Pier/Ferry and BMASP projects
- Discuss possible solutions and changes
- Get City Council feedback

2

History of Berkeley Marina



page 3

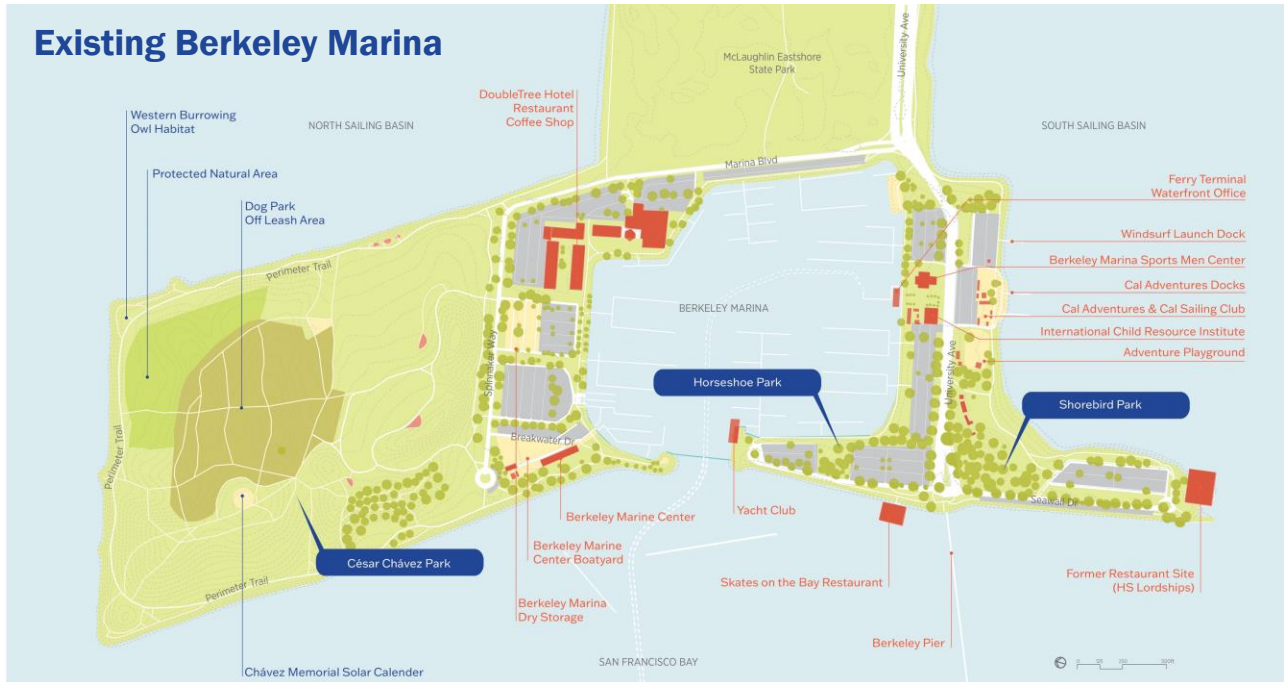
3

Berkeley Marina History



page 4

4



page 5

5

Berkeley Waterfront Regulatory Agencies + Land Use Restrictions

Land Use Restrictions

- State Lands Commission – Tideland Grant Trust (1913)
- BCDC - 100' Shoreband Jurisdiction
- BCDC – 199 Seawall Drive and Parking Lot – Fill Permit (1966)
- City of Berkeley Measure L – Open Space Ordinance (1986)
- Land and Water Conservation Fund (LWCF) Grants – (early 1980)

Regulatory Agencies

- Army Corp of Engineers
- BCDC
- California Department of Fish and Wildlife
- State Regional Water Quality Control Board
- State Lands Commission



6

Economics of Berkeley Marina Area

Operating Revenues*

Berth Rental Fees (55%)
 Hotel Lease (21%)
 Other Leases (14%)
 Other Boating Fees (5%)
 Youth Programming (2%)
 Other (2%)
 Water-Based Recreation (1%)

Marina Fund

Operating Expenses

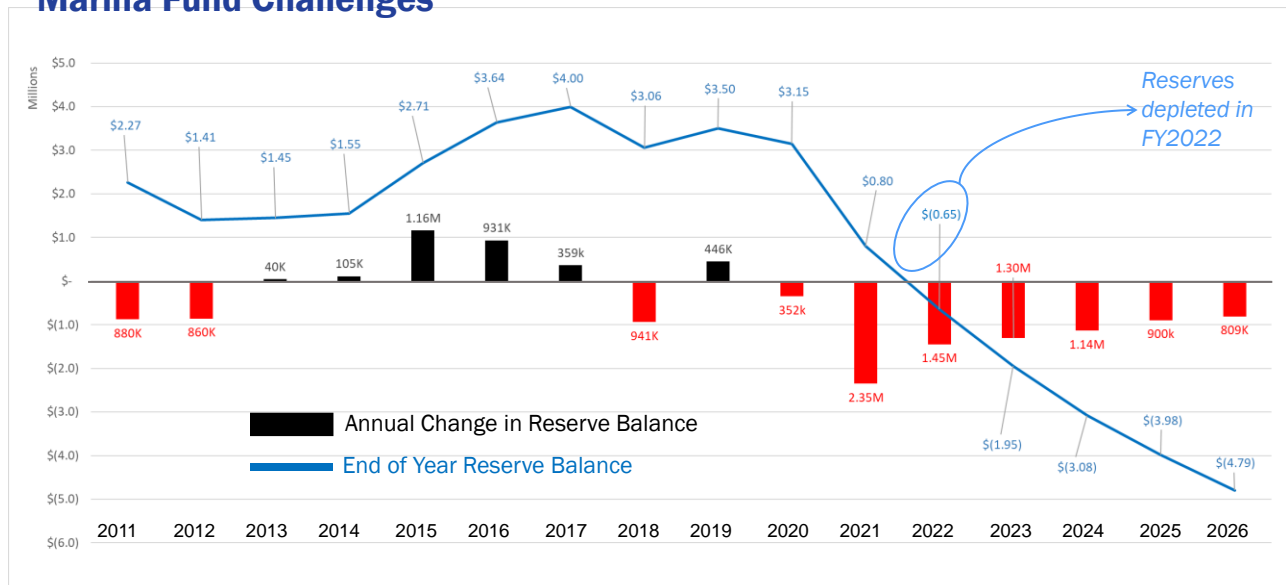
Marina Operations
 Waterfront Maintenance
 Capital Projects
 Lease Management
 Recreation Programs
 Internal Service Charges
 Debt Service
 Security
 Special Events

*Based on FY19 revenue

page 7

7

Marina Fund Challenges



page 8

8

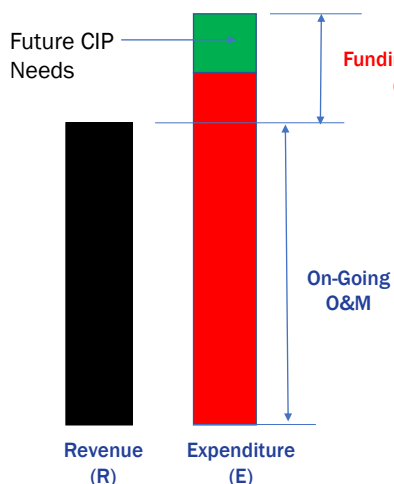
Marina Fund Challenges

- Marina Fund was never set up to succeed.
 - Low berther fees for decades
 - Lack of capital replacement fund
 - Lack of infrastructure replacement
- Fund has now reached the tipping point.
 - Safety and security issues
 - Failing infrastructure
 - COVID-19
- Revenue unable to cover basic operating expenses.
- No additional funds for > \$100M in infrastructure needs.

page 9

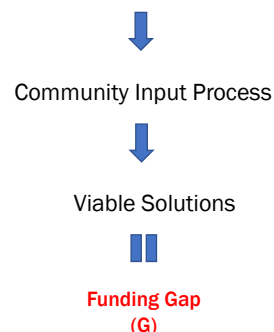
9

Waterfront Funding Gap



BMASP Process

Identify community supported potential solutions for new revenue generation

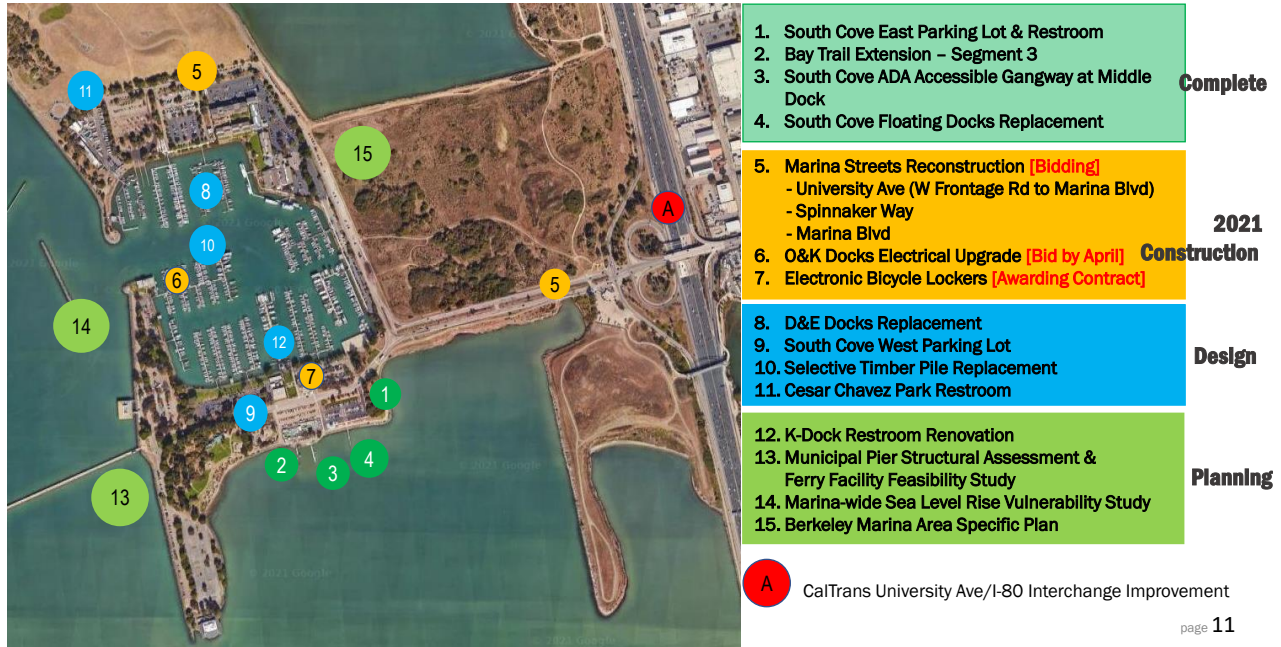


***Funding Gap will include sufficient and stable stream of funding to support 5-year CIP Plan**

page 10

10

Capital Projects Update



11

Major Capital Projects – Funding Source

PROJECT	Marina Enterprise Fund	Grants	State Loans	Measure T1	Public Works	General Fund
1. South Cove East Parking Lot & Restroom	✓	✓				
2. Bay Trail Extension – Segment 3	✓	✓				
3. South Cove ADA Accessible Gangway at Middle Dock		✓				
4. South Cove Floating Docks Replacement (East & West Docks)	✓					
5. Marina Streets Reconstruction (University Ave/Spinnaker Way/Marina Blvd)				✓	✓	
6. O&K Docks Electrical Upgrade	✓					✓
7. Electronic Bicycle Lockers	✓	✓				
8. D&E Docks Replacement			✓	✓		
9. South Cove West Parking Lot (Design Only)	✓					
10. Selective Timber Pile Replacement				✓		✓
11. Cesar Chavez Park Restroom (On Spinnaker Way)				✓		
12. K-Dock Restroom Renovation				✓		
13. Municipal Pier Structural Assessment & Ferry Facility Feasibility Study	✓	✓		✓		
14. Marina-wide Sea Level Rise Vulnerability Study	✓			✓		
15. Berkeley Marina Area Specific Plan						✓

page 12

12

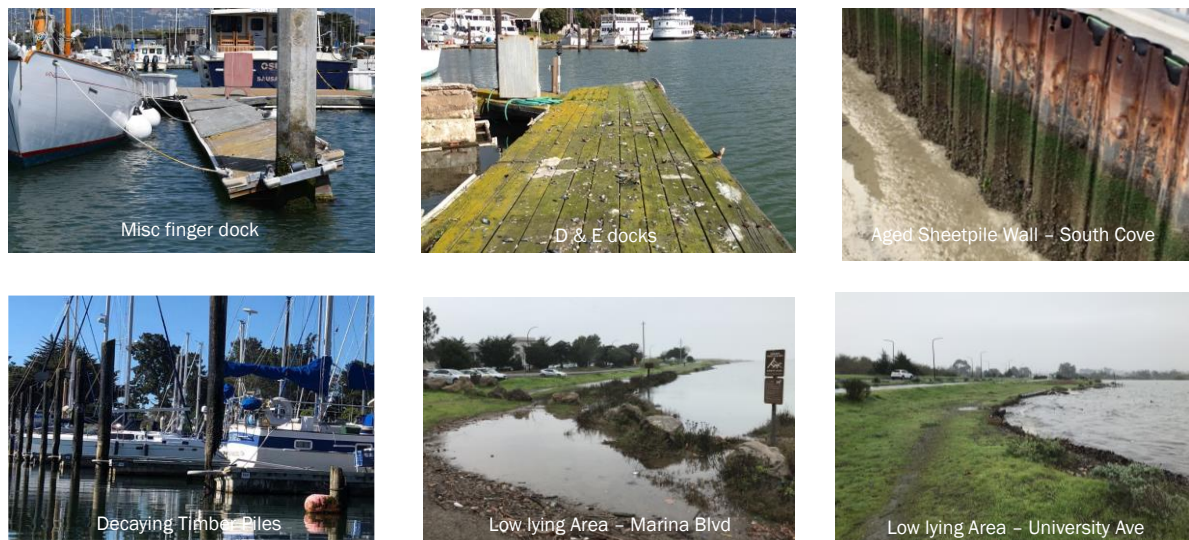
Recently Completed Capital Projects



page 13

13

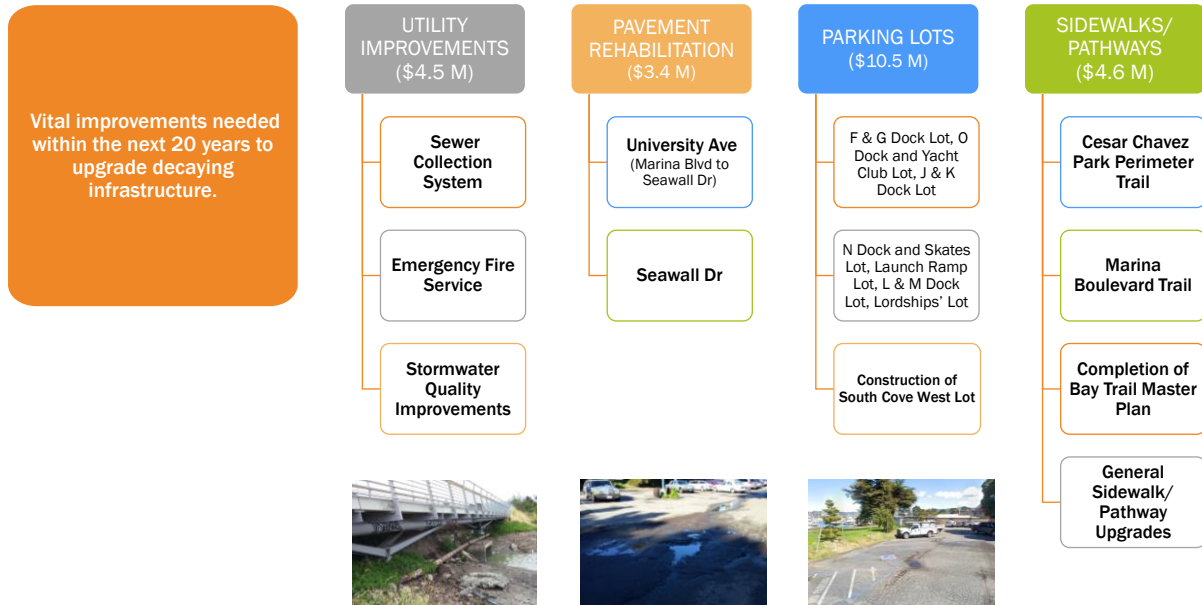
Decaying Infrastructure



page 14

14

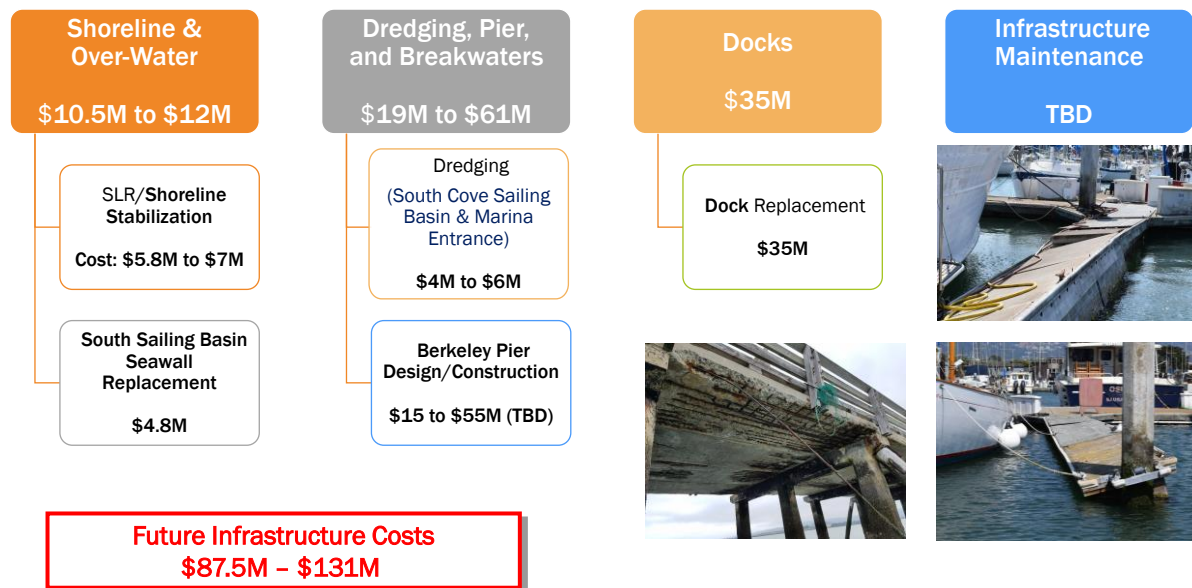
Landside Infrastructure Needs: est. \$23M



page 15

15

Waterside Infrastructure Needs: est. \$64.5M to \$108M



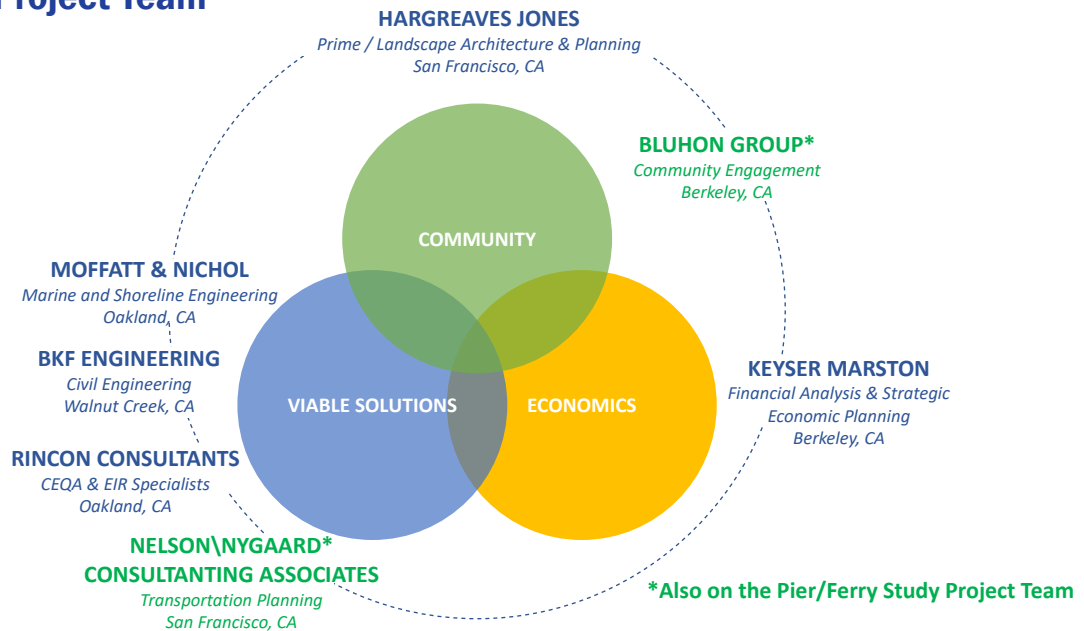
page 16

16



17

BMASP Project Team

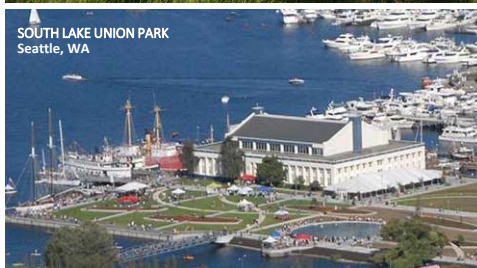


Page 18

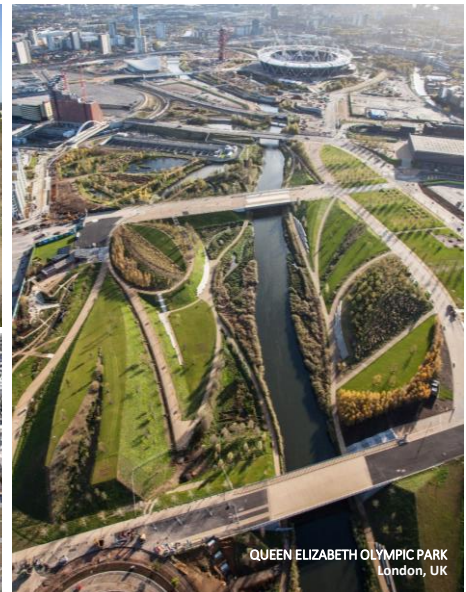
18

BMASP Project Team

waterfront park expertise
over 30 waterfront projects
over 23 water bodies
master planning through
implementation



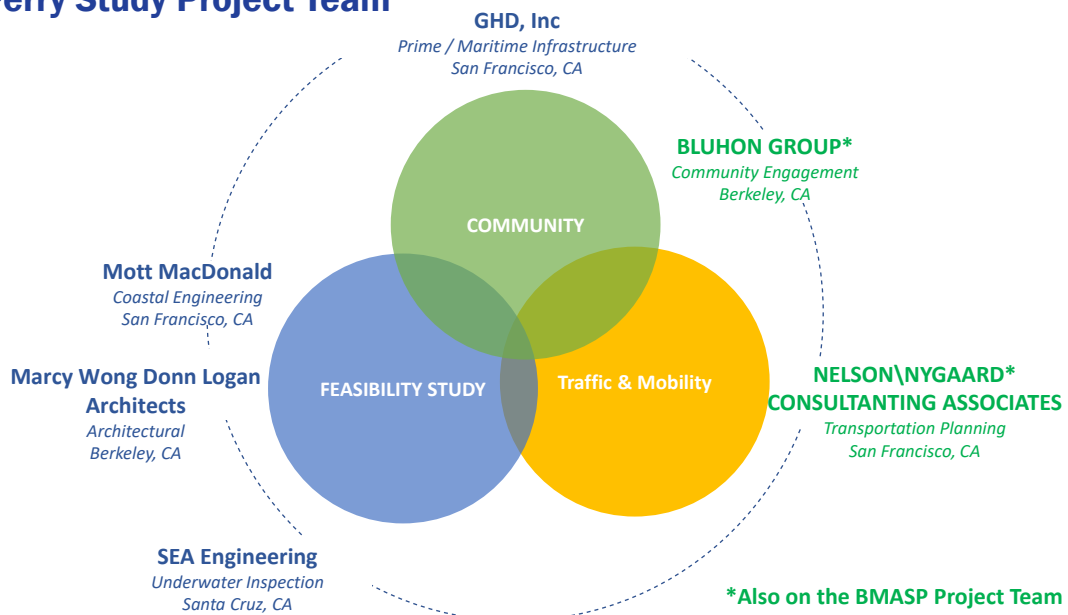
Hargreaves Jones



page 19

19

Pier/Ferry Study Project Team



page 20

20



90+ years in operation
135+ countries served
200+ offices worldwide
\$2.3^B revenue **2020**
5 global markets
10^K people
50+ service lines

↳ Providing engineering, environmental, advisory, architecture, digital and construction services

Pier/Ferry Study Project Team

21

San Francisco Bay Area

Water Emergency Transportation Authority

Kevin Connolly
 Manager,
 Planning & Development

Michael Gougherty
 Senior Planner

Taylor Rutsch
 Planner



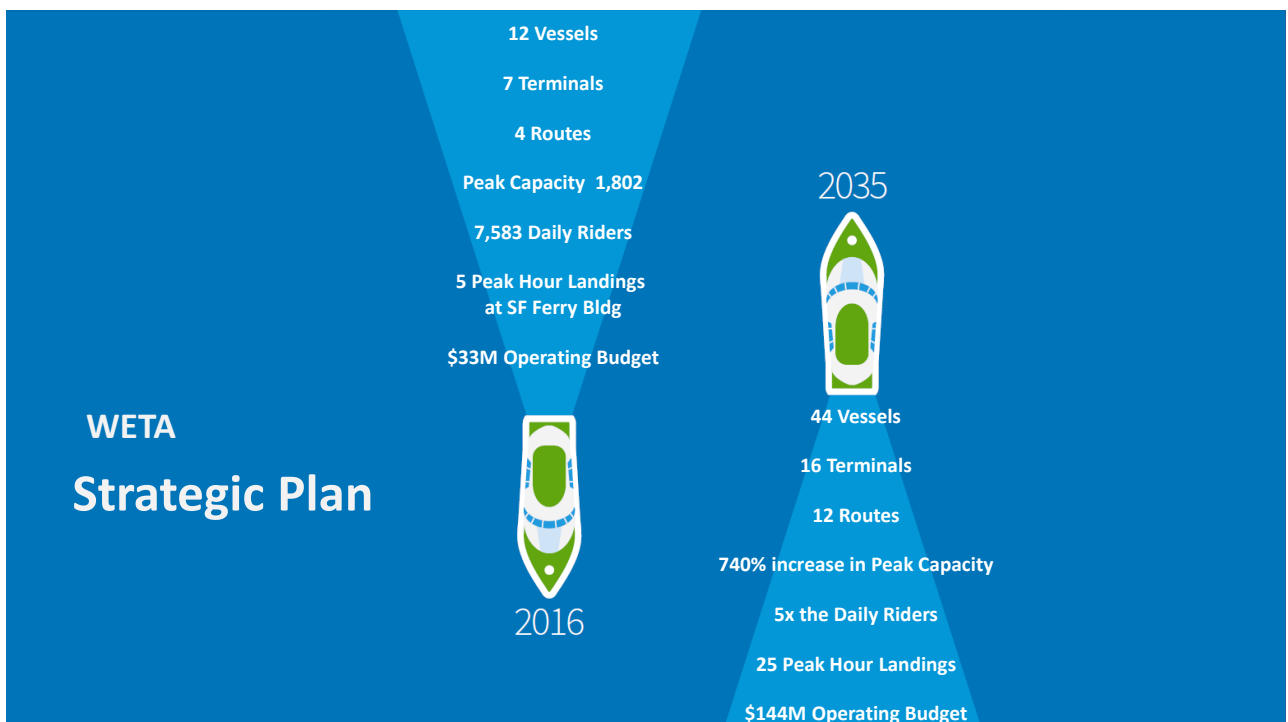
22

WETA Route Map

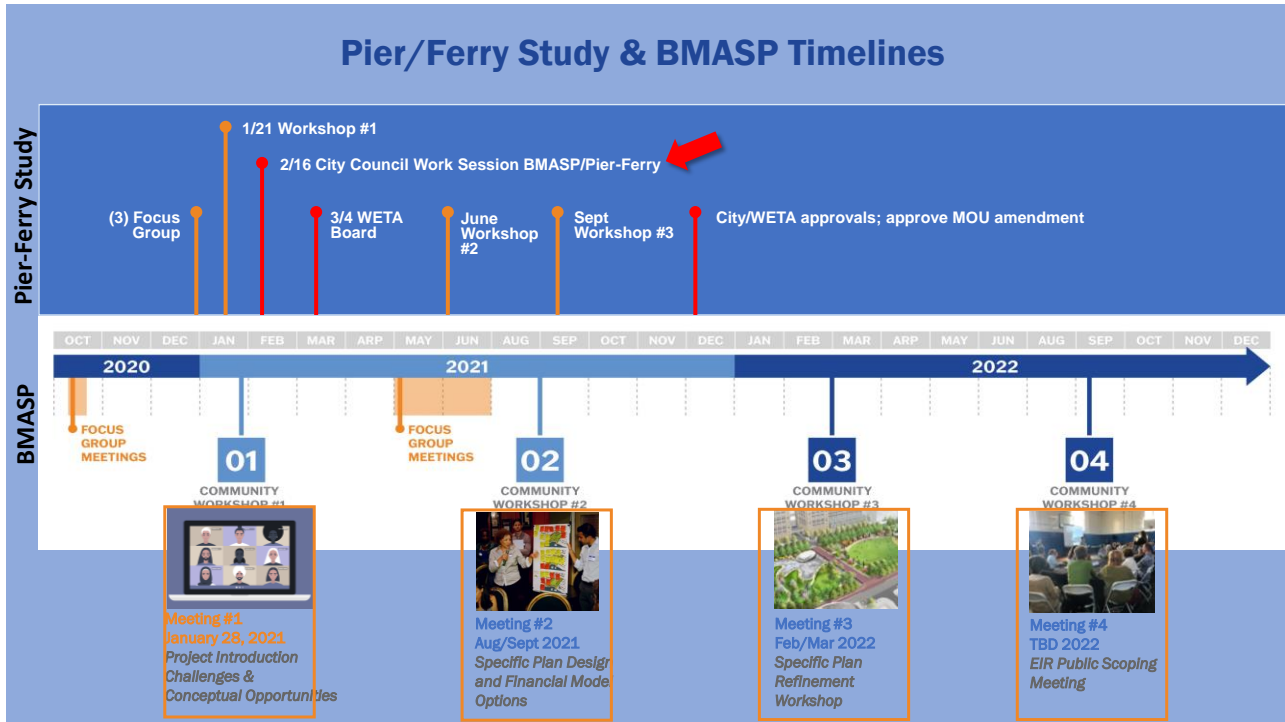


23

WETA Strategic Plan



24



25



26

BMASP Goals

Develop a specific plan to set the Waterfront on a sustainable path.



achieve financial sustainability

- keep Marina Fund operational
- develop a viable financial model



address infrastructure needs

- prioritize capital projects
- Identify funding sources



support community needs

- Marina: slips, business, clubs, etc.
- Recreation and environmental stewardship



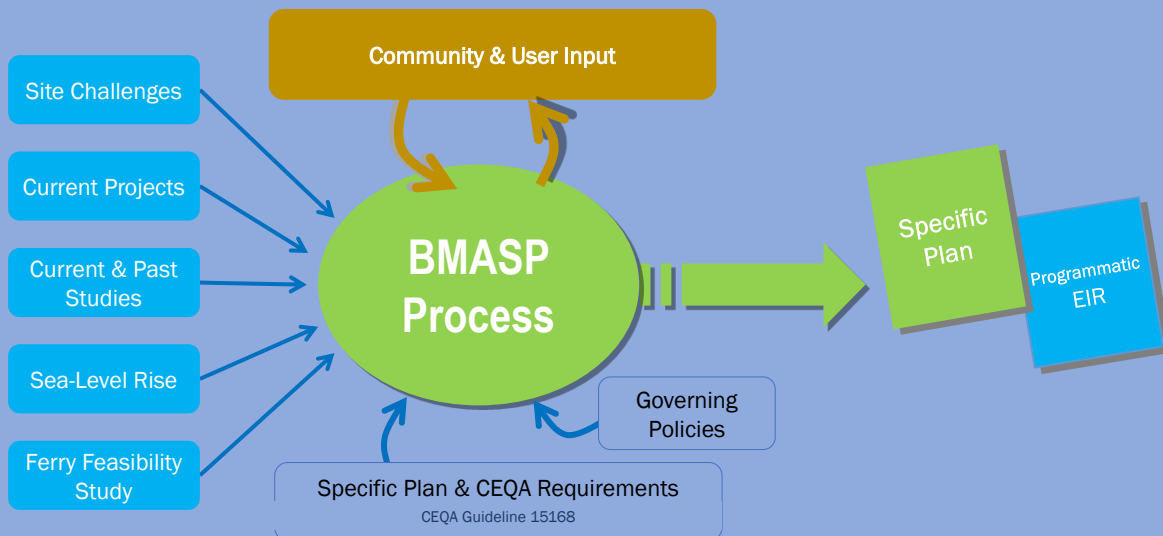
adapt to climate change

- Assess SLR vulnerability
- Identify mitigation and adaptation measures

page 27

27

BMASP Process



page 28

28

BMASP - What we are working on - Baseline Evaluations

Existing Amenities and Operations Assessment

Includes:

- Market Demand Trend Analysis
- Informs future capital project planning process

Existing Infrastructure Assessment – Waterside and Landside Facilities

Includes:

- Cost Estimates for each capital projects
- Prioritize capital projects per importance to the Marina operation and Community Input

End Product = 5-year Capital Improvement Plans [Expenditure]

Marina Enterprise Fund Financial Assessment

Includes:

- Existing Marina Enterprise Fund Financial Analysis
- Revenue Generating Opportunities and Constraints Analysis
- Identify feasible solutions with Community Input to Alleviate Funding Gap

End Product = Implementation Strategy Memo [New Revenue Source(s)]



page 29

29

Marina Case Studies (5)



Pillar Point Harbor



Alamitos Bay Marina



Dana Point Harbor



Former San Leandro Marina

page 30

30

San Francisco Marina



San Francisco | State Tidelands



Public Owner/Operator
City & County of San Francisco



667 marina slips



39 acres | water
19 acres | land



	Onsite
1	West Harbor
2	East Harbor
3	Marina Green
4	Yacht Clubs

	Offsite
A	Fort Mason
B	Crissy Field
C	Palace of Fine Arts
D	Chestnut St

page 31

31

San Francisco Marina Recent Capital Investment

Marina rebuild supported by higher fees, shift to larger slips

- \$27M renovation of West Harbor completed in 2013
 - Replaces & reconfigures docks and slips
- Phase 1 financed by DBW loans repaid through increased fee revenue
- Phase 2 will replace & reconfigure East Harbor docks and slips
 - Partially funded by PG&E settlement

	West	East
Slips	325	342
Renovation Year	2013	Not Completed
Avg. Slip Length	43'	28'
Slip Occupancy	98%	75%
30' Berth Rate	\$14.47/ft.	\$10.44/ft.
Annual Fees Per Slip	\$8,000	\$2,400



3.3X

page 32

32

Pillar Point Harbor



Half Moon Bay | State Tidelands



Public Owner/ Operator
San Mateo County Harbor District



369 marina slips



45 acres | water (marina)
+/-20 acres | land



	Onsite
1	Rec Marina
2	Comm. Marina
3	Pier/ Fisheries
4	Shops & Restaurants
5	Boat Launch

	Offsite
A	Harbor Village
B	HMB Brewing
C	Chowder House

page 33

33

Pillar Point's Special District Funding Model

Special district property tax provides flexibility to encourage diversity of uses

Special district owner/operator receives \$0.03/\$1 of county prop taxes

- Property taxes represent 2/3 of district revenues, help fund capital needs

Dedicated funding provides flexibility to encourage uses that generate modest direct revenues, but provides spinoff benefits, such as commercial fishing


- Commercial fishing vessels occupy half of berths; 98% occupancy
- 3 whole fishery leases on pier (4 hoists)
- Fresh fish sales permitted off boats
- Draws visitors to restaurants & charter boats




page 34

34


Alamitos Bay Marina




Long Beach | State Tidelands



Public Owner/Operator
City of Long Beach




1,646 marina slips




200 acres | water
10 acres | land




	Onsite		Offsite
1	Yacht Clubs	A	New Coastal Mall
2	Commercial Areas	B	Existing Shopping Center
3	Marinas		
4	Marina Boatyard		
	Water Taxi		

page 35


Dana Point Harbor




Dana Point | State Tidelands



Public Owner/Private Operator
Orange County



2,254 marina slips



170 acres | water
107 acres | land



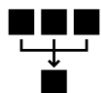
	Onsite		Offsite
1	Marinas	A	Hotels
2	Hotel/Commercial	B	State Beach
3	Yacht Club		
4	Shipyards		
5	Ocean Institute		

page 36

Former San Leandro Marina



San Leandro



Formerly Public Owner/Operator
City of San Leandro



462 marina slips (to be dismantled)



23 acres | water (marina)
37 acres | land



	Onsite
1	Marina
2	Pier/ Yacht Club
3	Hotel/ Commercial
4	Boat Launch

	Offsite
A	City Golf Course
B	Marina Park

page 37

37

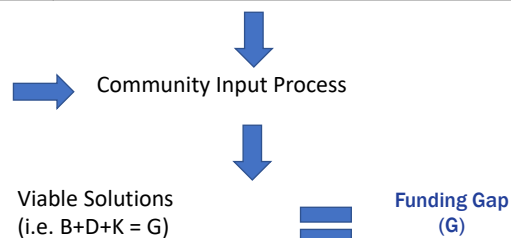
Case Study Reflections



Explore potential solutions for new revenue generation

	Potential New Facilities
A	Additional Hotel
B	Restore Berkeley Pier with Regional Ferry Service
C	Restaurant
D	Boat Slip Reconfiguration
E	New Businesses or Activities
F	Special Events
G	Event/Party Areas
H	Fish Market/Commercial Fishing Amenities
I	Recreation Businesses

	Potential Fees, Taxes, Bonds
A	Parking Fee
B	Vehicle Entrance Fee
C	Special Assessment Tax
D	Infrastructure Bond Measures



page 38

38

Potential Economic Benefits of Ferry Service by Land Use

Hotel	Retail	Food & Beverage	Recreation
<ul style="list-style-type: none"> • Generate new or extended stays • Enhance event revenue • Attract new hotel 	<ul style="list-style-type: none"> • Capture “grab & go” commuter spending • Support growing West Berkeley work force • Attract new retail 	<ul style="list-style-type: none"> • Capture weekday commuter spending • Capture recreational weekend/evening spending • Attract new uses 	<ul style="list-style-type: none"> • Draw visitors from across the Bay • Gain exposure to outbound locals • Join a network of regional destinations

page 39

39

Berkeley Pier/Ferry Facility Planning Study



40

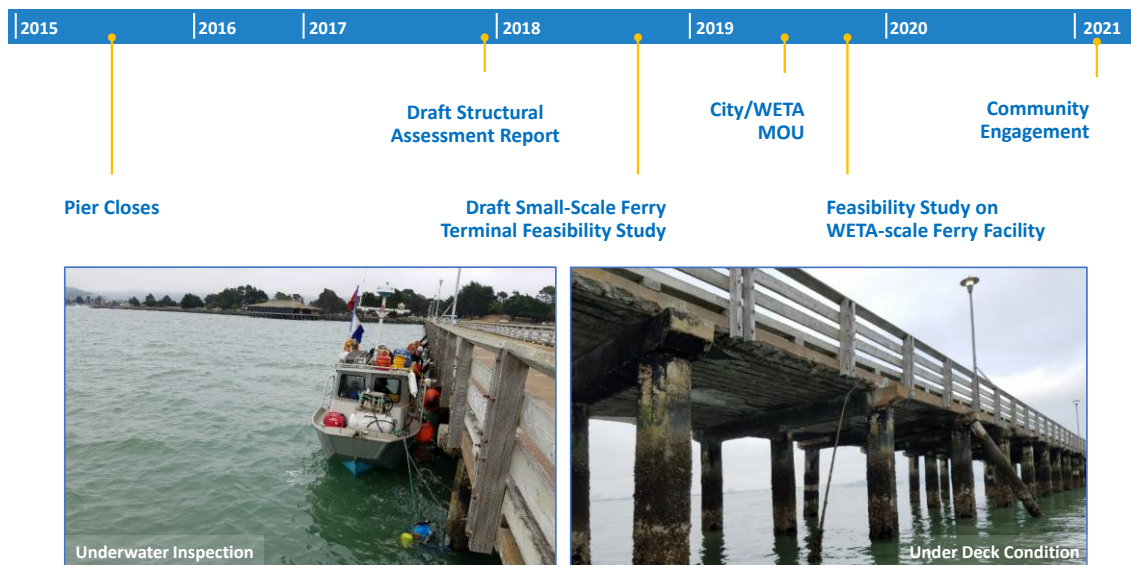
Multi-use Pier – Recreational Placemaking



page 41

41

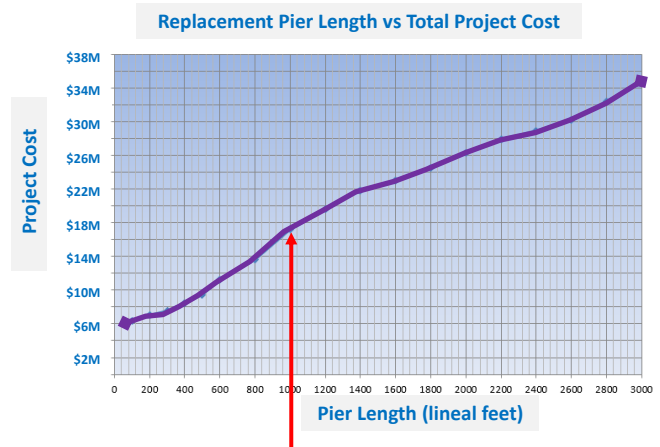
Pier Structural Assessment – Project History



42

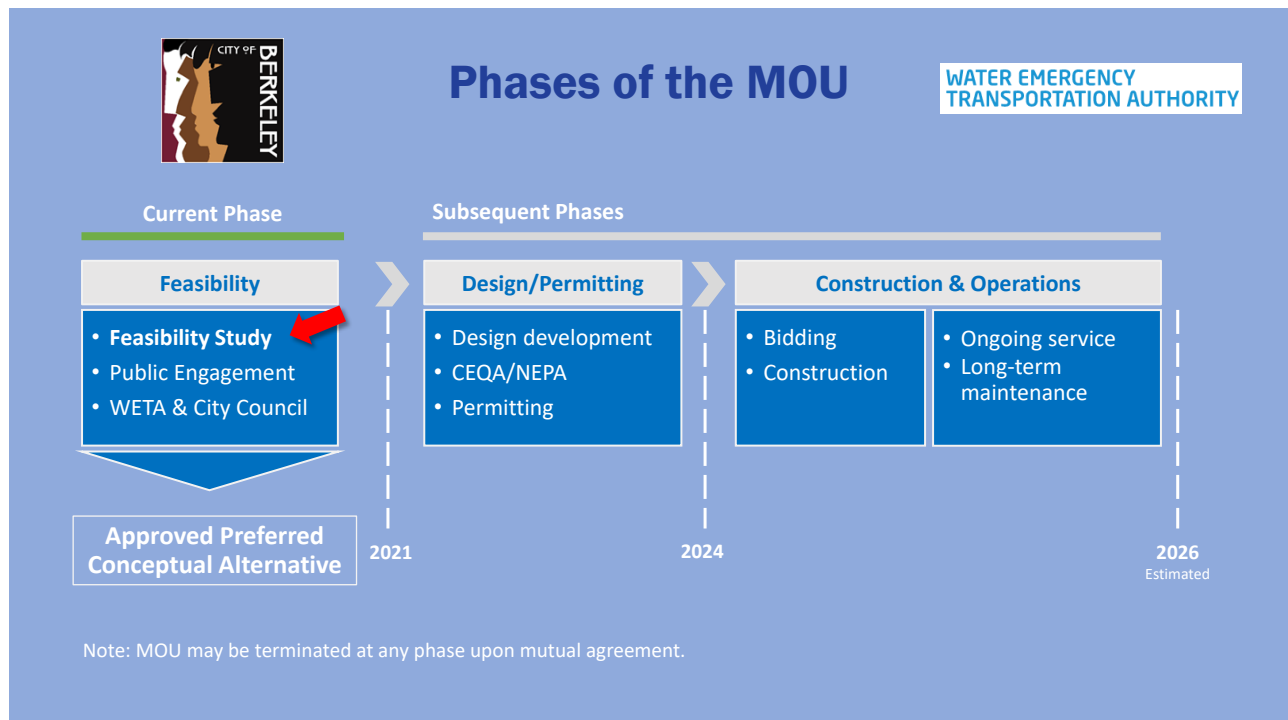
Pier Alternatives – Repair or Replace

	Project Cost Range (3,000 LF Pier)
Repair (no eismic)	\$20M to \$30M
Repair w/ Seismic Strengthening	\$35M to \$55M
New Pier w/ Seismic	\$25M to \$35M

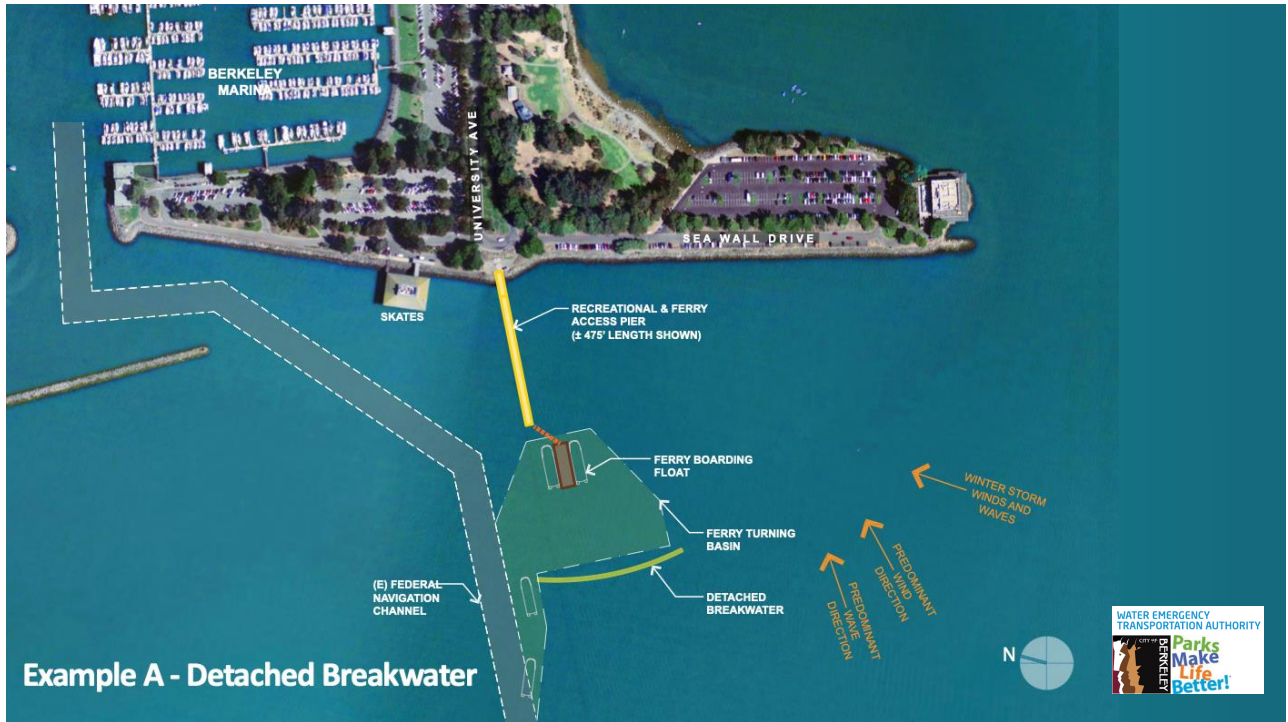


i.e. ~\$17M for a 1,000 LF new pier

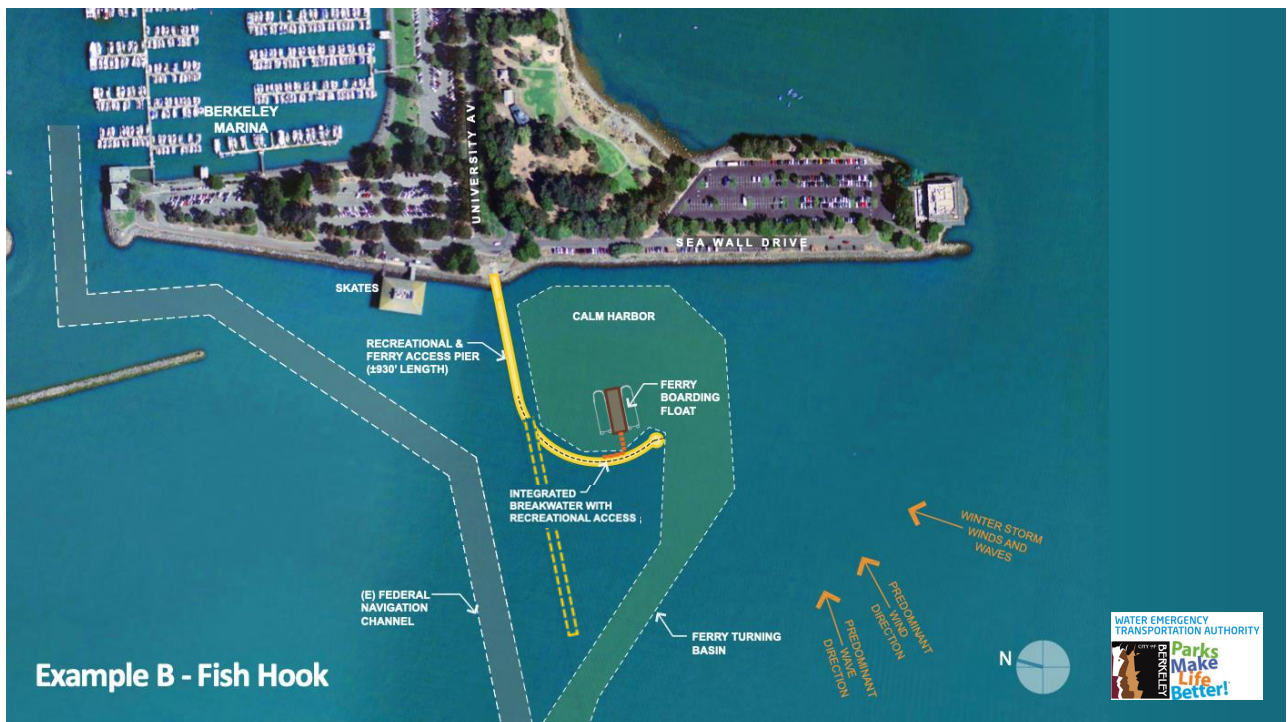
43



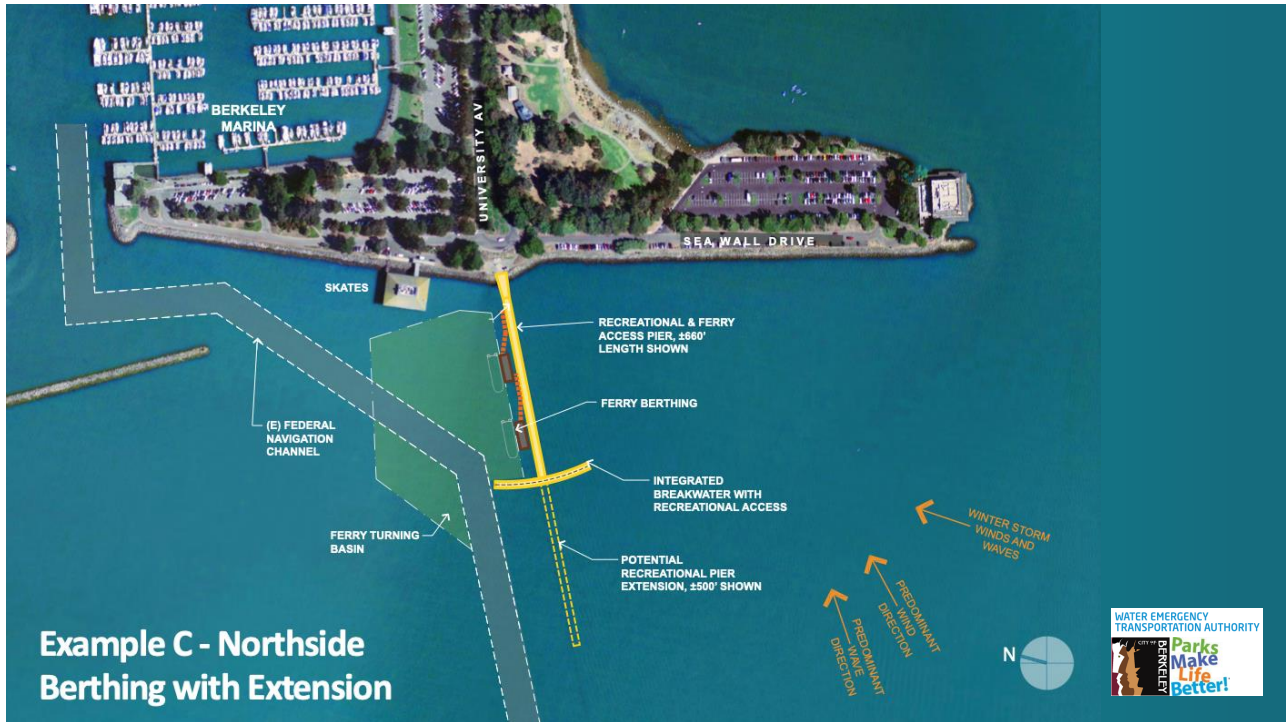
44



45



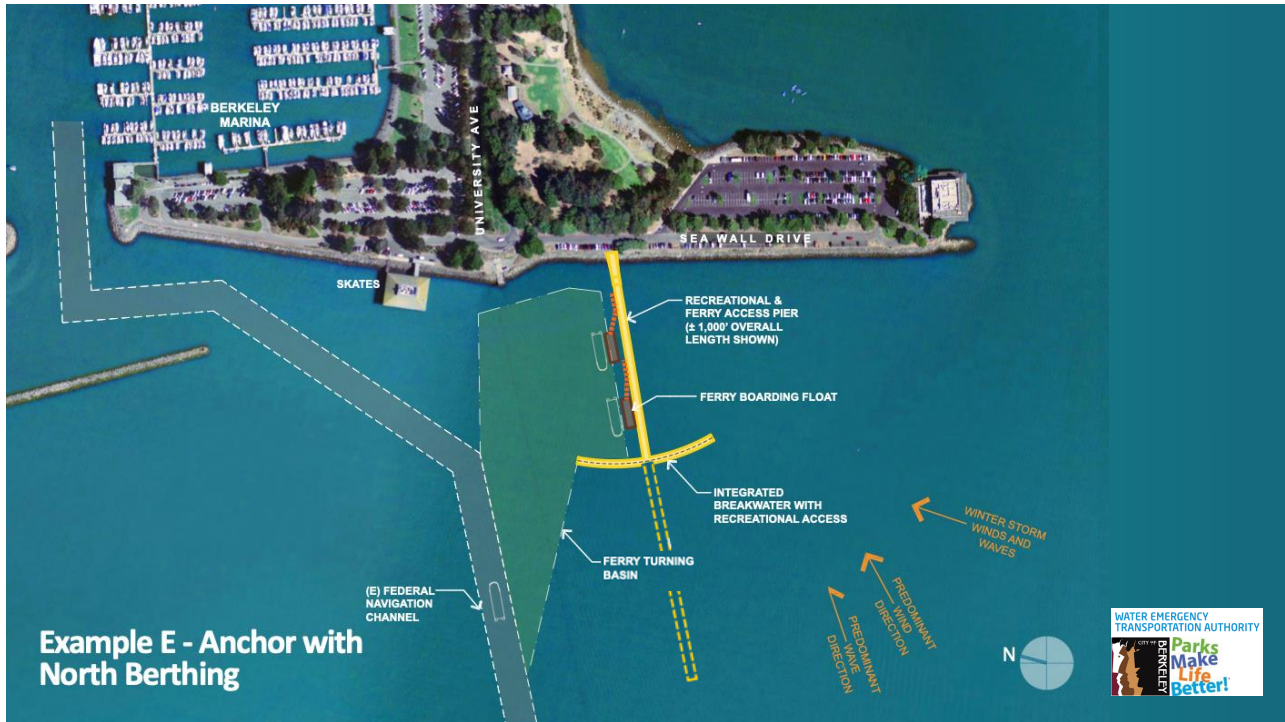
46



47



48



49

Parking & Mobility Considerations

1

Develop baseline travel mode share for ferry



On a typical day, how many passengers would use each travel mode to get to/from ferry?

2

Compare mode share to existing infrastructure



How many ferry riders could the Waterfront support with existing parking, transit, multimodal facilities?

3

Consider supportive programs & enhancements



What programs & enhancements would support non-drive-alone travel & improve access to the Waterfront?

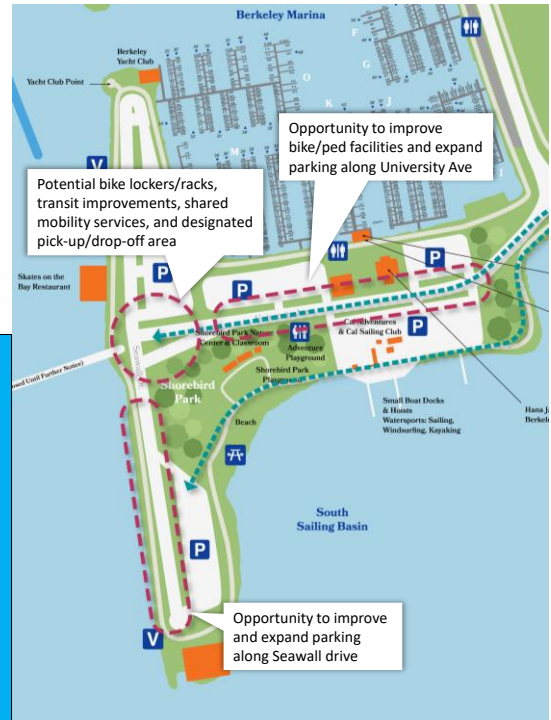
In Process

50

Parking & Mobility Considerations

Initial Findings:

- City/WETA goal is to accommodate ferry service with 250 spaces.
- Parking management strategies could accommodate many spaces in existing lots.
- Initial target of 60% ferry riders to arrive by bike, walking, transit, carpooling and other shared travel modes.



51

Upcoming Public Input Opportunities

- Online Questionnaire at project website
- Project email: bmasp@cityofberkeley.info
- Community Workshops #2
 - Pier/Ferry Planning Study – targeted for June 2021
 - BMASP - targeted for Sept 2021

52

Council Worksession Discussion Topics

#1 What revenue-generating solutions/funding mechanisms should be studied in greater depth and evaluated for feasibility at the Berkeley Waterfront?

	Potential New Facilities
A	Additional Hotel
B	Restore Berkeley Pier with Regional Ferry Service
C	Restaurant
D	Boat Slip Reconfiguration
E	New Businesses or Activities
F	Special Events
G	Event/Party Areas
H	Fish Market/Commercial Fishing Amenities
I	Recreation Businesses
J	<i>Others?</i>

	Potential Fees, Taxes, Bonds
A	Parking Fee
B	Vehicle Entrance Fee
C	Special Assessment Tax
D	Infrastructure Bond Measures
E	<i>Others?</i>

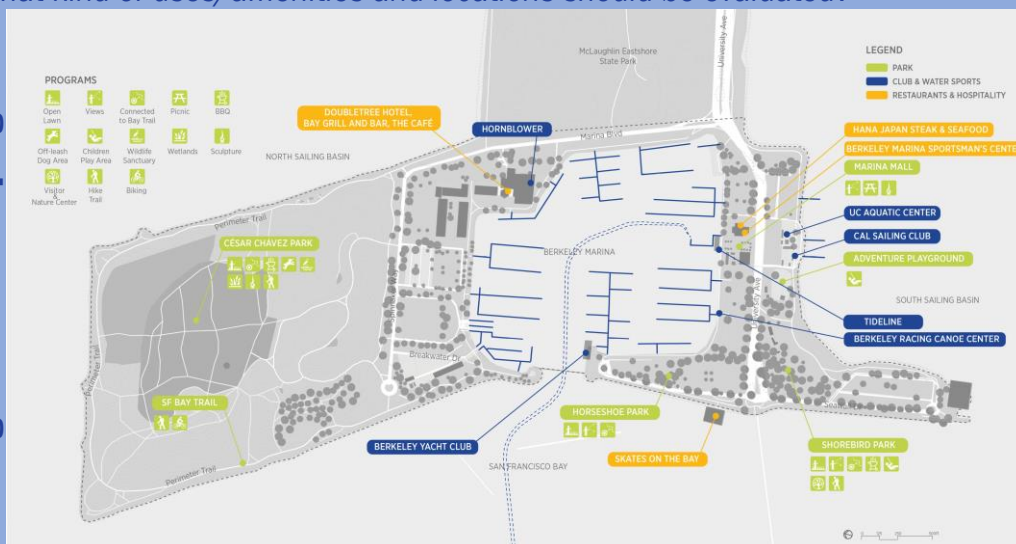
page 53

53

Council Worksession Discussion Topics

#2 What kind of uses/amenities and locations should be evaluated?

existing facilities and programs



page 54

54

Council Worksession Discussion Topics

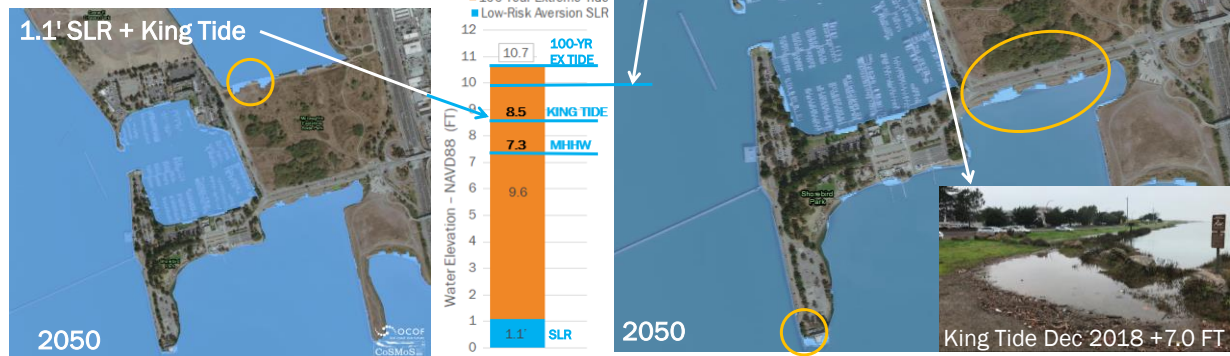
#3 What waterside and landside access concepts for a Berkeley Pier/Ferry terminal should be explored?



55

2050 Sea Level Rise (SLR) Impacts

- 2019 Draft Study
- Berkeley Marina less affected
- Shoreline: +10 FT NAVD88
- 2050 SLR (+1.1 FT)
 - 17% Likely to Occur
- Waves make a difference



56

Supporting Policies & Studies



City of Berkeley

Policy:

- **City General Plan Updates (2001)**
- **Climate Action Plan (2012):** Sustainable transit
- **Local Hazard Mitigation Plan (2019):** High priority action for emergency response

Studies:

- **Berkeley Municipal Pier Structural Assessment**
- **Small-scale Ferry Transportation Feasibility Study on Waterside Improvements**

WATER EMERGENCY TRANSPORTATION AUTHORITY

Water Emergency Transportation Authority

Policy:

- **System Expansion Policy (2015):** Standards & process for new ferry services.
- **Strategic Plan (2016):** Identifies Berkeley as a near-term project.
- **Emergency Response Plan (2016):** Sets WETA role in provision of emergency water transportation.
- **Plan Bay Area 2050 (pending):** Includes Berkeley ferry service as 'Regionally Significant Project.'