

Members of the Board

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

Thursday, April 1, 2021 at 1:30 p.m.

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AGENDA

1. CALL TO ORDER
2. ROLL CALL
3. PUBLIC HEARING ON PROPOSED FISCAL YEAR 2022 PANDEMIC RECOVERY PROGRAM ***Timed Item
1:30 p.m.***
4. REPORT OF BOARD CHAIR ***Information***
 - a. Chair's Verbal Report
5. REPORTS OF DIRECTORS ***Information***

Directors are limited to providing information, asking clarifying questions about matters not on the agenda, responding to public comment, referring matters to committee or staff for information, or requesting a report to be made at another meeting.
6. REPORTS OF STAFF ***Information***
 - a. Executive Director's Report on Agency Projects, Activities and Services
 - i. CPUC PropSF Decision
 - ii. Bay Area Blue Ribbon Transit Recovery Task Force
 - iii. Federal COVID-19 Relief Funding
 - b. Monthly Review of Financial Statements
 - c. Federal Legislative Update
 - d. State Legislative Update
 - e. Monthly Ridership and Recovery Report

**Water Emergency Transportation Authority
April 1, 2021 Meeting of the Board of Directors**

7. CONSENT CALENDAR

Action

- a. Board Meeting Minutes – March 4, 2021
- b. Authorize Submission of an Allocation Request to the California Department of Transportation for FY 2020/21 Low Carbon Transit Operations Program Grant Funds

8. OVERVIEW OF 2021 ONBOARD RIDERSHIP SURVEY

Information

9. ADOPT FISCAL YEAR 2022 PANDEMIC RECOVERY PROGRAM

Action

10. OVERVIEW OF CALIFORNIA AIR RESOURCES BOARD'S PROPOSED AMENDMENTS TO THE COMMERCIAL HARBOR CRAFT REGULATIONS AND WETA'S ALTERNATIVE COMPLIANCE PATHWAY PLAN

Information

11. PUBLIC COMMENTS FOR NON-AGENDA ITEMS

ADJOURNMENT

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

CHANGES RELATED TO COVID-19

Consistent with 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 4
REPORT OF BOARD CHAIR

AGENDA ITEM 5
REPORTS OF DIRECTORS

NO MATERIALS

MEMORANDUM

TO: Board Members

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

SUBJECT: Public Hearing on Proposed Fiscal Year 2022 Pandemic Recovery Program

Background/Discussion

The purpose of this item is to conduct a formal public hearing to receive comments on the proposed Fiscal Year 2022 Pandemic Recovery Program (Program).

On March 4, 2021, a summary of the proposed Program and a detailed description of the proposed service and fare changes was presented to the Board and the Board approved the release of the Program for public feedback. Details about the Program were posted to the WETA website and notices were posted on all vessels, at the Vallejo Ferry Ticket Office, and through digital outlets including BayAlerts and social media. Solicitation of public comments extended through March 25, 2021.

The Program's service plan strives to make the most efficient use of resources while expanding service outside of peak periods to meet demand for ferry service throughout the day. The fare structure reduces fares throughout the WETA system for a one-year period to generate ridership and attract riders back to the ferry. Fares will automatically revert to pre-pandemic levels in July 2022 without any alternative direction from the Board.

Speakers will be asked to clearly state their name and city of residence for the record and to keep their comments to three minutes or less. Once all public comments are received the hearing will be closed.

The Board will consider approval of the final Program as a regular agenda item later today. Staff recommendation includes several revisions based on public feedback already received. These revisions are discussed in detail as a part of that item. The Board may use feedback received as a part of this public hearing to suggest additional revisions.

END

TO: WETA Board Members

FROM: Seamus Murphy, Executive Director

DATE: April 1, 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.

April 2021 Update: Staff is anticipating the release of an RFP by May 2021 for engineering and design services to design and develop this project for construction.

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.

April 2021 Update: The Pandemic Recovery Program recommendation included later today proposes to start service on the Alameda Seaplane ferry route in August 2021 with a reduced fare for the first year of operation. The City of Alameda has voiced support for the proposed start of service and WETA staff is working with the City and other stakeholders to plan an event celebrating the start of service to the terminal.

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.

April 2021 Update: An informational update was provided to the Board at the March 2021 meeting. Staff is continuing to work with the City of Berkeley to further develop design work as part of the Pier/Ferry Feasibility Study. Staff is also working to secure consultant support to prepare a business plan for the proposed service that will be considered alongside the Feasibility Study.

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 serve special events at the Chase Center and will 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 \$25 million from Regional Measure 3 that is unavailable pending resolution of a legal challenge.

April 2021 Update: Staff has met with staff from the Federal Transit Administration to explore the possibility of making the project eligible for federal funding, including a potential Federal infrastructure bill that the Biden Administration and Congressional leaders are currently exploring. To ensure the possibility of providing service to the area in the meantime, an extension of the lease for the temporary terminal at Pier 48 ½ is being discussed with the Port of San Francisco and is expected to be executed before this summer.

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.

April 2021 Update: The project team will present the feasibility study findings to the San Mateo County Transportation Authority (SMCTA) Citizens Advisory Committee on March 30 and the SMCTA Board of Directors on April 1. SMCTA staff is recommending funding a Business Plan for the project, which is expected to begin this spring and be complete by fall 2021.

Treasure Island Ferry Service

The Treasure Island development includes a ferry terminal that is currently under construction. The Treasure Island Mobility Management Authority (TIMMA), a division of the San Francisco Transportation Authority, is developing a program that will fund transportation services, including public ferry service. Staff from TIMMA has indicated that WETA is the desired provider of Treasure Island public ferry service.

April 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 considering bringing a draft MOU to the WETA and TIMMA boards in spring 2021. San Francisco Transportation Authority staff have initiated a study of ferry service for Treasure Island that may expand along the San Francisco waterfront. WETA staff participates as a part of the project management team for the study.

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. Staff is developing an alternative compliance plan to

maximize the agency's flexibility in meeting CARB's regulations with a focus on advancing zero-emission technology.

April 2021 Update: CARB held a public workshop on March 16 to preview amendments to the proposed draft harbor craft regulation. CARB will be releasing the draft final regulatory language soon and are requesting stakeholders to submit comments by April 16. An informational item with more detailed information about WETA's approach to this critical issue will be presented later today.

Emergency Response Activities

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

April 2021 Update: Focused training sessions with WETA's Executive Director and Operations & Maintenance Manager were held in early March. The training and exercise program for 2021 is finalized and will consist of two training sessions this spring followed by a tabletop exercise in May and a training session and functional exercise in September.

MTC's Blue Ribbon Transit Recovery Task Force

The Metropolitan Transportation Commission (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.

April 2021 Update: The Task Force met on March 22 and finalized a problem statement that will guide the development of concepts for a more coordinated regional transit network management. Assemblymember David Chui has introduced AB 629 to enhance regional coordination and to advance the network management approach that emerges from the Task Force's efforts.

The region's transit operators updated the collaborative Riding Together: Bay Area Healthy Transit Plan to reflect what is being done to provide riders with free service to vaccination centers. State guidance was recently updated to allow transit workers to be prioritized for vaccination. Workers, including Blue & Gold Fleet staff supporting WETA service, have been steadily receiving vaccinations since they became eligible on March 15.

The Task Force has also focused on efforts to encourage a restoration of transit ridership during pandemic recovery. MTC is collaborating with transit operators to field a public survey on priorities for residents to return to public transit, which will be followed by the development of a regional "back to transit" marketing campaign.

Onboard Passenger Survey

A consultant team conducted a survey of WETA passengers in late February 2021 and is currently analyzing the data and preparing a final report. The survey is consistent with past WETA onboard questionnaires but will be expanded to ask passengers about travel preferences during the pandemic.

April 2021 Update: Staff will be presenting preliminary results from the 2021 Onboard Survey at the April Board meeting. A final report will be released in May 2021.

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. Through CRRSAA, the Bay Area received approximately \$983 million to assist the region's transit operators. On January 27, MTC Commission approved the allocation of the first phase, approximately \$180 million – including \$4.9 million to WETA, of CRRSAA funding to Bay Area transit operators that received insufficient shares of Coronavirus Aid, Relief, and Economic Security (CARES) Act funding.

April 2021 Update: On March 24, MTC Commission approved the programming of phase two CRRSAA funding to Bay Area transit operators, totaling approximately \$802 million, including \$13.5 million to WETA. On March 11, President Biden signed the American Rescue Plan Act of 2021 (ARP), which includes \$30.5 billion to assist transit agencies in maintaining and restoring service. MTC estimates that ARP will result in \$1.7 billion in additional investment in Bay Area transit operations. Discussion about how these funds will be allocated are ongoing.

PROP SF California Public Utilities Commission Filing

On October 11, 2019 WETA filed a response to an application by PROP SF, LLC to amend its certificate of public convenience and necessity (CPCN) to allow PROP SF to add unscheduled, prearranged vessel common carrier service between points in San Francisco, Marin, the Peninsula, and the East Bay, establish rates therefore, and a zone of rate freedom (ZORF) of 20 percent for both scheduled and unscheduled services. By way of background, in 2016, PROP SF obtained a CPCN from the California Public Utilities Commission (CPUC) to provide scheduled vessel common carrier service for service routes between San Francisco, Berkeley, Emeryville, and Redwood City. At the same time, another operator, Tideline Marine Group (Tideline), obtained a CPCN to provide vessel common carrier authority for both scheduled (landings in San Francisco, Berkeley, and Emeryville) and unscheduled, prearranged service (landings in San Francisco, Marin County, and the East Bay). WETA filed a response to the applications, stating its position that private operators can contribute to the development of a better water transportation system, but regulation is necessary to ensure that the private operators do not interfere with WETA's operations. PROP SF seeks to amend its 2016 CPCN to add authorization to provide unscheduled, prearranged vessel common carrier service, which it characterizes as similar to the authority granted to Tideline in 2016.

April 2021 Update: On March 12, 2021, the CPUC administrative law judge assigned to PROP SF's application issued a proposed decision granting PROP SF's request to operate prearranged, unscheduled ferry service between points in San Francisco, Marin, San Mateo, Alameda, and Contra Costa counties at a \$20 per trip rate.

Significantly, PROP SF's authorization lasts for two years, during which time it may only operate routes that are not served by public ferry service. PROP SF's service must also comply with all applicable safety requirements, including those of the United States Coast Guard. PROP SF may not conduct any operation where any parking and docking facilities or other requirements regulated by the government are involved unless such operation is approved by the responsible government entity.

The proposed decision is not final until the CPUC approves it at an as-yet unscheduled meeting. Assuming that the CPUC so acts, WETA will continue to monitor activity by private operators to gain all possible insights into how best to maximize the viability of ferry service on San Francisco Bay.

END

Attachment A

Monthly Operating Statistics Report February 2021

			Alameda/ Oakland	Harbor Bay [†]	Richmond	South San Francisco [†]	Vallejo	Systemwide
Boardings	vs. last month	Total Passengers February 2021	5,545		1,387		8,067	14,999
		Total Passengers January 2021	4,124		1,143		6,720	11,987
		Percent change	34.46%		21.35%		20.04%	25.13%
	vs. same month last year	Total Passengers February 2021	5,545		1,387		8,067	14,999
		Total Passengers February 2020	97,228	27,766	16,929	12,477	77,251	231,651
		Percent change	-94.30%	-100.00%	-91.81%	-100.00%	-89.56%	-93.53%
	vs. prior FY to date	Total Passengers Current FY To Date	45,807		12,634		76,347	134,788
		Total Passengers Last FY To Date	963,081	234,761	150,395	99,052	736,643	2,183,932
		Percent change	-95.24%	-100.00%	-91.60%	-100.00%	-89.64%	-93.83%
			Avg Weekday Ridership February 2021	277		69		403
Ops Stats	Passengers Per Hour February 2021		43		12		26	27
	Revenue Hours February 2021		130		116		316	562
	Revenue Miles February 2021		1,774		2,100		8,908	12,782
	Farebox Recovery Year-To-Date		4%		2%		6%	4%
	Cost per Available Seat Mile – February 2021		\$1.05		\$0.79		\$0.36	\$0.49
	Average peak hour utilization, AM – February 2021		8%		6%		12%	9%
	Average peak hour utilization, PM – February 2021		11%		7%		13%	10%
		Fuel Used (gallons) – February 2021	11,976		18,048		45,001	75,025
		Avg Cost per gallon – February 2021	\$2.37		\$2.37		\$2.32	\$2.34

† 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 Eight Months
Ending February 28, 2021

Recommendation

There is no recommendation associated with this informational item.

Summary

This report provides the attached FY 2020/21 Financial Statements for eight months ending February 28, 2021.

Operating Budget vs. Actual

	Prior Actual	Current Budget	Current Actual
Revenues - Year To Date:			
Fare Revenues	\$16,079,724	\$1,392,933	\$925,725
Federal - CARES Act	-	10,160,933	12,488,299
Bridge Toll Revenues	11,924,225	13,907,400	7,053,945
Contra Costa Measure J	1,853,201	2,392,333	2,188,614
Alameda Measure B/BB	-	1,040,867	-
Alameda Tax & Assessment		2,577,134	-
Other Revenues	25,854	-	-
Total Operating Revenues	\$29,883,003	\$31,471,600	\$22,656,584
Expenses - Year To Date:			
Planning & Administration	\$1,563,427	\$2,000,000	\$1,647,206
Ferry Services	28,319,576	29,471,600	21,009,377
Total Operations Expenses	\$29,883,003	\$31,471,600	\$22,656,584
System-Wide Farebox Recovery %	57%	5%	4%

Capital Actual and % of Total Budget

	YTD Actual	% of FY 2020/21 Budget
Revenues:		
Federal Funds	\$3,041,860	
State Funds	8,371,009	
Bridge Toll Revenues	370,709	
Other Revenues	886,219	
Total Capital Revenues	\$12,669,797	34.10%
Expenses:		
Total Capital Expenses	\$12,669,797	34.10%

Fiscal Impact

There is no fiscal impact associated with this informational item.

END

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San Francisco Bay Area Water Emergency Transportation Authority
FY 2020/21 Statement of Revenues and Expenses
For Eight Months Ending 2/28/2021

% of Year Elapsed 67%

	Feb-21 Actual	Year - To - Date			Total FY2020/21 Budget	% of Total Budget
		FY2019/20 Actual	FY2020/21 Budget	FY2020/21 Actual		
OPERATING EXPENSES						
FERRY OPERATIONS:						
Harbor Bay FerryService (AHBF)						
Purchased Transportation	\$104,738	\$1,579,913	\$1,430,333	\$877,178	\$2,145,500	40.9%
Fuel - Diesel & Urea	-	367,066	328,467	-	492,700	0.0%
Other Direct Operating Expenses	17,040	343,959	567,800	182,461	851,700	21.4%
Admin Overhead Expense Transfer	-	74,870	85,533	-	128,300	0.0%
Total Harbor Bay Farebox Recovery - AHBF	\$121,778	\$2,365,808	\$2,412,133	\$1,059,638	\$3,618,200	29.3%
	0%	45%	4%	0%	4%	
Alameda/Oakland Ferry Service (AOFS)						
Purchased Transportation	\$533,847	\$6,010,870	\$5,111,667	\$4,444,236	\$7,667,500	58.0%
Fuel - Diesel & Urea	28,382	1,310,843	1,082,467	190,912	1,623,700	11.8%
Other Direct Operating Expenses	121,932	1,273,217	1,576,800	1,026,012	2,365,200	43.4%
Admin Overhead Expense Transfer	26,000	304,254	270,067	211,110	405,100	52.1%
Total Alameda/Oakland Farebox Recovery - AOFS	\$710,161	\$8,899,183	\$8,041,000	\$5,872,270	\$12,061,500	48.7%
	4%	64%	4%	4%	4%	
Vallejo FerryService (Vallejo)						
Purchased Transportation	\$939,360	\$7,425,978	\$6,808,933	\$7,300,034	\$10,213,400	71.5%
Fuel - Diesel & Urea	104,210	3,429,768	2,557,867	1,133,853	3,836,800	29.6%
Other Direct Operating Expenses	217,941	1,270,056	1,914,533	1,637,913	2,871,800	57.0%
Admin Overhead Expense Transfer	43,337	229,760	298,333	333,130	447,500	74.4%
Total Vallejo Farebox Recovery - Vallejo	\$1,304,847	\$12,355,562	\$11,579,667	\$10,404,930	\$17,369,500	59.9%
	6%	63%	7%	6%	7%	
South San Francisco FerryService (SSF)						
Purchased Transportation	\$82,741	\$1,421,853	\$1,164,533	\$714,428	\$1,746,800	40.9%
Fuel - Diesel & Urea	-	263,680	187,800	-	281,700	0.0%
Other Direct Operating Expenses	16,289	276,442	318,667	139,715	478,000	29.2%
Admin Overhead Expense Transfer	-	32,971	11,867	-	17,800	0.0%
Total South San Francisco Farebox Recovery - SSF	\$99,030	\$1,994,946	\$1,682,867	\$854,143	\$2,524,300	33.8%
	0%	37%	1%	0%	1%	
Richmond FerryService (Richmond)						
Purchased Transportation	\$210,893	\$2,036,881	\$2,258,067	\$2,121,049	\$3,387,100	62.6%
Fuel - Diesel & Urea	42,772	326,228	391,533	226,878	587,300	38.6%
Other Direct Operating Expenses	45,015	303,305	438,600	368,579	657,900	56.0%
Admin Overhead Expense Transfer	7,172	37,663	26,267	49,708	39,400	126.2%
Total Richmond Farebox Recovery - Richmond	\$305,851	\$2,704,076	\$3,114,467	\$2,766,214	\$4,671,700	59.2%
	3%	31%	1%	2%	1%	
Seaplane Lagoon FerryService (SPL)						
Purchased Transportation	\$0	\$0	\$1,724,867	\$0	\$2,587,300	0.0%
Fuel - Diesel & Urea	-	-	265,467	-	398,200	0.0%
Other Direct Operating Expenses	6,762	-	538,600	52,182	807,900	6.5%
Admin Overhead Expense Transfer	-	-	112,533	-	168,800	0.0%
Total Seaplane Lagoon Farebox Recovery - SPL	\$6,762	\$0	\$2,641,467	\$52,182	\$3,962,200	1.3%
	0%	0%	5%	0%	91%	
Sub-Total Ferry Operations	\$2,548,431	\$28,319,576	\$29,471,600	\$21,009,377	\$44,207,400	47.5%
FAREBOX RECOVERY - SYSTEMWIDE	5%	57%	5%	4%	5%	
PLANNING & GENERAL ADMIN:						
Wages and Fringe Benefits	\$131,337	\$1,227,148	\$1,249,800	\$1,194,905	\$1,874,700	63.7%
Services	58,207	675,418	1,170,867	731,566	1,756,300	41.7%
Materials and Supplies	39	5,382	24,933	(4,169)	37,400	-11.1%
Utilities	7,063	29,396	35,267	29,033	52,900	54.9%
Insurance	-	1,046	18,667	582	28,000	2.1%
Miscellaneous	642	45,105	43,467	25,002	65,200	38.3%
Leases and Rentals	33,418	259,449	261,600	264,235	392,400	67.3%
Admin Overhead Expense Transfer	(76,509)	(679,518)	(804,600)	(593,948)	(1,206,900)	49.2%
Sub-Total Planning & Gen Admin	\$154,197	\$1,563,427	\$2,000,000	\$1,647,206	\$3,000,000	54.9%
Total Operating Expenses	\$2,702,627	\$29,883,003	\$31,471,600	\$22,656,584	\$47,207,400	48.0%
OPERATING REVENUES						
Fare Revenue	\$122,550	\$16,079,724	\$1,392,933	\$925,725	\$2,089,400	44.3%
Federal Operating Assistance	701,970	-	10,160,933	12,488,299	15,241,400	81.9%
Regional - Bridge Toll	1,580,054	11,924,225	13,907,400	7,053,945	20,861,100	33.8%
Regional - Contra Costa Measure J	298,053	1,853,201	2,392,333	2,188,614	3,588,500	61.0%
Regional - Alameda Measure B/BB	-	-	1,040,867	-	1,561,300	0.0%
Regional - Alameda Tax & Assessment	-	-	2,577,134	-	3,865,700	0.0%
Other Revenue	-	25,854	-	-	-	0.0%
Total Operating Revenues	\$2,702,627	\$29,883,003	\$31,471,600	\$22,656,584	\$47,207,400	48.0%

San Francisco Bay Area Water Emergency Transportation Authority
FY 2020/21 Statement of Revenues and Expenses
For Eight Months Ending 2/28/2021

Project Description	Feb-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	\$312,195	\$98,965,000	\$94,792,877	\$4,172,123	\$1,185,863	\$0	97%
Operations and Maintenance Facilities							
Ron Cowan Central Bay Operations & Maintenance Facility	960	64,932,400	64,348,080	584,320	8,555	-	99%
North Bay Facility Improvement - Fuel System	6,325	530,450	-	530,450	72,999	-	14%
Terminal Improvement							
Install Mooring Piles - Harbor Bay Terminal	-	446,500	59,927	386,573	340,689	-	90%
Terminal Rehabilitation - Engineering & Design Main Street	1,109	395,000	-	395,000	3,260	-	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	(16)	46,745,000	43,324,292	3,420,708	1,586,870	-	96%
New Commuter Class High-Speed Vessels - 2 vessels	11,353	30,082,500	11,758,345	12,063,155	6,752,768	6,261,000	62%
Vessel Replacement - M/V Bay Breeze & MV Solano	1,417,129	34,600,000	251,717	9,158,283	1,589,402	25,190,000	5%
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	309,321	1,400,000	-	1,400,000	1,055,459	-	75%
<u>CAPITAL EQUIPMENT / OTHER:</u>							
Purchase Service Vehicles	-	101,000	28,125	72,875	70,282	-	97%
Total Capital Expenses	\$2,058,375	\$288,514,450	\$214,689,094	\$37,150,356	\$12,669,797	\$36,675,000	
CAPITAL REVENUES:							
Federal Funds	\$1,381,160	\$64,819,199	\$34,857,846	\$9,881,250	\$3,041,860	\$20,080,103	58%
State Funds	324,492	173,006,690	139,493,840	20,645,693	8,371,009	12,867,157	85%
Regional - Bridge Toll	69,066	43,123,284	39,100,555	965,562	370,709	3,057,166	92%
Regional - Alameda Sales Tax Measure B / BB	283,658	2,489,727	16,926	1,802,228	305,530	670,573	13%
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	\$2,058,375	\$288,514,450	\$214,689,094	\$37,150,356	\$12,669,797	\$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 – April 2021

This report covers the following topics:

1. Seeking Additional Funding for Ferries through the Surface Transportation Reauthorization Bill / Infrastructure Package
2. Possible Funding for Mission Bay Ferry Terminal
3. Seeking Additional Funding for FTA Ferry Grant Program through Appropriations
4. Zero Emission Ferries

Seeking Additional Funding for Ferries through the Surface Transportation Reauthorization Bill / Infrastructure Package

The House Committee on Transportation and Infrastructure (T&I) and the Senate Environment and Public Works (EPW) Committees are preparing to take up legislation in the coming months to reauthorize current surface transportation programs currently authorized through the Fixing America's Surface Transportation (FAST) Act. This reauthorization legislation, which we believe will eventually be wrapped into a larger "infrastructure" package that could also include funding for maritime, broadband, schools, green energy, and other things (infrastructure will be broadly defined), will dictate the level of funding available through 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.

We are working with the Golden Gate Bridge, Highway and Transportation District and other members of the Public Ferry Coalition, to advocate for increased funding for both programs. The Moving Forward Act (H.R. 2), which was taken up and passed by the House last summer (but was not taken up by the Senate) increased funding for both programs – due to our advocacy, H.R. 2 increased the amount of money available through the FHWA formula program from \$80 million annually to \$120 million annually and funding for the FTA grant program was increased from \$30 million annually to more than \$62 million annually. Nonetheless, we are arguing that these levels of funding, while much appreciated, still fall short of the capital needs of public ferry systems nationwide. To that effect, we are advocating to increase funding for the FHWA formula program to \$160 million annually and the FTA grant program to \$90 million annually.

Attached is a letter that WETA and Golden Gate Ferry jointly sent to House Speaker Nancy Pelosi advocating for these levels of funding.

Possible Funding for Mission Bay Ferry Terminal

As part of the surface transportation reauthorization process, the House Committee on T&I is planning to include earmarks for the for the first time since the Congressional earmark ban was put in place in 2011. While the committee has put a few restrictions on the process for requesting earmarks – related to the types of projects that can be funded and the amount of money that is available for earmarks – this provides an opportunity for WETA to seek funding for

the Mission Bay Ferry Terminal. We are in the process now of working with the Port of San Francisco to develop WETA's earmark request and will provide an update on this request in the next report to the Board.

Seeking Additional Funding for FTA Ferry Grant Program through Appropriations

We have been advocating for a "plus-up" to the Federal Transit Administration (FTA) Passenger Ferry Competitive Grant Program as part of the FY22 appropriations process. While President Biden has not yet sent his budget request to Congress (which normally kicks off the annual appropriations process), members of the House and Senate are soliciting requests for these types of funding increases. In making this request, we are pointing to the FY21 Transportation-HUD (THUD) Appropriations bill, which we believe set a precedent for this sort of plus-up by increasing the amount of money available through the FTA grant program for FY21 awards. While \$30 million is normally available through the FTA program, the THUD Appropriations bill allocates an additional \$8 million to the program.

These efforts are complementary to our work to permanently increase the level of funding for the FTA program through the surface transportation reauthorization / infrastructure bill. Since the direction from the Appropriations Committee would be to allocate an additional amount of money to the program, any plus-up would be on top of any long-term increase in funding we are able to secure.

Zero Emission Ferries

Congressman Rick Larsen (D-WA) is preparing to introduce legislation that would create a grant program for public ferry systems to invest in low or zero-emission ferries and related shoreside infrastructure. We provided feedback to Congressman Larsen on an early draft of his proposal and because of our feedback, equal consideration will be given to applications that seek funding for new ferries versus ferry retrofits. We anticipate that Congressman Larsen's legislation will be included as part of the surface transportation bill the House Committee on T&I plans to take up in the coming months.

Respectfully Submitted,

Peter Friedmann and Ray Bucheger



March 23, 2021

The Honorable Nancy Pelosi
Speaker, U.S. House of Representatives
H-232, US Capitol
Washington, DC20515

Dear Speaker Pelosi:

We are writing on behalf of the Golden Gate Bridge, Highway and Transportation District (District) and the San Francisco Bay Area Water Emergency Transportation Authority (WETA) to ask you to support additional funding for the Federal Transit Administration (FTA) Passenger Ferry Competitive Grant Programs, and the Federal Highway Administration (FHWA) Ferry Boats and Ferry Terminal Facilities Formula-Grant Program as part of any transportation reauthorization bill or infrastructure legislation taken up by Congress. The current level of funding for these programs is insufficient to keep up with the needs of public ferry systems nationwide and in the San Francisco Bay Area, and falls short of what is required to meet the region's transportation needs, or invest in technology to lower emissions and combat the climate crisis.

According to the 2016 National Census of Ferry Operators, collected by the Federal Highway Administration, a total of nearly 119 million passengers and 25 million vehicles were transported by ferry in 2015. While not all surveyed ferry operations are eligible for funding under the program, neither did all ferry operators respond to the survey.

During a normal year, Golden Gate Ferry carries about 2.8 million passengers, utilizing a fleet of monohulls and highspeed ferry boats serving the cities of Sausalito, Tiburon, Larkspur and San Francisco. Pre-COVID during the morning commute, the District's ferry service coupled with its bus service, carried 23 percent of all trips during the morning commute period from Marin and Sonoma Counties into San Francisco. This removes thousands of cars from the streets of San Francisco every day, reducing congestion and greenhouse gas emissions.

Similarly, WETA normally carries over three million passengers utilizing a fleet of 15 high speed passenger-only ferry vessels serving the cities of Alameda, Oakland, Richmond, San Francisco, South San Francisco and Vallejo. WETA ferry service reduces traffic congestion, improves mobility and enhances our region's ability to respond to a natural disaster. While ridership has declined by 96% since the beginning of the COVID-19 pandemic, this is in stark contrast to pre-COVID ridership, which increased 161% between 2013 and 2019. Ridership has just recently started to rebound, and it will continue to grow as infections decline and more and more people seek a safe, sustainable and environmentally responsible transportation alternative post-pandemic.

With that in mind, WETA and Golden Gate Ferry are planning to make investments in our systems totaling over \$1 billion over the next ten years. Priorities include multiple new facilities and ferry boats to meet projected increases in passenger volumes and to accommodate possible new ferry

routes, as well as planned rehabilitation of existing facilities and rehab of some of the existing ferry fleet. WETA and the District are also developing plans to move toward a system that is largely zero emission, which will require new shoreside charging infrastructure and conversion of existing diesel vessels to zero emission vessels. While we are committed to working with cities, communities and other stakeholders to maximize the benefits of ferry service in the San Francisco Bay Area, our ability to be successful is tied to the level of funding available through the FHWA formula program and the FTA discretionary grant program.

Unfortunately, there is only a \$30 million annual authorization for the FTA discretionary grant program in current law. In recent rounds of grant awards under this program, awards were generally capped at \$6 million – although a very few exceeded this by a modest amount. Unfortunately, the cost of equipment and eligible items under the program do not fit within this cap. For example, the cost of a single ferry boat in our region can exceed \$30 million. The availability of \$6 million simply does not go far in meeting the demands of a modern ferry service. Similarly, the funding received through the FHWA formula program, while undoubtedly welcomed, are similarly insufficient to help to meet the demands of a growing ferry service in a meaningful way.

When the U.S. House of Representatives took up and passed the Moving Forward Act (H.R.2, 116th Congress), there was a recognition that funding currently available through these two programs is inadequate for addressing the infrastructure needs of WETA and ferry systems around the country. We join ferry operators around the country in asking that Congress build on the funding included in the Moving Forward Act and fund the FTA program at \$90 million annually, and the FHWA program at a level of \$160 million each year. With these levels of funding, public ferry systems in our region and nationwide will be able to supplement revenues we generate in leveraging state and local money to replace aging ferry boats, terminals and related facilities, build new ferry boats and facilities to meet growing ridership demand and invest in low or zero-emission technologies to reduce the carbon footprint of our local and national transportation systems.

In addition to the aforementioned funding increase, a small modification to the FTA discretionary grant program could have a big impact on ferry service in the San Francisco Bay Area. It is notable that 35% of the allocation formula for the FHWA formula program is based on the number of vehicles carried by each ferry system, which means the FHWA program is not as focused on helping to remove vehicles from congested urban roads as are our systems. For this reason, and in the spirit of promoting policy changes that would further reduce greenhouse gas emissions, we also encourage a modification to the FTA discretionary grant program that would direct the agency to provide special consideration in making grant awards to those projects that are more likely to remove automobile traffic from our roads, and enhance the use of other forms of public transportation or nonmotorized (including pedestrian) transportation.

Thank you for your consideration of this request.

Sincerely,



Seamus Murphy
Executive Director
Water Emergency Transportation Authority

Sincerely,



Denis J. Mulligan
General Manager
Golden Gate Bridge, Highway and
Transportation District



NOSSAMAN LLP | Memorandum

TO: WETA Board of Directors

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

DATE: March 23, 2021

RE: March 2021 - Legislative Update

Legislative Update

Budget committee hearings and legislative bill hearings are underway. New bills are still being introduced this week. As an example, AB 629 was introduced on March 22 which tasks the Metropolitan Transportation Commission with creating a transit priority network, studying fares, and the creation of a standardized regional transit mapping and wayfinding system.

Meet & Greets with New Executive Director and Legislators, 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, Assemblymembers David Chiu, Rob Bonta & Tim Grayson, and Senate Transportation Committee Chair Lena Gonzalez. More are scheduled for the coming weeks.

Federal Surface Transportation Funding Requests

State legislative delegation members were contacted about submitting support letters for WETA's effort to construct the Mission Bay landing.

Federal Stimulus Dollars to Help California Transit Agencies

On March 12, President Biden signed the American Rescue Plan which includes \$30.5 billion for transit agencies nationwide and \$1.7 billion for Amtrak. California transit agencies are expected to receive approximately \$4 billion in additional operational support from the relief package.

Vaccine Update for Transit Workers

On March 11 the California Department of Public Health issued new guidance, providing priority access to the COVID-19 vaccine to California's public transit workers. Starting on March 15, a revised provider bulletin specified that public transit workers became eligible.

WETA's Pandemic Recovery Efforts

Notified state legislative delegation members about WETA's proposal for lower fares and expanded schedule options for San Francisco Bay Ferry as a part of its pandemic recovery efforts. The Program is designed to incentivize the return of riders to the system, to accommodate expected changes in travel patterns, and to attract a new, diversified ridership base as the region's economy continues to reopen.

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

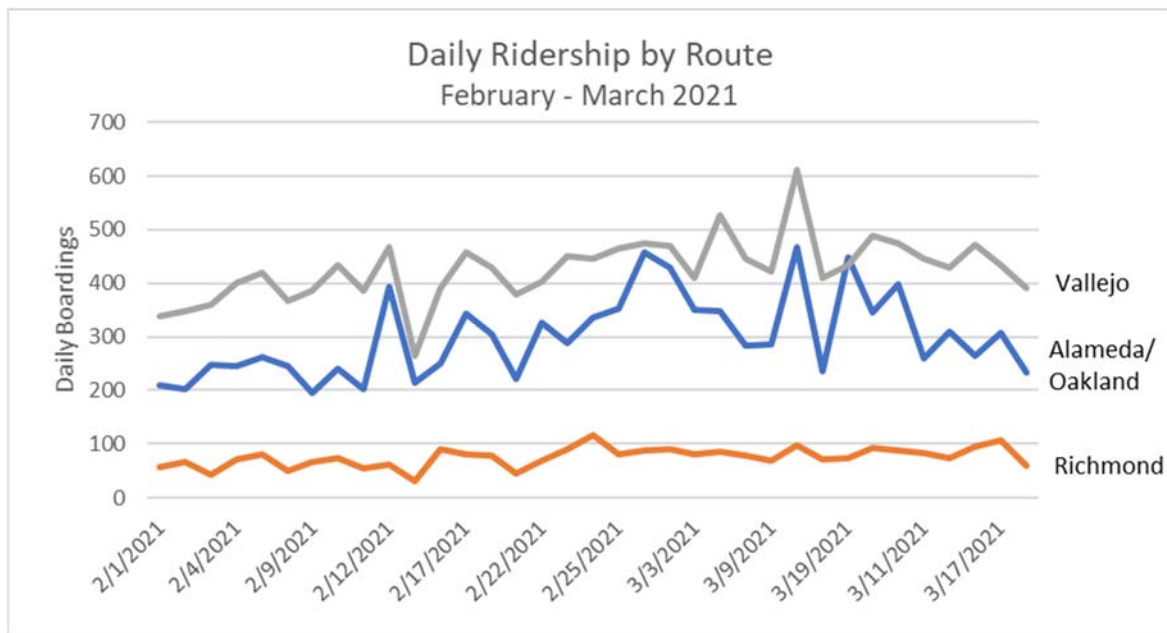
The WETA Ferry Service Recovery Plan (Plan) states that ferry service will restart at minimum levels to match expected reduced demand. Modifications in service will generally follow state guidelines for reopening the economy and subsequent changes in demand. The Plan calls for a monthly evaluation of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

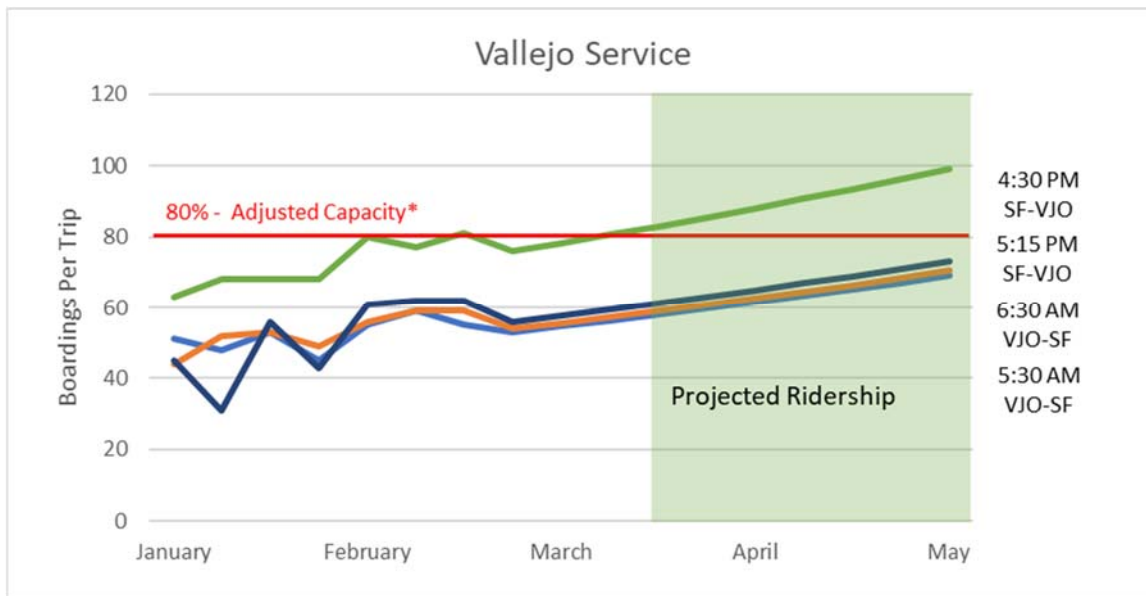
Systemwide

Systemwide average daily boardings increased 16 percent from 750 in February to 872 in March.



Vallejo

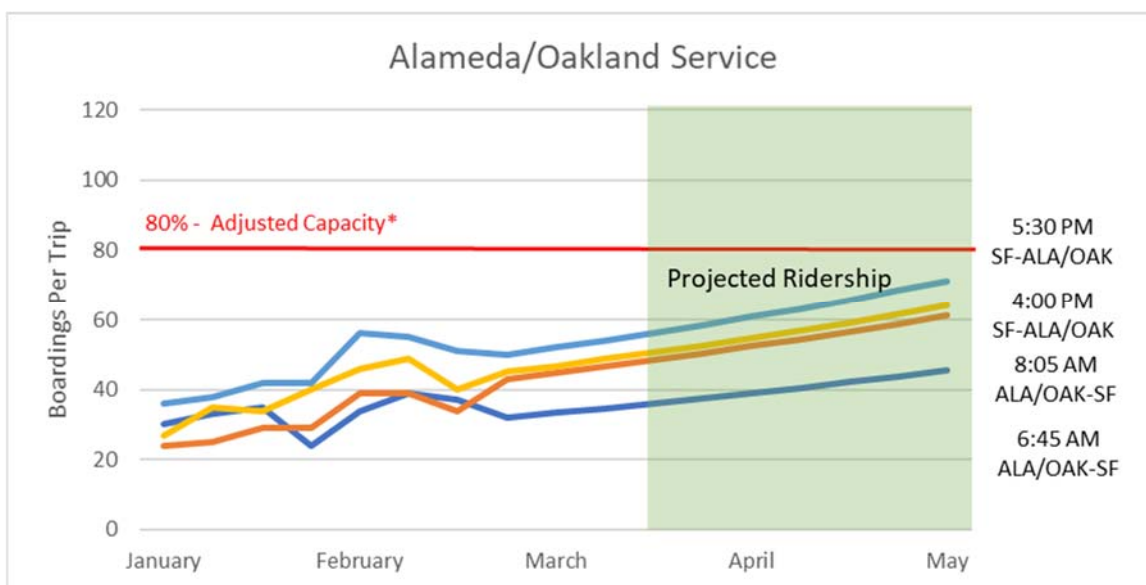
Ridership in Vallejo continued to grow slightly through February and March. Vallejo ridership is projected to grow 3 percent per week, based on its rolling ridership average. The 4:30 pm San Francisco to Vallejo trip is at the 80 percent adjusted capacity level.



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

Alameda/Oakland

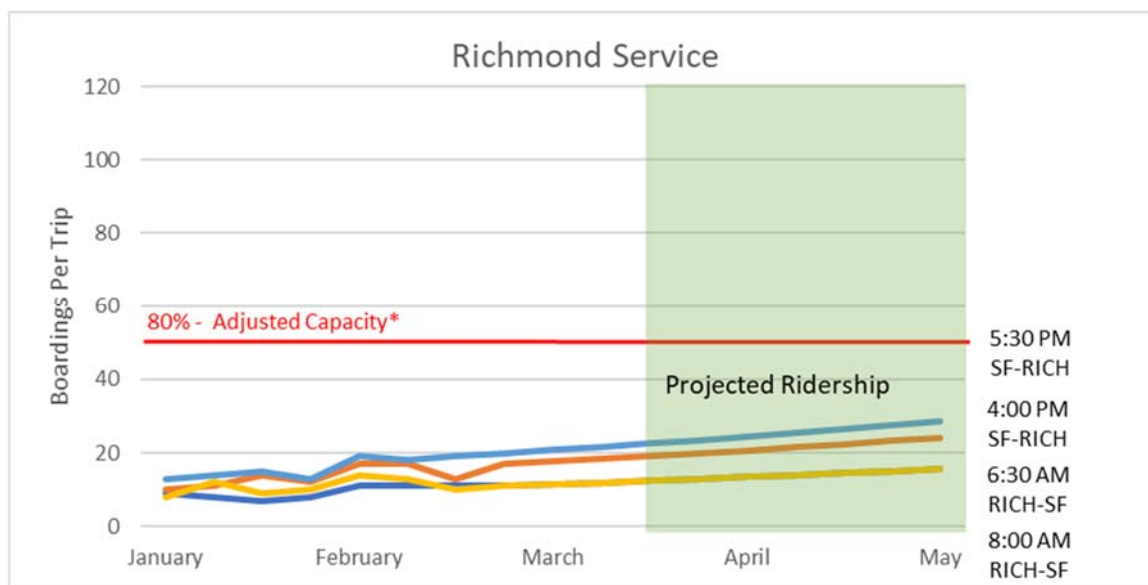
Alameda/Oakland ridership has experienced a similar pattern as Vallejo, with ridership growing slightly in February and March. Alameda/Oakland ridership is projected to grow 4 percent per week, based on its rolling ridership average.



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

Richmond

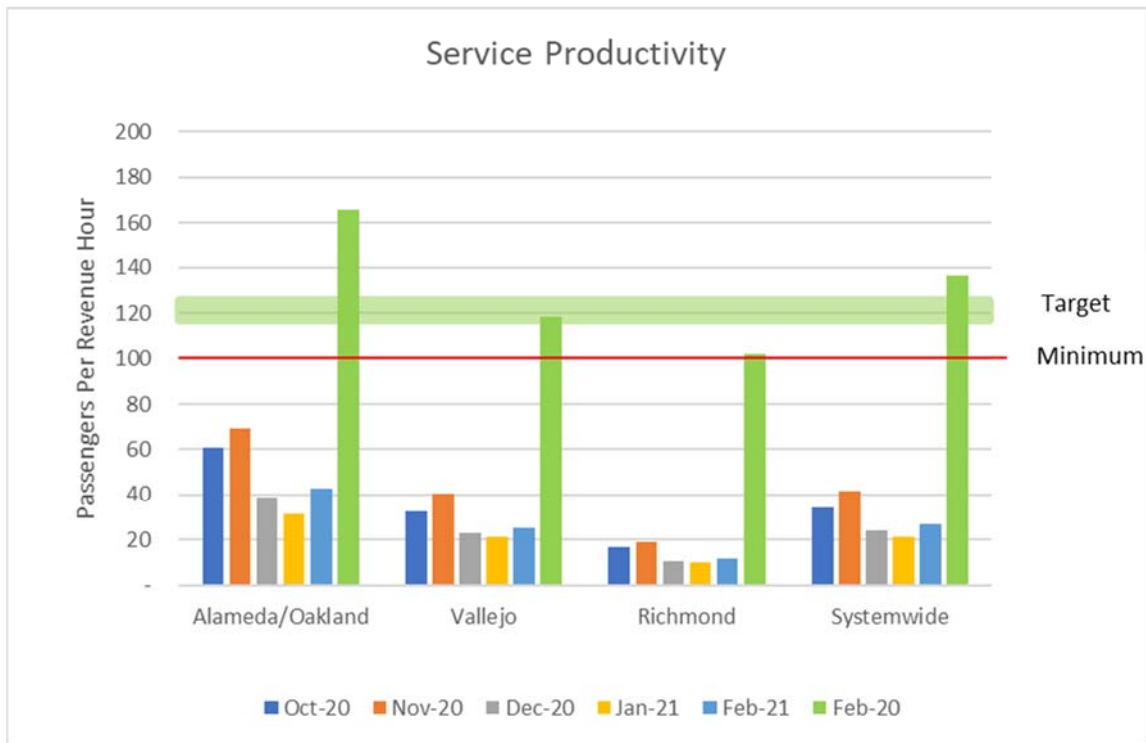
Richmond ridership also saw similar trends to Vallejo and Alameda/Oakland. Richmond ridership is projected to grow 4 percent per week, based on its rolling ridership average.



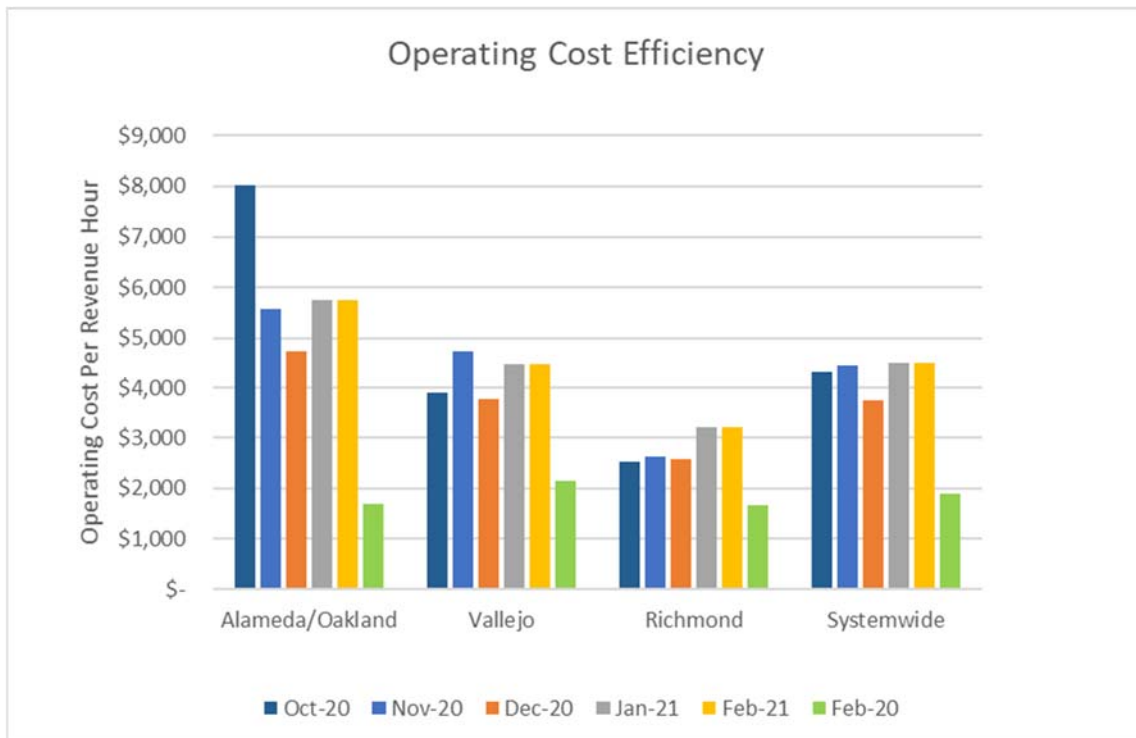
*Adjusted capacity assumes the vessels will be limited to about 25% capacity due to physical distancing requirements

2. Service Productivity and Efficiency

Systemwide passengers per revenue hour increased from 21 to 26 from January to February 2021.



Systemwide operating cost per revenue hour was the same in January and February 2021.



3. Regional Context

The table below shows how each of WETA's service areas are impacted by the coronavirus. The entire State came out of lockdown on January 25, 2021. The whole Bay Area has improved to the red/substantial tier or better, with most businesses now allowed to reopen with restrictions.

County	Newly Reported Cases Per Day (7-day average)	State Tier Rating
Alameda	70	Substantial
Contra Costa	69	Substantial
San Francisco	44	Moderate
Solano	35	Substantial
San Mateo	30	Moderate

WETA ridership, BART ridership, and bridge traffic have grown slightly 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 March 2021
WETA	9%
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. This slight growth continued into March. It is likely that ridership will continue to grow because of the lifted lockdown and the increased rollout of vaccinations. For the remainder of April, 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

(March 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 1:30 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 Jeffrey DelBono, Director Anthony Intintoli, and Director Monique Moyer were in attendance.

3. REPORT OF BOARD CHAIR

Chair Wunderman remarked that the Metropolitan Transportation Commission (MTC) Blue Ribbon Transit Recovery Task Force (Task Force) which was created to guide the future of the Bay Area's public transportation network is coming up on its one-year anniversary. He said that though agencies have received assistance from the federal government they were still struggling to survive and would require greater public investment at all levels of government with some coming from the public to drive really big improvements.

Chair Wunderman congratulated and officially welcomed Director Moyer to the WETA Board of Directors whose appointment was recently confirmed by the California State Senate.

4. REPORTS OF DIRECTORS

Director Moyer clarified that her appointment on the Board required confirmation from the State Senate Rules Committee. She shared that CBRE is continuing to interact with their clients stating that 85 percent of their clients on a weighted average were committed to returning to the office in the second or third quarter in a hybrid fashion. She added that CBRE is focused on working with clients on how they manage their utilization and has not seen anybody moving their offices in any real meaningful way which includes acquiring new spaces in new announced headquarter destinations or putting current spaces in the Bay Area on the market.

Director Moyer said CBRE was working with clients to help spread the workforce from 'managing to Wednesday' which is working from home on Mondays and Fridays and mostly going to the office on Tuesdays, Wednesdays, and Thursdays. She noted that working in a socially distanced manner would not allow for less office space and that WETA needed to support and help employers 'manage to Wednesday'.

Director Moyer reported that she along with Executive Director Murphy and WETA staff had met with the Port of San Francisco team to begin discussions on how to close the funding gap on the Mission Bay terminal.

Director DelBono said that he had been contacted by the union with concern that the crews were not on the priority list in getting vaccinated and that WETA needed to lobby for it.

5. REPORTS OF STAFF

Mr. Murphy thanked Director Moyer for participating in the Mission Bay Task Force and that they intended to meet monthly and explore the creative ideas on funding. He said that the other effort is making sure that there was a temporary facility to serve the area and meet the demand emerging there.

Mr. Murphy reported that MTC staff is working on bringing a proposal to the Commission for the allocation of the remaining Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) and that staff was recommending that WETA receive \$13.5 million to cover losses through the end of the current fiscal year. He added that a big relief package which includes \$30.5 billion for transit was making its way through the Senate.

Mr. Murphy reported that operators as part of the Bay Area Healthy Transit Plan are collaborating to prioritize vaccination for frontline transit workers by sending letters to every county health official and to the state.

Mr. Murphy provided five written reports and offered to answer questions. He said there were no bills introduced in Sacramento that had a direct impact on WETA but that a spot bill was expected from Assemblymember David Chiu that would include the recommendation from the Task Force on its decision for a transit network management entity in response to Chair Wunderman.

Chair Wunderman asked for a progress update with the California Supreme Court and Regional Measure 3 (RM3). WETA General Counsel Madeline Chun from Hanson Bridgett LLP said that she believed that there was still briefing on the Zolly case and would check if there was anything interesting to report for the next meeting.

Director Intintoli commented that California Air Resources Board (CARB) Compliance Plan could put WETA out of business and looked forward to more information.

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

Planning & Development Manager Kevin Connolly provided an update on the Monthly Ridership and Recovery Report.

Mr. Connolly reported that ridership grew 23 percent systemwide with a 45 percent increase in Richmond. He said that staff was monitoring the reduced capacity limits and developing a plan to ultimately address the long-term fix of allowing for more capacity on the vessel with less social distancing.

Chair Wunderman asked if there was any way to marginally increase capacity within a safety realm without having to add a vessel. Mr. Connolly said that as the weather turned nicer, that WETA had a bit of margin by utilizing the outdoor seating. He noted that all options were being explored and that backup vessels were available but would significantly increase costs.

Director DelBono expressed concern about increasing capacity limits and overcrowding such that people stop riding the ferry because of that reason and said that he would rather use the federal funds to help add vessels.

Mr. Connolly said that he had not heard of any complaints of queuing on the wharf side and six foot social distancing markers are in place. Director Moyer agreed with Director DelBono about the perception of safety and suggested that the Board be briefed on an ongoing basis about queuing at the different terminals.

Mr. Connolly said that WETA was currently conducting an onboard survey and expected to have some preliminary results to help determine the attribute associated with increased ridership.

Chair Wunderman agreed with Director DelBono and Director Moyer clarifying that the intent was not to crowd people and save money if capacity could be increased marginally without impacting safety.

6. CONSENT CALENDAR

Director DelBono made a motion to approve the consent calendar:

- a. Board Meeting Minutes – February 4, 2021

Director Moyer requested removal of:

- b. Authorize Filing Application for FFY 2020/21 Federal Transit Administration Formula Program Funds to Support Various Capital Projects
from the consent calendar.

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

Director Intintoli seconded the motion and the consent calendar carried unanimously.

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

- b. Authorize Filing Application for FFY 2020/21 Federal Transit Administration Formula Program Funds to Support Various Capital Projects

Mr. Murphy asked Interim Finance & Administration Manager Lynne Yu to provide a summary on the item.

Ms. Yu explained that the item was asking the Board to authorize staff to file an application for federal fiscal year 2020/21 federal formula funds to support replacement of the MV *Intintoli* and ferry terminal dredging at the Vallejo and Alameda Harbor Bay Ferry Terminals.

Director Moyer requested clarification and understanding for certification of matching funds, cost overruns, and the obligation of funds within three years of programming. Ms. Yu shared a presentation outlining local match funds for both projects. She noted that the dredging project had a limited in water work window and that staff anticipated that the project would be completed by September 2021, the first quarter of the next fiscal year and that the replacement of the MV *Intintoli* would be completed by February 2024. Ms. Yu further explained that WETA had more than three years to spend down the money once the money was secured in a grant. Director Moyer requested that the details for matching funds and scheduling be provided in future staff reports.

Director Moyer made a motion to approve:

- b. Authorize Filing Application for FFY 2020/21 Federal Transit Administration Formula Program Funds to Support Various Capital Projects

Chair Wunderman called for public comments on the item and there were none.

Director Intintoli seconded the motion and the item carried unanimously.

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

7. 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

Operations & Maintenance Manager Tim Hanners presented this item recommending approval of 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.

Mr. Hanners stated that conversion of these engines would reduce capital costs and extend the overhaul cycles. He added that WETA applied for and received the Carl Moyer Memorial Air Quality Standards Attainment Program (Carl Moyer Program) grant funds to support the conversion which provides grant funding for cleaner-than-required engines or installation of emission reduction equipment.

Director Intintoli made a motion to approve the item.

Chair Wunderman called for public comments and there were none.

Director Alba seconded the motion and the item passed unanimously.

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

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

Mr. Hanners presented this item related to the prior one recommending 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.

Mr. Hanners explained that RDI Marine, headquartered in Seattle, Washington, is the sole factory-assigned dealership for the provision of Munich, Germany based MAN engines, parts, and services on the west coast and is the only manufacturer of EPA certified Tier 4 engines that meet the Carl Moyer grant requirements suitable for use in the Gemini class vessels. He said that the lead time for these engines was seven months and were the best available option to comply with future proposed California Air Resources Board (CARB) regulations. He noted that the installation of these engines by a shipyard would be selected through a separate Request for Proposal (RFP).

Chair Wunderman expressed concern about the sole source deal. Mr. Hanners reminded the Board that all prior engine purchases had been completed through a sole source and added that RDI's territory was the west coast from Alaska to southern California and would be the warranty and service support for these engines.

Mr. Hanners stated that WETA was obligated to run these engines for five years or 1,100 hours a year under the Carl Moyer Program. He said that the Gemini class vessels had another 10 to 11 years of running the cleanest available technology with the hope that WETA would be able to install a diesel particulate filter (DPF) when it became available for a marine environment. Mr. Hanners said that WETA was working with CARB and MAN to get a CARB-certified DPF into the United States.

Mr. Hanners said that WETA had received a lot of positive feedback from everyone about these engines and stated that these same engines would be installed in the MV *Bay Breeze* and *Solano* replacements to comply with future CARB regulations. He said that there were issues for DPF marine usage in other countries that WETA is following, and that this new technology was still in the research and development process. He said that the intent was to have everything from the engine to the selective catalytic reduction (SCR) catalyst warranted through MAN service in response to Director DelBono.

Mr. Hanners confirmed that the MV *Solano* had not reached the end of its useful life but that the MV *Intintoli* had in response to Director Intintoli. He added that WETA was not obligated to sell the MV *Intintoli* but would not be able to apply for Federal Transit Administration (FTA) funds to maintain the vessel in the future.

Mr. Hanners said that the Carl Moyer Program required that the removed engines be destroyed but that some of the parts would be saved and be put into stock to support the fleet in response to Director Alba.

The directors congratulated and thanked Mr. Hanners for his initiative and diligence.

Director DelBono made a motion to approve the item.

Chair Wunderman called for public comments and there were none.

Director Intintoli seconded the motion and the item passed unanimously.

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

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

Mr. Connolly introduced this item recommending authorization to release the draft Fiscal Year 2022 Pandemic Recovery Program for public comment. He shared his presentation and clarified that this item would be co-presented by Transportation Planner Arthi Krubanandh and Public Information & Marketing Manager Thomas Hall. He said that the Pandemic Recovery Program would be addressing both service and fares.

Mr. Connolly referenced the 13 Pandemic Recovery Program Principles that the Board adopted in February 2021 and highlighted a few of them. He noted that the big takeaways were the suspension of the current fare structure with a temporary one that will decrease fares systemwide for a period of one year, restarting ferry services that have been closed for over a year or had

limited service, and adjusting service to strive for greater equity and offer more non-peak trips to attract different types of riders.

Mr. Connolly said that the proposed schedule maintains employment for Blue & Gold Fleet crews and maintenance staff and shared a service summary of the proposed changes. He then introduced Ms. Krubanandh to present and summarize the proposed fare program which primarily focuses on reducing fares and simplifying fares and that the intent was to share this information with the public to get input from riders and the general public. She invited Mr. Hall to expand on the outreach plan to rebuild ferry service.

Mr. Connolly closed the presentation outlining the schedule for the Pandemic Recovery Program noting that the rollout of the new service and changeover in fares would take place July 1 with phase-ins of other services occurring in both August and October.

Mr. Connolly clarified that outreach would occur over the next month and the results would be brought back for approval next month.

Chair Wunderman was interested in getting people to use public transportation but expressed concern about compliance with farebox recovery and making certain that funds were not in jeopardy if farebox recovery was not met. Mr. Murphy said that farebox recovery requirements have been suspended at the state and regional level for the next fiscal year. Ms. Yu confirmed the suspension and added that she had not heard anything from MTC as to when farebox recovery would be reinstated. She noted that for other funding, they would be holding operators harmless during these times and using pre-pandemic FY2019 performance for distributing money.

Mr. Murphy said that this program would provide an opportunity for WETA to have a conversation with MTC about the requirements under RM3. Chair Wunderman said it would be worth reviewing the language of the bill.

Director Intintoli stressed the need to remind riders that fares would be temporary and that the fares may go up significantly at the end of the year.

Director DelBono said that in trying to attract a different group of riders that WETA needed to be aware of the low wage workers by providing more transit connections to neighborhoods servicing these areas and emphasized that outreach include low wage workers including those in the food services and hospitality industry. He supported eliminating the short hop fares and adding late night service.

Director Alba liked the move away from specific fares to a simplified zone chart. She agreed with Director DelBono that it was important to provide affordable transportation options for essential workers and transit-dependent riders.

Director Moyer thanked staff for their articulate report and presentation. She believed that the first people back on transit would be the ones who can least afford to pay San Francisco parking rates and wanted to capture that audience. She was intrigued by the Director DelBono's proposal on the short hop fare agreeing that it would be a great way to get more people on the ferry.

Chair Wunderman said getting people to the terminals during the off peak and evenings can present a challenge and opportunity and asked why the fare structure was temporary.

Mr. Murphy said it was hard to predict whether the shift in service pattern would yield results and that WETA's success be measured against other transit agencies with comparable pre-pandemic

ridership demographics. He said that review of ridership on a route-by-route basis about new and returning markets be used to inform a longer-term fare program with financial sustainability.

Chair Wunderman reminded everyone that the MTC Task Force was conducting a regional fare study with the objective of creating a common fare structure. He added that in terms of transportation equity, it seemed like the natural outcome would be to create a workable means-based fare system allowing people to pay what they could afford.

PUBLIC COMMENT

Kenneth Russell, Sid Kotapati, Seamless Bay Area Adina Levin, and Bryan Culbertson voiced their support for the Pandemic Recovery Program.

The Directors expressed their appreciation and support of the program and looked forward to the outreach plan.

Director Intintoli made a motion to approve the item.

Director Alba seconded the motion and the item passed unanimously.

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

10. BERKELEY FERRY TERMINAL FEASIBILITY STUDY UPDATE

Senior Planner/Project Manager Mike Gougherty opened this informational item on the Berkeley Ferry Terminal Feasibility Study and offered City of Berkeley (City) Mayor Jesse Arreguín the opportunity to address the Board before jumping into the presentation.

PUBLIC COMMENT

Mayor Arreguín reminded the Board that WETA and the City launched into an Memorandum of Understanding (MOU) to explore the potential for a ferry terminal in Berkeley and the reconstruction of the municipal pier. He said that the Berkeley City Council had received a presentation on the design concepts and studies in February, and every City Councilmember expressed support for the new terminal at the Berkeley Marina. Mayor Arreguín expressed his strong support for this project to the City and the broader effort to the Bay Area community.

Chair Wunderman thanked Mayor Arreguín for his comments and for taking the time to hear from the public during the City Council Worksession.

Before sharing his presentation, Mr. Gougherty acknowledged and introduced City Parks Recreation & Waterfront staff Director of Scott Ferris, Supervising Civil Engineer and Project Manager Nelson Lam, Waterfront Manager Alexandra Endress, and Senior Management Analyst Roger Miller who have been working closely with WETA staff.

Mr. Gougherty said that the update being presented was a study being conducted in partnership with the City looking at the joint development of a multi-use pier that would support a ferry terminal, replace the municipal pier, and provide public access that was closed in 2015. He provided a historical background of the project, plans that supported restoring ferry service, a summary of the current work, the public outreach schedule, and timelines that included critical junctures to manage the risk on the project.

Mr. Gougherty said that the City was in the process of considering adopting a specific plan, Berkeley Marina Area Specific Plan (BMASP) which includes a comprehensive look at community and infrastructure needs throughout the marina. He shared some of the slides depicting berthing

options that have been presented at public outreach meetings and then invited Mr. Lam to provide a summary of the outreach processes, share some of the public comments received thus far, and an online questionnaire to obtain broader community input of potential new facilities at the marina.

Mr. Gougherty wrapped up the presentation with a summary of next steps.

Chair Wunderman thanked Mr. Gougherty for the thoughtful presentation and reminded all that the purpose of the presentation was to keep the Board and community advised of the progress.

Director DelBono wanted to hear more about previous Board concerns, parking, and ferry terminal accessibility.

Director Moyer left the meeting at 4:00 p.m.

Mr. Gougherty said that design on the waterfront side was ahead of landside so he did not have any specific information but that a comprehensive transportation strategy would be presented in the future. He invited City staff to share some of their ideas. Mr. Ferris stated that the City was in the middle of the process having engaged Alameda-Contra Costa Transit District (AC Transit) and different entities around shuttles and that Mr. Lam was working on a design for transit area at the base of University Avenue. He added that similar comments had been received from the public and that more information would be available within the next 30 to 90 days.

Director Alba appreciated the focus on multimodal access and the opportunities for the safe planning and designing for micromobility, looking for shared parking opportunities, and the creation of a hub environment adjacent to the ferry terminal.

PUBLIC COMMENT

Berkeley resident David Fielder remained concern about the overall environmental impact of the project and its effect on the viability of the marina.

PUBLIC COMMENT

Berkeley resident Jerry Bellows expressed his support for the project and looked forward to it coming to fruition.

Chair Wunderman thanked the project team for the thorough work.

11. PUBLIC COMMENTS FOR NON-AGENDA ITEMS

No further public comments were shared.

With all business concluded Chair Wunderman adjourned the meeting at 4:14 p.m.

- Board Secretary

END

MEMORANDUM

TO: Board Members

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

SUBJECT: Authorize Submission of an Allocation Request to the California Department of Transportation for FY 2020/21 Low Carbon Transit Operations Program Grant Funds

Recommendation

Approve the following actions necessary to secure FY 2020/21 Low Carbon Transit Operations Program (LCTOP) funds to support transit capital projects:

1. Approve submission of the FY 2020/21 LCTOP allocation request for funds, totaling \$283,450, to support the design and construction of a replacement vessel for the MV *Bay Breeze*; and
2. Certify that WETA will comply with all conditions and requirements set forth in the LCTOP Certification and Assurances document, and
3. Authorize the Executive Director and Finance & Administration Manager to submit and execute all required documents necessary to apply for and receive FY 2020/21 LCTOP funding, including the related Certifications and Assurances and Authorized Agent forms, on behalf of WETA.

Background

The LCTOP is one of several programs funded by auction proceeds from the California Air Resource Board's (CARB) Cap-and-Trade Program. Proceeds are deposited into the Greenhouse Gas Reduction Fund (GGRF) and LCTOP receives a five percent continuous appropriation of the annual auction proceeds beginning in FY 2015/16. Funding is assigned annually to public transit operators in the state based on the existing State Transit Assistance revenue-based formulas.

The LCTOP provides operating and capital assistance for transit agencies to reduce greenhouse gas (GHG) emissions and improve mobility, with a priority on serving disadvantaged communities. Per Senate Bill (SB) 824, approved projects are intended to enhance or expand transit service by supporting new or expanded bus or rail services, new or expanded water-borne transit, or expanded intermodal transit facilities.

The LCTOP is administered by the California Department of Transportation (Caltrans) in coordination with CARB and the State Controller's Office (SCO). Caltrans is responsible to ensure that the statutory requirements of the program are met in terms of project eligibility, greenhouse reduction, disadvantaged community benefit, and other requirements of the law.

Discussion

Caltrans has published the FY 2020/21 LCTOP Guidelines and the SCO has released the funding allocation. Staff has reviewed the program criteria, as established by Caltrans, and proposes to use the FY 2020/21 funding allocation of \$283,450 to support the design and construction of a replacement vessel for the MV *Bay Breeze* (Project). LCTOP guidelines permit eligible recipients to roll funds over into subsequent fiscal years, accruing a maximum of four years of LCTOP funds for a more substantial project. The full funding plan for the Project includes four years of LCTOP funds and FY 2020/21 is year three of four. Applying the LCTOP funding to a new vessel with Tier 4 engines will meet the LCTOP program requirements by reducing GHG emissions.

Caltrans has adopted certifications and assurances for the LCTOP. As a condition for the receipt of LCTOP funds, project sponsors must agree to comply with all conditions and requirements set forth in the Certification and Assurances, provided as **Attachment A**. The Certification and Assurances document contains general conditions of the LCTOP program, as well as Cost Principles, Record Retention, and Special Situations requirements that are standard for other state-funded projects.

In addition to the allocation request and Certification and Assurances documents, applicants are required to submit the Authorized Agent form, provided as **Attachment B**, appointing individuals or positions to act on behalf of the applicant and its governing body.

Fiscal Impact

The *Vessel Replacement – MV Bay Breeze & MV Solano* project is included in the FY 2020/21 Capital Budget at a total cost of \$34,600,000. Approval of this item will authorize the use of \$283,450 in FY 2020/21 LCTOP funds to support the design and construction of a replacement vessel for the MV *Bay Breeze*.

	MV Bay Breeze Replacement	MV Solano Replacement	Total Project Budget
Total Budget	\$17,300,000	\$17,300,000	\$34,600,000
Source of Funds:			
Federal Transit Administration	\$13,840,000	\$13,447,419	\$27,287,419
State - LCTOP	1,687,000	-	1,687,000
- FY2018/19	421,957		421,957
- FY2019/20	485,449		485,449
- FY2020/21 - proposed	283,450		283,450
- FY2021/22 - estimate	496,144		496,144
State Transit Assistance - SGR	308,000	301,000	609,000
State Proposition 1B		1,051,581	1,051,581
Alameda Transportation Sales Tax	1,465,000		1,465,000
Regional Measure 1 Bridge Tolls		2,500,000	2,500,000
Total Funding	\$17,300,000	\$17,300,000	\$34,600,000

END

Attachment A – Certification and Assurances

Attachment B – Authorized Agent



Attachment A

FY 2020-2021 LCTOP

Certifications and Assurances

Lead Agency: San Francisco Bay Area Water Emergency Transportation Authority

Project Title: Replacement Vessel for the MV Bay Breeze

Prepared by: Lynne Yu

The California Department of Transportation (Caltrans) has adopted the following Certifications and Assurances for the Low Carbon Transit Operations Program (LCTOP). As a condition of the receipt of LCTOP funds, Lead Agency must comply with these terms and conditions.

A. General

1. The Lead Agency agrees to abide by the current LCTOP Guidelines and applicable legal requirements.
2. The Lead Agency must submit to Caltrans a signed Authorized Agent form designating the representative who can submit documents on behalf of the project sponsor and a copy of the board resolution appointing the Authorized Agent.

B. Project Administration

1. The Lead Agency certifies that required environmental documentation is complete before requesting an allocation of LCTOP funds. The Lead Agency assures that projects approved for LCTOP funding comply with Public Resources Code § 21100 and § 21150.
2. The Lead Agency certifies that a dedicated bank account for LCTOP funds only will be established within 30 days of receipt of LCTOP funds.
3. The Lead Agency certifies that when LCTOP funds are used for a transit capital project, that the project will be completed and remain in operation for its useful life.
4. The Lead Agency certifies that it has the legal, financial, and technical capacity to carry out the project, including the safety and security aspects of that project.
5. The Lead Agency certifies that they will notify Caltrans of pending litigation, dispute, or negative audit findings related to the project, before receiving an allocation of funds.
6. The Lead Agency must maintain satisfactory continuing control over the use of project equipment and facilities and will adequately maintain project equipment and facilities for the useful life of the project.
7. Any interest the Lead Agency earns on LCTOP funds must be used only on approved LCTOP projects.
8. The Lead Agency must notify Caltrans of any changes to the approved project with a Corrective Action Plan (CAP).



FY 2020-2021 LCTOP

9. Under extraordinary circumstances, a Lead Agency may terminate a project prior to completion. In the event the Lead Agency terminates a project prior to completion, the Lead Agency must (1) contact Caltrans in writing and follow-up with a phone call verifying receipt of such notice; (2) pursuant to verification, submit a final report indicating the reason for the termination and demonstrating the expended funds were used on the intended purpose; (3) submit a request to reassign the funds to a new project within 180 days of termination.

C. Reporting

1. The Lead Agency must submit the following LCTOP reports:
 - a. Semi-Annual Progress Reports by May 15th and November 15th each year.
 - b. A Close Out Report within six months of project completion.
 - c. The annual audit required under the Transportation Development Act (TDA), to verify receipt and appropriate expenditure of LCTOP funds. A copy of the audit report must be submitted to Caltrans within six months of the close of the year (December 31) each year in which LCTOP funds have been received or expended.
 - d. Project Outcome Reporting as defined by CARB Funding Guidelines.
 - e. Jobs Reporting as defined by CARB Funding Guidelines.
2. Other Reporting Requirements: CARB develops and revises Funding Guidelines that will include reporting requirements for all State agencies that receive appropriations from the Greenhouse Gas Reduction Fund. Caltrans and project sponsors will need to submit reporting information in accordance with CARB's Funding Guidelines, including reporting on greenhouse gas reductions and benefits to disadvantaged communities.

D. Cost Principles

1. The Lead Agency agrees to comply with Title 2 of the Code of Federal Regulations 225 (2 CFR 225), Cost Principles for State and Local Government, and 2 CFR, Part 200, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.
2. The Lead Agency agrees, and will assure that its contractors and subcontractors will be obligated to agree, that:
 - a. Contract Cost Principles and Procedures, 48 CFR, Federal Acquisition Regulations System, Chapter 1, Part 31, et seq., shall be used to determine the allow ability of individual project cost items and
 - b. Those parties shall comply with Federal administrative procedures in accordance with 2 CFR, Part 200, Uniform Administrative Requirements for Grants and



FY 2020-2021 LCTOP

Cooperative Agreements to State and Local Governments. Every sub-recipient receiving LCTOP funds as a contractor or sub-contractor shall comply with Federal administrative procedures in accordance with 2 CFR, Part 200, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.

3. Any project cost for which the Lead Agency has received funds that are determined by subsequent audit to be unallowable under 2 CFR 225, 48 CFR, Chapter 1, Part 31 or 2 CFR, Part 200, are subject to repayment by the Lead Agency to the State of California (State). All projects must reduce greenhouse gas emissions, as required under Public Resources Code section 75230, and any project that fails to reduce greenhouse gases shall also have its project costs submit to repayment by the Lead Agency to the State. Should the Lead Agency fail to reimburse moneys due to the State within thirty (30) days of demand, or within such other period as may be agreed in writing between the Parties hereto, the State is authorized to intercept and withhold future payments due the Lead Agency from the State or any third-party source, including but not limited to, the State Treasurer and the State Controller.

A. Record Retention

1. The Lead Agency agrees and will assure that its contractors and subcontractors shall establish and maintain an accounting system and records that properly accumulate and segregate incurred project costs and matching funds by line item for the project. The accounting system of the Lead Agency, its contractors and all subcontractors shall conform to Generally Accepted Accounting Principles (GAAP) and enable the determination of incurred costs at interim points of completion. All accounting records and other supporting papers of the Lead Agency, its contractors and subcontractors connected with LCTOP funding shall be maintained for a minimum of three (3) years after the "Project Closeout" report or final Phase 2 report is submitted (per ARB Funding Guidelines, Vol. 3, page 3.A-16), and shall be held open to inspection, copying, and audit by representatives of the State and the California State Auditor. Copies thereof will be furnished by the Lead Agency, its contractors, and subcontractors upon receipt of any request made by the State or its agents. In conducting an audit of the costs claimed, the State will rely to the maximum extent possible on any prior audit of the Lead Agency pursuant to the provisions of federal and State law. In the absence of such an audit, any acceptable audit work performed by the Lead Agency's external and internal auditors may be relied upon and used by the State when planning and conducting additional audits.
2. For the purpose of determining compliance with Title 21, California Code of Regulations, Section 2500 et seq., when applicable, and other matters connected with the performance of the Lead Agency's contracts with third parties pursuant to Government Code § 8546.7, the project sponsor, its contractors and subcontractors and the State shall each maintain and make available for inspection all books, documents, papers, accounting records, and other evidence pertaining to the performance of such contracts, including, but not limited



FY 2020-2021 LCTOP

to, the costs of administering those various contracts. All of the above referenced parties shall make such materials available at their respective offices at all reasonable times during the entire project period and for three (3) years from the date of final payment.

The State, the California State Auditor, or any duly authorized representative of the State, shall each have access to any books, records, and documents that are pertinent to a project for audits, examinations, excerpts, and transactions, and the Lead Agency shall furnish copies thereof if requested.

3. The Lead Agency, its contractors and subcontractors will permit access to all records of employment, employment advertisements, employment application forms, and other pertinent data and records by the State Fair Employment Practices and Housing Commission, or any other agency of the State of California designated by the State, for the purpose of any investigation to ascertain compliance with this document.

F. Special Situations

Caltrans may perform an audit and/or request detailed project information of the project sponsor's LCTOP funded projects at Caltrans' discretion at any time prior to the completion of the LCTOP.

I certify all of these conditions will be met.

Seamus Murphy

(Print Authorized Agent)

Executive Director

(Title)

April 1, 2021

(Date)

(Signature)



Attachment B

FY 2020-2021 LCTOP

Authorized Agent

AS THE Executive Director

(Chief Executive Officer/Director/President/Secretary)

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

(Name of County/City/Transit Organization)

I hereby authorize the following individual(s) to execute for and on behalf of the named Regional Entity/Transit Operator, any actions necessary for the purpose of obtaining Low Carbon Transit Operations Program (LCTOP) funds provided by the California Department of Transportation, Division of Rail and Mass Transportation. I understand that if there is a change in the authorized agent, the project sponsor must submit a new form. This form is required even when the authorized agent is the executive authority himself. I understand the Board must provide a resolution approving the Authorized Agent. The Board Resolution appointing the Authorized Agent is attached.

Seamus Murphy, Executive Director

(Name and Title of Authorized Agent)

OR

Lynne Yu, Finance and Administration Manager

(Name and Title of Authorized Agent)

OR

Click here to enter text.

(Name and Title of Authorized Agent)

OR

Click here to enter text.

(Name and Title of Authorized Agent)

OR

Seamus Murphy

(Print Name)

Executive Director

(Title)

(Signature)

Approved this 1 day of April, 2021

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

RESOLUTION NO. 2021-11

**AUTHORIZATION FOR THE EXECUTION OF THE
CERTIFICATIONS AND ASSURANCES AND AUTHORIZED AGENT FORMS
FOR THE LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)
FOR THE FOLLOWING PROJECT:
VESSEL REPLACEMENT - MV *BAY BREEZE* - \$283,450**

WHEREAS, WETA is an eligible project sponsor and may receive state funding from the Low Carbon Transit Operations Program (LCTOP) for transit projects; and

WHEREAS, the statutes related to state-funded transit projects require a local or regional implementing agency to abide by various regulations; and

WHEREAS, Senate Bill 862 (2014) named the Department of Transportation (Department) as the administrative agency for the LCTOP; and

WHEREAS, the Department has developed guidelines for the purpose of administering and distributing LCTOP funds to eligible project sponsors (local agencies); and

WHEREAS, WETA wishes to delegate authorization to execute these documents and any amendments thereto to Seamus Murphy, Executive Director, and Lynne Yu, Finance and Administration Manager; and

WHEREAS, WETA wishes to implement the LCTOP project(s) listed above; now, therefore, be it

RESOLVED, by the Board of Directors that the fund recipient agrees to comply with all conditions and requirements set forth in the Certification and Assurances and the Authorized Agent documents and applicable statutes, regulations and guidelines for all LCTOP funded transit projects; and be it further

RESOLVED, that Seamus Murphy, Executive Director, and Lynne Yu, Finance and Administration Manager, be authorized to execute all required documents of the LCTOP program and any Amendments thereto with the California Department of Transportation; and be it further

RESOLVED, that the Board of Directors hereby authorizes the submittal of the following project nomination and allocation request to the Department in FY2020-2021 LCTOP funds:

Project Name: *Vessel Replacement – M/V Bay Breeze*

Amount of LCTOP funds requested: *\$283,450*

Short description of project: *Construct a replacement vessel for the MV Bay Breeze*

Benefit to a Priority Populations: *GHG emission reductions*

Amount to benefit Priority Populations: *\$141,725*

Contributing Sponsors (if applicable): *N/A*

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 April 1, 2021.

YEA:

NAY:

ABSTAIN:

ABSENT:

/s/ Board Secretary

2021-11

END

MEMORANDUM

TO: Board Members

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

SUBJECT: Overview of 2021 Onboard Ridership Survey

Recommendation

There is no recommendation associated with this informational item.

Background

In February 2021, WETA administered an onboard survey to riders asking a series of questions on travel patterns, rider demographics, rider attitudes, and rating of various services. The survey was conducted as a self-administered questionnaire collected onboard each of WETA's three operating ferry routes, similar to previous onboard surveys administered by WETA in 2011, 2014, and 2017. This survey also included questions specifically related to travel during the pandemic and plans for travel after it ends.

The final survey data is weighted to achieve a representative cross section of WETA ridership. In total, 267 surveys were completed and processed. Note this is a much smaller sample size due to lower ridership during the pandemic compared to the 1,944 surveys completed in 2017.

Discussion

Below is a summary of major findings and initial conclusions from the 2021 onboard survey. A more detailed oral presentation of the survey results will be presented by staff at the April Board of Directors meeting, including a comparison to the past survey results.

Rider Profile

- Income Levels - In 2021, 19% of WETA riders had an annual household income of less than \$50,000, compared to 6% in 2017.
- Racial/Ethnic Representation – Hispanic, African American, Asian/Pacific Islander, Native American, Other, and More Than One, all increased from 2017 to 2021. Caucasian riders represent the largest percentage of WETA riders at 44% in 2021, down from 60% in 2017.
- Regular Riders – The majority of ferry passengers ride at least three days a week. However, fewer riders are riding at least 5 days per week than in the past.

Reasons for Use

- Common Reasons – The most common reasons for ferry use are ride quality, relaxation, ability to multitask, and faster service. These reasons are consistent across all the routes and with past surveys.
- Avoiding Traffic and Parking – Despite slightly lower traffic levels during the pandemic, ferry riders still identified avoiding traffic and parking as their number one reason for taking the ferry.

- Most riders indicated that they ride the same amount or less now than they did before the pandemic. However, most riders also indicated that they plan to use the ferry the same or more in the future.

Fares

- Fewer Paper Tickets – In 2021, 79% of riders use Clipper Cards, 9% use Hoptaru Mobile Ticketing, 6% use paper tickets. The remaining 6% use monthly passes on the Vallejo service. In 2017, 71% of riders used Clipper Cards and 17% used paper tickets, Hoptaru was not introduced until 2018.

Access Modes

- Walking and Biking - Significant increase in riders who walk and bike to access the Oakland terminal, up from 23% in 2017 to 57% in 2021.
- Few Riders Making Transit Connections – The use of public transit to connect to WETA ferries dropped to 1% in 2021 from about 5% in 2017.
- Decrease in Solo Drivers – Riders accessing the Vallejo and Oakland terminals by driving alone has significantly decreased systemwide from prior surveys.
- No car access – More riders indicated that they don't own or have access to a car than in past surveys.

Fiscal Impact

There is no fiscal impact associated with this informational item.

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
Thomas Hall, Public Information & Marketing Manager

SUBJECT: Adopt Fiscal Year 2022 Pandemic Recovery Program

Recommendation

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

Background

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

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

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

Discussion

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

Public Outreach

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

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

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

Proposed revisions

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

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

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

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

Financial Model Analysis

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

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

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

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

Schedule

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

May - June 2021 –

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

July 2021 –

- Implement the Pandemic Recovery Program.

Marketing Campaign

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

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

The planned elements include:

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

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

Title VI Compliance

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

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

Fiscal Impact

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

END

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

ATTACHMENT A

Public Comments Summary

Comments from email and social media

The table below summarizes comments received from the general public and WETA riders via email and social media on the proposed Pandemic Recovery Program. WETA received 91 comments covering multiple interest areas of the proposal by the March 25 deadline.

Service	Support weekend service	Support more peak period service	Parking or parking fee concern	Support to start sooner than proposed	Support for new route	Support Fare change	Support off-peak service	Oppose fare change	Oppose service change
General	5	1	-	-	-	11	14	-	-
Oakland/Alameda	1	-	-	2	-	-	3	-	-
Seaplane	-	-	1	1	-	-	2	-	-
Harbor Bay	2	1	-	2	-	-	6	-	-
Vallejo	3	1	1	-	1	2	3	-	-
Pier 41	1	-	-	-	-	-	-	-	-
South San Francisco	-	-	-	3	-	-	-	-	-
Richmond	5	-	-	-	-	5	12	-	-
Special Events	-	2	-	-	-	-	-	-	-
TOTAL	17	5	2	8	1	18	40	0	0

Virtual open house event

The table below summarizes the questions relating to the Pandemic Recovery Program that came up during the virtual open house event conducted on March 16, 2021. Approximately, 23 WETA riders including the general public attended the virtual open house event. WETA received 49 comments during the virtual open house event.

Questions/Comments	Vallejo	Richmond	Oakland/ Alameda	Seaplane	Harbor Bay	South San Francisco	Special events	TOTAL
When will the service start?	1			1	-	2	1	5
Will there be weekend service?	-	1	1	1	-	-	-	3
Will there be weeknight service?	-	1	1	1	-	-	-	3
What will the midday service look like?	-			1	1	-	-	2
What will the weekend service look like?	-	-	1	-	-	-	-	1
What will be the schedule?	-	-	3	1	3	1	1	9
How many boats will operate?	-	1	-		1		-	2
What is the vessel capacity or capacity limits?	-	-	1	1	1	1	-	4
Where is the terminal located?	-	-	-	1	-	-	-	1
Will there be sufficient parking?	-	1	-	1	-	-	-	2
Can the service start sooner?	-	-	1	-	1	1	-	3
Concern for security in parking area	-	-	1	-	-	-	-	1
Will there be more weekend short hops?	-	-	1	-	-	-	-	1
Will there be sufficient parking?	-	-	-	1	1	-	-	2
Will there be parking fee?	-	-	1	1	1	-	-	3
Details on AC Transit bus service at the terminal	-	-	1	1	1	-	-	3
Are you in contact with transportation groups within employers?	-	-	-	-	-	1	-	1
What safety procedures do you anticipate when service comes back?	-	-	-	-	-	1	-	1
With residential and commercial developments in the area, are you considering expansion?	-	-	-	-	-	1	-	1
How will you continue being competitive when the pandemic recovery program ends?	-	-	-	-	-	1	-	1
TOTAL	1	4	12	11	10	9	2	49

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	\$1.25
Adult (Clipper Only)	-	Adult (Clipper Only)	\$1.00
Adult (Clipper START)	\$0.80	Adult (Clipper START)	\$0.50
Youth (5-18 years)	-	Youth (5-18 years)	\$0.50
Youth (5-18 years) (Clipper Only)	\$0.80	Youth (5-18 years) (Clipper Only)	\$0.50
Seniors (65+), Disabled	-	Seniors (65+), Disabled	\$0.50
Seniors (65+), Disabled (Clipper Only)	\$0.80	Seniors (65+), Disabled (Clipper Only)	\$0.50
Between Vallejo and Mare Island			
Adult	\$1.70	Adult	\$1.25
Adult (Clipper Only)	-	Adult (Clipper Only)	\$1.00
Adult (Clipper START)	\$0.80	Adult (Clipper START)	\$0.50
Youth (5-18 years)	-	Youth (5-18 years)	\$0.50
Youth (5-18 years) (Clipper Only)	\$0.80	Youth (5-18 years) (Clipper Only)	\$0.50
Seniors (65+), Disabled	-	Seniors (65+), Disabled	\$0.50
Seniors (65+), Disabled (Clipper Only)	\$0.80	Seniors (65+), Disabled (Clipper Only)	\$0.50
Between San Francisco Ferry Building and Pier 41			
Adult	\$1.70	Adult	\$1.25
Adult (Clipper Only)	-	Adult (Clipper Only)	\$1.00
Adult (Clipper START)	\$0.80	Adult (Clipper START)	\$0.50
Youth (5-18 years)	-	Youth (5-18 years)	\$0.50
Youth (5-18 years) (Clipper Only)	\$0.80	Youth (5-18 years) (Clipper Only)	\$0.50
Seniors (65+), Disabled	-	Seniors (65+), Disabled	\$0.50
Seniors (65+), Disabled (Clipper Only)	\$0.80	Seniors (65+), Disabled (Clipper Only)	\$0.50

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

ATTACHMENT C

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. Based on the public comments received during the public comment period, the revised service plan is detailed below:

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"> 10-minute travel time improvement Direct service to SF, no Alameda stop Shift from peak to off-peak trips Weekend service starts July 2021
Midday (9 am – 4 pm)	7	7-8	
Late night (after 7 pm)	1	1-2	
Weekends	12	8-10	

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 Weekend service starts July 2021
Midday (9 am – 4 pm)	5	4-6	
Late night (after 7 pm)	1	1-2	
Weekends	6	6-8	

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	
Weekends	12	8-10	

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 • Service start July 2021
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 • Weekend service starts July 2021
Midday (9 am – 4 pm)	0	3-4	
Late night (after 7 pm)	0	1-2	
Weekends	6	6-8	

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	

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

RESOLUTION NO. 2021-12

ADOPT FISCAL YEAR 2022 PANDEMIC RECOVERY PROGRAM

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

WHEREAS, the Program includes a service plan accompanied by a fare structure that is specifically designed to appeal to a broader Bay Area travel market and incentivize increased ridership; and

WHEREAS, on March 4, 2021, the Board of Directors authorized staff to seek public comments on a draft Program and authorized staff to set a public hearing at the scheduled April Board meeting; and

WHEREAS, on March 4, 2021, the draft Program was posted in multiple languages on WETA's website, as well as postings onboard vessels and through WETA's BayAlerts system, to receive public comments over a 29-day comment period; and

WHEREAS, a total of 140 comments were received on the draft Program during the public comment period, which were largely in favor of proceeding with the Program's proposed service and fare structure; and

WHEREAS, the fare structure for the Program will be phased in and in place for a temporary amount of time, starting on July 1, 2021 and extending through June 30, 2022; and

WHEREAS, upon termination of the Program fare structure on June 30, 2022, the current fare structure in effect prior to July 1, 2021 will be reinstated starting July 1, 2022 unless further action is taken by the Board of Directors; and

WHEREAS, on April 1, 2021, the Board of Directors held a public hearing to receive further in-person comments on the Program; now, therefore, be it

RESOLVED, that the Board of Directors hereby adopts the FY 2022 Pandemic Recovery Program as set forth in the full Board report dated April 1, 2021.

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 April 1, 2021.

YEA:

NAY:

ABSTAIN:

ABSENT:

/s/ Board Secretary

2021-12

END

MEMORANDUM

TO: Board Members

FROM: Seamus Murphy, Executive Director
Tim Hanners, Operation & Maintenance Manager
Lauren Gularte, Program Manager

SUBJECT: Overview of California Air Resources Board's Proposed Amendments to the Commercial Harbor Craft Regulations and WETA's Alternative Compliance Pathway Plan

Recommendation

There is no action associated with this informational item.

Background

The California Air Resources Board (CARB) is in the process of developing revisions to regulations that are applicable to commercial harbor craft (CHC) in California. CHC include a wide variety of vessel types owned by private and public entities such as tug/towing vessels, ferries, pilot vessels, work boats, excursion vessels, as well as charter and commercial fishing vessels. The CHC Regulation was originally adopted by CARB in 2007 to protect public health by reducing toxics and criteria pollutants from diesel engines used on CHC operated in Regulated California Waters (within 24 nautical miles of the California coast). CARB staff is amending the existing CHC emission reduction regulations to further protect public health by continuing to reduce emissions from harbor craft.

Discussion

CARB's process for developing the amended CHC regulations commenced in February 2020 with the release of draft proposed concepts followed by a public workshop in March 2020. After receiving comments from the industry and meeting with stakeholders, including WETA, CARB released the draft proposed CHC regulatory language in late September 2020.

Overview of Proposed Regulations:

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 opacity testing requirements, new operating reporting requirements, and \$1.9 million in new fees to be paid by the industry. Several of these new initiatives can be integrated into WETA's operations with relatively little effort or impact; however, the requirements covering engines on in-use and new vessels have potential to pose very significant cost and operational challenges to the agency.

In-Use and New Vessel Requirements:

- In-use vessels are required to be repowered with Tier 4 engines that meet the cleanest available engine standards for the type of vessel. In addition, a diesel particulate filter (DPF) is required to be installed. A DPF is an emission reduction system that removes particulate matter from engine exhaust. New vessels would also be required to meet this standard. For WETA's existing and new vessels this translates to requiring Tier 4

engines plus the installation of a DPF (Tier 4 + DPF standard). The regulations are proposed to become effective starting 2024, based on individual engine model years, with implementation through 2037.

- Alternatively, in lieu of complying with the Tier 4 + DPF standard, vessel owners can develop an Alternative Compliance Pathway (ACP) that achieves equal or greater emission reductions as the Tier 4 + DPF standard.

The CARB Commission is scheduled to consider the proposed amended CHC regulations in November. A public comment period will start 45 days prior to the November Commission meeting.

WETA Impact:

As the largest ferry operator in the state and the owner of a relatively young fleet, these regulations have potential to impact WETA's ability to effectively serve Bay Area communities. WETA's current fleet consists of 15 vessels, 7 of which were put into service in 2017 or later. An additional 4 vessels are currently under construction. The regulations would require WETA to repower or retrofit all vessels in the current fleet along with the 4 vessels under construction.

WETA's ongoing development of a strategy for complying with these regulations is focused on three primary considerations: DPF technology, cost/funding opportunities, and advancement of zero-emission technology. Staff's goal is to preserve flexibility for the agency to implement a plan that reduces emissions in a way that aligns with state mandates, is cost effective, and is operationally feasible.

DPF Technology: DPFs do not currently exist for light-weight, high-speed, high horsepower vessels such as those owned by WETA. Implementation of CARB's regulatory strategy could help advance the development of this technology and contemplates incremental compliance extensions until the technology is market ready. At this time, it is impossible to predict what the timeline will be for development of DPF technology. Staff has discussed the potential for development of DPFs with engine manufacturers. Currently, only one of WETA's original engine manufacturer (OEM) has plans to develop an integrated DPF package for a Tier 4 engine. The development process is expected to take several years.

Based on industry research it is also anticipated that the DPFs required for some high-speed ferries may not fit in several of the vessels in WETA's fleet without major reconfiguration that removes passenger capacity. Depending on the extent of the reconfiguration required, the most cost-effective option in some cases could be selling the vessel to an out-of-state operator before the end of its useful life.

Cost/Funding Opportunities: As a part of WETA's efforts to develop strategies for complying with potential regulations, staff prepared a fleet plan outlining the potential work required for each vessel. Eleven of WETA vessels in operation or under construction have or are currently being equipped with a Tier 4 engine. Compliance with the proposed regulations would require repowering the six remaining vessels that are not due for replacement with a Tier 4 engine. All vessels would need to be equipped with a DPF.

Staff has estimated that the escalated, year-of-expenditure cost of completing this work is approximately \$101.5 million. While the creation of new funding programs to complete this work is possible, WETA has not identified any current or future funding to cover these costs.

Collaboration with CARB

From March 2020 until the present, staff has met regularly with CARB staff and commissioners to discuss the challenges of implementing the proposed regulations the funding limitations and the potential impact on our ability to provide ferry service. Much of WETA's feedback has already been accepted by CARB and has already been integrated into the current draft of the regulations. The discussions have also helped focus WETA's efforts to develop an ACP designed to achieve the goals of the regulation, while also maximizing the use of current capital funding streams to more aggressively transition the fleet to zero-emission technology.

WETA's Draft Alternative Compliance Pathway (ACP):

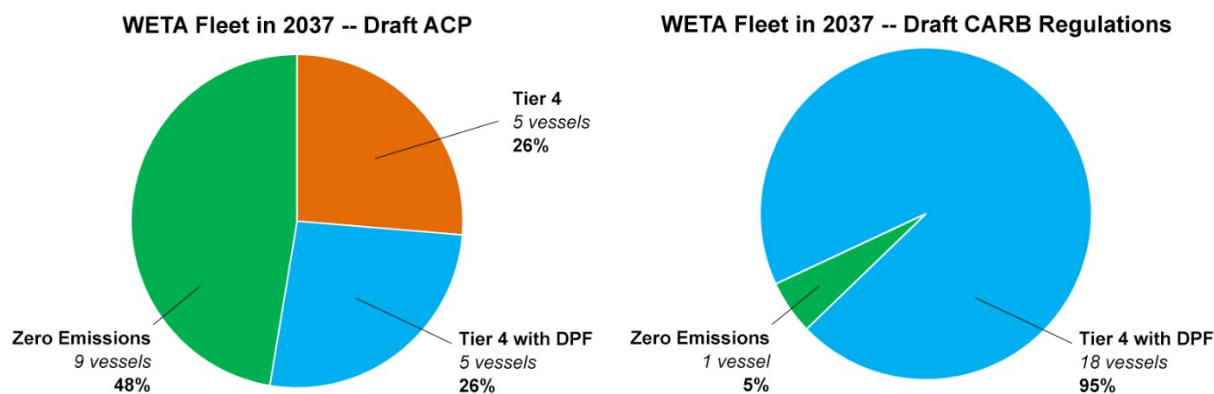
Identifying \$101.5 million in new revenues to invest in meeting CARB's Tier 4 + DPF standard in the proposed regulations would be a tremendous challenge and represents a path toward a future fleet that is still largely comprised of conventional diesel vessels. As an alternative approach, staff is developing a path that maximizes flexibility for the agency to advance the adoption of zero-emission technology.

The ACP is one possible scenario among many that will need to be considered as the agency learns more about CARB's final CHC regulations, the industry response, and the challenges of adopting diesel and zero-emissions technologies. There are several milestones over the next year that will provide information needed to develop a comprehensive long-term fleet plan. Staff anticipates bringing that plan to the Board in early 2022.

WETA's draft ACP, if allowed under the proposed regulations as an alternative to the Tier 4 + DPF standard, would begin to transition WETA's fleet to zero emissions. This plan goes above and beyond the proposed CARB regulations by advancing zero-emission technology where feasible. Starting no later than 2030, vessels would either be converted or replaced with zero-emission technology, upgraded to Tier 4 engines with DPFs, or continue to be operated in their current status. The only vessels that will continue to operate in their current status are the MV *Pyxis*, *Vela*, *Lyra*, *Dorado*, and *Delphinus* as these vessels cannot feasibly fit a DPF with the current available technology.

The proposed CARB regulations state that the ACP must achieve equal or greater emission reductions than the Tier 4 + DPF standard. A preliminary analysis of the emissions reductions in WETA's proposal has returned promising results.

Under WETA's draft ACP, by 2037, at least 48 percent of the fleet will be zero emission. Alternatively, under the diesel-focused approach to complying with CARB's proposed regulations, only 5 percent of WETA's fleet would be zero emission.



ACP Cost/Funding Opportunities

Staff is working to understand the cost of implementing WETA's draft ACP. The cost of upgrading engines to Tier 4 + DPF is mostly understood, but more work is needed to estimate the cost of installing the shoreside charging infrastructure necessary to operate zero-emission vessels.

Staff is initiating a Shoreside Infrastructure Study to assess the opportunities and constraints of existing WETA facilities that would need to be upgraded to support of zero-emission technology. This effort will evaluate existing and future WETA facilities in three tiers. The initial assessment will focus on the Downtown San Francisco Terminal, the Central Bay Operations and Maintenance Facility, and the Alameda Main Street Ferry Terminal. Upgrading these facilities to support vessel charging is critical because they would serve as the primary charging hubs for Central Bay services. The assessment will evaluate the existing electrical systems and capacity along with the electrical utility infrastructure in the vicinity of these facilities in case enhanced charging capacity is required. If site-specific upgrades are required, an implementation timeline and cost estimate will be prepared. All other existing WETA terminals and potential expansion terminals will be evaluated in subsequent phases.

Specifications for retrofitting existing WETA vessels and construction of new vessels cannot be fully defined until the initial facility assessment is complete. Once completed, staff will be able to further define the electric vessel fleet and facilities. This process will involve collaboration between naval architecture and landside electrical engineering. Variables exist in the vessel and facility design that could be optimized for the most efficient electrical systems. These include but are not limited to battery size and capacity, propulsion systems, and alternative energy sources. Other factors such as route design and service plans will be included in this analysis.

After the initial phases are complete, WETA staff will continue to develop a system electrification strategy. This work will include economic analysis, implementation phasing, and resiliency options. The knowledge gained through this initial analysis could be used for a strategic decision-making process if WETA decides to pursue system electrification.

Because the agency would be going above and beyond what is required by CARB, a majority of the estimated vessel work in WETA's draft ACP is eligible for funding from the Bay Area Air Quality Management District's Carl Moyer grant program. The Shoreside Infrastructure Study will provide initial information in early Fall 2021 that will inform a cost estimate comparing a diesel-focused approach for compliance with CARB regulations to the zero-emissions approach contemplated by the draft ACP.

	CARB's Proposal	WETA Draft ACP
Total vessel cost	\$101.5M	\$29.5M
Eligible for Carl Moyer funds	\$0	\$25.3M
Shoreside infrastructure cost	\$0	\$?
Potential Funding Gap	\$101.5M	\$?

Prioritizing Disadvantaged Communities: An important, but unknown component of CARB's CHC regulations will be focused on reducing emissions in disadvantaged communities (DACs). DACs are identified by the California Environmental Protection Agency as the top 25 percent most impacted census tracts in CalEnviroScreen 3.0 - a screening tool used to help identify communities disproportionately burdened by multiple sources of pollution and with population

characteristics that make them more sensitive to pollution. All of WETA's terminals except the San Francisco Ferry Building and Pier 41 are either in a DAC or very close to a DAC; however, CARB has not yet defined how DACs will factor into the overall regulations. WETA's draft ACP would prioritize the use of zero-emission vessels in DACs on routes where zero-emission technology is feasible.

Next Steps:

The CARB regulatory language is not yet final and several pieces of additional information will be required before the staff and the Board can determine the best approach to compliance. Staff developed the draft ACP to maximize flexibility in terms of the compliance options available to the agency. As the process continues, these options will be further refined and evaluated. Over the next year, the milestones below will be key opportunities for the Board to hear updates and provide further direction to staff.

Milestone	Date
CARB Releases revised regulatory language	March 2021
Agency comment on revised regulatory language	April 16, 2021
Shoreside Infrastructure Study Board presentation	June/July 2021
Interim findings of Shoreside Infrastructure Study	August 2021
Completion of Shoreside Infrastructure Study	Fall 2021
CARB 45-day public comment period	September 20, 2021
CARB Commission meeting to consider approval of proposed regulations	November 4, 2021
WETA Board consideration of fleet plan based on study results and regulations	Early 2022

Fiscal Impact

There is no fiscal impact associated with this informational item.

END