

Members of the Board

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

Thursday, September 2, 2021 at 1:00 p.m.

VIDEOCONFERENCE

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AGENDA

1. CALL TO ORDER

2. ROLL CALL

3. REPORT OF BOARD CHAIR

- a. Chair's Verbal Report

Information

4. REPORTS OF DIRECTORS

Directors are limited to providing information, asking clarifying questions about matters not on the agenda, responding to public comment, referring matters to committee or staff for information, or requesting a report to be made at another meeting.

Information

5. REPORTS OF STAFF

- a. Executive Director's Report on Agency Projects, Activities and Services
 i. Pandemic Recovery Program Updates
 ii. Treasure Island Service Update
 iii. FTA Triennial Review
b. Monthly Review of Financial Statements
c. Federal Legislative Update
d. State Legislative Update
e. Monthly Ridership and Recovery Report

Information

6. CONSENT CALENDAR

- a. Board Meeting Minutes – July 1, 2021
b. Authorize Release of a Request for Proposals for MV *Pyxis* Generator Diesel Particulate Filter Demonstration Project

Action

**Water Emergency Transportation Authority
September 2, 2021 Meeting of the Board of Directors**

- | | |
|---|--------------------|
| 7. <u>APPOINTMENT OF CHIEF FINANCIAL OFFICER OF THE SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY</u> | Action |
| 8. <u>APPROVE CONTRACT AWARD TO COWI NORTH AMERICA, INC. FOR THE ALAMEDA MAIN STREET FERRY TERMINAL REFURBISHMENT PROJECT ENGINEERING AND DESIGN SERVICES</u> | Action |
| 9. <u>AUTHORIZE RELEASE OF A REQUEST FOR PROPOSALS FOR CONSTRUCTION MANAGEMENT SERVICES THE ALAMEDA MAIN STREET FERRY TERMINAL REFURBISHMENT PROJECT</u> | Action |
| 10. <u>APPROVE ACTIONS RELATIVE TO THE TIER 4 MAIN ENGINE CONVERSION GEMINI CLASS SERVICES PROJECT</u> | Action |
| 11. <u>APPROVE EXTENSION OF PARTICIPATION IN CLIPPER START PILOT PROGRAM</u> | Action |
| 12. <u>WETA 2040 SERVICE VISION & BUSINESS PLAN UPDATE</u> | Information |
| 13. <u>PUBLIC COMMENTS FOR NON-AGENDA ITEMS</u> | |

ADJOURNMENT

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

CHANGES RELATED TO COVID-19

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

PUBLIC COMMENTS WETA welcomes comments from the public.

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

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

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

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

AGENDA ITEM 1
CALL TO ORDER

AGENDA ITEM 2
ROLL CALL

AGENDA ITEM 3
REPORT OF BOARD CHAIR

AGENDA ITEM 4
REPORTS OF DIRECTORS

NO MATERIALS

TO: WETA Board Members

FROM: Seamus Murphy, Executive Director

DATE: September 2, 2021

RE: Executive Director's Report

SERVICE DEVELOPMENT UPDATE:**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.

September 2021 Update: The project team participated in Community Meeting #2 that was hosted by the City of Berkeley on August 10 to present revised landside and waterside design options for the project. Staff has started work with its consultant team on the Berkeley Ferry Business Plan, which will develop a 10-year forecast of ridership and fare revenues for ferry service at a potential Berkeley Terminal.

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 next step towards development. The study estimated the project could open in 2025, provided funding is secured.

September 2021 Update: The Redwood City Port Commission approved a contract with the San Mateo Transportation Authority at its June 23 meeting that will provide funding for a Redwood City Ferry Business Plan. The same consultant team developing the Berkeley Ferry Business Plan is also engaged in the Redwood City plan, which kicked off in July. Assembly Speaker Pro Tempore Kevin Mullin worked to secure \$5 million in the FY 2022 State Budget to support ferry terminal construction.

Treasure Island Ferry Service

The Treasure Island real estate development project 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. A Memorandum of Understanding between WETA and TIMMA outlines the scope of ongoing evaluation of ferry service to the development and specifies that WETA is the desired provider of Treasure Island public ferry service.

September 2021 Update: On August 5, staff conducted a trial run of the proposed Treasure Island ferry service utilizing the MV *Gemini* to transit between Gate E at the Downtown San Francisco Ferry Terminal and the new ferry berth at Treasure Island. Numerous project partners were onboard to observe the trial run, which demonstrated a successful fit-up of the vessel at the Treasure Island berth.

and validated travel time assumptions. Staff is also coordinating with the Treasure Island developer and TIMMA to pre-install conduits that will support future shoreside electric infrastructure while construction of the landside terminal is still underway.

PLANS, STUDIES & INITIATIVES

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.

September 2021 Update: At the beginning of the pandemic, transit operators coordinated to develop the Riding Together: Bay Area Healthy Transit Plan, which includes a baseline set of measure to protect the health of riders and transit workers. On June 16, the region's transit General Managers informed MTC that June would mark the last monthly report on agencies' efforts to implement the Healthy Transit Plan and that the Plan's website, www.healthytransitplan.com, would transition to support the region's joint marketing campaign, "All Aboard Bay Area Transit".

MTC and transit operators are collaborating on a joint regional marketing campaign currently slated for August and September. MTC has committed funds to execute the "All Aboard Bay Area Transit" campaign. The campaign will include radio, out-of-home, and digital channels. WETA staff has remained engaged in the campaign development and will leverage its own marketing campaign to amplify messaging around the safe return to transit for Bay Area travelers.

The Blue Ribbon Task Force also involves consideration of options for enhanced integration of transit services throughout the region. On June 21, MTC invited board members from the region's small operators to hear an update on the Task Force's efforts to evaluate network management alternatives and develop a Transformation Action Plan. Director Alba participated on behalf of WETA and reported out on the implementation of WETA's Pandemic Recovery Program, which embraces many of the principles and improvements being discussed by the Task Force. MTC has hired a bench of consultants charged with evaluating and recommending transit network management alternatives for the Task Force to consider over the next two months.

San Francisco Bay Ferry Marketing Campaign

In May 2021, staff presented its plan to market the Pandemic Recovery Program during the summer months in an effort to boost San Francisco Bay Ferry ridership. This marketing campaign began on June 23 and will conclude in early September.

September 2021 Update: The regionwide "All Aboard Bay Area Transit" marketing campaign led by the Metropolitan Transportation Commission (MTC) launched on August 9. This included a major media buy from MTC and supplemental ad buys from operators echoing the campaign theme, message and visual feel. WETA has committed \$5,000 in budgeted FY22 marketing dollars to support the digital campaign beginning in mid-September with a focus on the Oakland market. Staff plans to provide a full briefing on WETA's marketing and outreach efforts at an upcoming Board meeting.

OTHER BUSINESS

COVID-19 Federal Relief Funding

Signed into law on March 11, 2021, the American Rescue Plan Act of 2021 (ARPA) provides \$350 billion in additional funding for state and local governments to respond to the COVID-19 emergency and bring back jobs. ARPA appropriated \$30.5 billion to support public transit and the Bay Area will receive \$1.68 billion. As the designated recipient of these funds, MTC is responsible for programming these funds to eligible transit operators in the Bay Area using a set of principles adopted on MTC Commission in May, including 1) Stabilize and Sustain Transit, 2) Restore and Reimagine Service, and 3) Improve Customer Experience.

September 2021 Update: On July 28, MTC approved the first of two tranches, allocating approximately \$912 million or 60 percent of total ARPA funding to Bay Area transit. WETA will receive \$13.4 million. MTC also approved a set-aside of approximately \$157 million for future allocation, to be used for BRTF initiatives, to respond to unexpected operator hardships or disparities, and for other focused recovery strategies. MTC staff expects to bring a recommendation for the second tranche distribution in late 2021 or early 2022.

COVID-19 Protocols

The Transportation Security Administration (TSA) extended the existing face mask requirement for individuals across all transportation networks throughout the United States, through January 18, 2022. The requirement does not apply to outdoor areas on public transit vehicles. Mask compliance on the SF Bay Ferry system continued to be very high. WETA will continue to inform SF Bay Ferry customers about the requirement.

At the local level, the City and County of San Francisco announced that businesses in certain high-contact indoor sectors, such as those that serve food or drink, will need to obtain proof of vaccination from their patrons and employees in order for them to go inside those facilities. WETA has clarified with the San Francisco Department of Public Health that compliance with the order will require patrons of SF Bay Ferry's onboard concessions to show proof of vaccination. WETA staff has worked with Blue & Gold Fleet to ensure that customers are informed of this requirement and that staff is trained to carry it out.

Vallejo Low Tide Schedule Adjustment

Due to increase silt levels at the Vallejo Ferry Terminal, extreme low tide events have forced some temporary schedule changes to the Vallejo ferry route. Operation of regular service under these conditions would risk damaging critical vessel systems that are susceptible to clogging and overheating.

September 2021 Update: Similar to the May and June episodes, WETA instituted several schedule changes for morning service in Vallejo from Thursday, July 22 through Sunday, July 25. On the affected weekdays, impacted Vallejo departures were either adjusted by 10 minutes to escape tide effects or moved to Mare Island. WETA provided shuttle buses between the Vallejo and Mare Island terminals to assist passengers who could not otherwise get to Mare Island. WETA also provided a ferry shuttle connecting Vallejo and Mare Island for all arrivals from San Francisco after noon. On the weekend, affected departures were canceled or moved by up to 20 minutes to avoid impacts.

WETA used successful passenger communications methods from the May and June episodes to alert passengers of the impacts. These included website postings, BayAlerts notifications, onboard flyers, terminal posters and captains' announcements. Based on on-site observations by WETA and Blue & Gold Fleet staff, passengers were well-informed of the changes.

There was a noticeable negative impact to ridership on the Vallejo during this episode. On each of these two days, total boardings on the Vallejo were just under 1,200. On other Thursdays and Fridays in July, the route had approximately 1,500 daily boardings.

No tide impacts were expected or experienced in August. The temporary terminal installation and dredging is scheduled for late August and early September. WETA staff is exploring long-term solutions to address accelerating silt build-up at the Vallejo Ferry Terminal.

Federal Transit Administration Triennial Review

Recipients of Federal Transit Administration (FTA) funds are required to undergo an FTA Triennial Review every three years. This comprehensive review examines 21 review areas to assess a recipient's management and oversight practices, policies and procedures to ensure that the recipient is administering its FTA-funded programs in accordance with federal law and FTA requirements, and that recipients are meeting FTA program objectives. WETA's FY2021 Triennial Review was conducted last month, in August, after several months of preliminary work and preparation. Staff was notified of the review in May 2021, prepared and submitted required materials as requested by mid-July, prepared requested supplemental materials in late-July and early-August, and participated in the three-day virtual review on August 10-12. WETA's Draft FY2021 Triennial Review Report is expected by August 31. Comments on the Draft Report is due to FTA within 10 business days of receipt and the Final Report is expected no later than September 29, 2021.

END

MEMORANDUM

TO: Board Members

**FROM: Seamus Murphy, Executive Director
Lynne Yu, Acting Chief Financial Officer
Deborah Tragsiel-Seidenberg, Accountant**

**SUBJECT: Monthly Review of FY 2020/21 Financial Statements for Twelve Months
Ending June 30, 2021**

Recommendation

There is no recommendation associated with this informational item.

Summary

This report provides the attached FY 2020/21 Financial Statements for twelve months ending June 30, 2021.

Operating Budget vs. Actual

	Prior Actual	Current Budget	Current Actual
Revenues - Year To Date:			
Fare Revenues	\$17,170,188	\$2,089,400	\$1,936,267
Federal - CARES Act	3,099,597	15,241,400	14,381,448
State Operating Assistance	322,500	-	252,139
Bridge Toll Revenues	17,403,750	20,861,100	13,602,228
Contra Costa Measure J	2,488,942	3,588,500	3,586,206
Alameda Measure B/BB	-	1,561,300	-
Alameda Tax & Assessment	1,305,229	3,865,700	-
Other Revenues	26,470	-	-
Total Operating Revenues	\$41,816,676	\$47,207,400	\$33,758,289
Expenses - Year To Date:			
Planning & Administration	\$3,000,000	\$3,000,000	\$2,367,139
Ferry Services	38,816,676	44,207,400	31,391,150
Total Operatings Expenses	\$41,816,676	\$47,207,400	\$33,758,289
System-Wide Farebox Recovery %	44%	5%	6%

Capital Actual and % of Total Budget

	YTD Actual	% of FY 2020/21 Budget
Revenues:		
Federal Funds	\$4,257,682	
State Funds	8,994,871	
Bridge Toll Revenues	537,826	
Other Revenues	1,250,611	
Total Capital Revenues	\$15,040,990	40.43%
Expenses:		
Total Capital Expenses	\$15,040,990	40.43%

Fiscal Impact

There is no fiscal impact associated with this informational item.

END

San Francisco Bay Area Water Emergency Transportation Authority
FY 2020/21 Statement of Revenues and Expenses
For Twelve Months Ending 6/30/2021

		Year - To - Date			% of Year Elapsed	100%
	Jun-21 Actual	FY2019/20 Actual	FY2020/21 Budget	FY2020/21 Actual	Total FY2020/21 Budget	% of Total Budget
OPERATING EXPENSES						
<u>FERRY OPERATIONS:</u>						
<u>Harbor Bay FerryService (AHBF)</u>						
Purchased Transportation	\$106,191	\$1,746,455	\$2,145,500	\$1,400,493	\$2,145,500	65.3%
Fuel - Diesel & Urea	-	394,079	492,700	-	492,700	0.0%
Other Direct Operating Expenses	31,741	375,721	851,700	282,603	851,700	33.2%
Admin Overhead Expense Transfer	-	84,240	128,300	-	128,300	0.0%
Total Harbor Bay	\$137,932	\$2,600,495	\$3,618,200	\$1,683,096	\$3,618,200	46.5%
Farebox Recovery - AHBF	0%	43%	4%	0%	4%	
<u>Alameda/Oakland Ferry Service (AOFS)</u>						
Purchased Transportation	\$546,440	\$9,354,218	\$7,667,500	\$6,314,435	\$7,667,500	82.4%
Fuel - Diesel & Urea	45,019	1,458,398	1,623,700	341,946	1,623,700	21.1%
Other Direct Operating Expenses	138,209	1,931,058	2,365,200	1,571,345	2,365,200	66.4%
Admin Overhead Expense Transfer	31,188	472,668	405,100	318,672	405,100	78.7%
Total Alameda/Oakland	\$760,856	\$13,216,341	\$12,061,500	\$8,546,398	\$12,061,500	70.9%
Farebox Recovery - AOFS	17%	45%	4%	6%	4%	
<u>Vallejo FerryService (Vallejo)</u>						
Purchased Transportation	\$645,818	\$10,991,618	\$10,213,400	\$10,551,316	\$10,213,400	103.3%
Fuel - Diesel & Urea	206,838	3,866,321	3,836,800	2,006,042	\$3,836,800	52.3%
Other Direct Operating Expenses	232,988	2,078,318	2,871,800	2,500,503	2,871,800	87.1%
Admin Overhead Expense Transfer	41,468	399,215	447,500	491,034	447,500	109.7%
Total Vallejo	\$1,127,112	\$17,335,472	\$17,369,500	\$15,548,895	\$17,369,500	89.5%
Farebox Recovery - Vallejo	19%	49%	7%	8%	7%	
<u>South San Francisco FerryService (SSF)</u>						
Purchased Transportation	\$101,964	\$1,591,707	\$1,746,800	\$1,105,770	\$1,746,800	63.3%
Fuel - Diesel & Urea	-	278,888	281,700	-	281,700	0.0%
Other Direct Operating Expenses	29,508	370,280	478,000	226,815	478,000	47.5%
Admin Overhead Expense Transfer	-	37,060	17,800	-	17,800	0.0%
Total South San Francisco	\$131,473	\$2,277,935	\$2,524,300	\$1,332,585	\$2,524,300	52.8%
Farebox Recovery - SSF	0%	34%	1%	0%	1%	
<u>Richmond FerryService (Richmond)</u>						
Purchased Transportation	\$254,297	\$2,542,917	\$3,387,100	\$3,080,889	\$3,387,100	91.0%
Fuel - Diesel & Urea	60,153	369,811	587,300	434,911	587,300	74.1%
Other Direct Operating Expenses	48,571	427,663	657,900	563,799	657,900	85.7%
Admin Overhead Expense Transfer	7,408	46,042	39,400	76,995	39,400	195.4%
Total Richmond	\$370,429	\$3,386,433	\$4,671,700	\$4,156,594	\$4,671,700	89.0%
Farebox Recovery - Richmond	7%	26%	77%	3%	1%	
<u>Seaplane Lagoon FerryService (SPL)</u>						
Purchased Transportation	\$0	\$0	\$0	\$0	\$0	0.0%
Fuel - Diesel & Urea	-	-	398,200	-	398,200	0.0%
Other Direct Operating Expenses	32,498	-	3,395,200	123,581	3,395,200	3.6%
Admin Overhead Expense Transfer	-	-	168,800	-	168,800	0.0%
Total Seaplane Lagoon	\$32,498	\$0	\$3,962,200	\$123,581	\$3,962,200	3.1%
Farebox Recovery - SPL	0%	0%	5%	0%	91%	
Sub-Total Ferry Operations	\$2,560,299	\$38,816,676	\$44,207,400	\$31,391,150	\$44,207,400	71.0%
FAREBOX RECOVERY - SYSTEMWIDE	15%	44%	5%	6%	5%	

San Francisco Bay Area Water Emergency Transportation Authority
FY 2020/21 Statement of Revenues and Expenses
For Twelve Months Ending 6/30/2021

	Jun-21 Actual	Year - To - Date			% of Year Elapsed	
		FY2019/20 Actual	FY2020/21 Budget	FY2020/21 Actual	Total FY2020/21 Budget	% of Total Budget
OPERATING EXPENSES (continued)						
<u>PLANNING & GENERAL ADMIN:</u>						
Wages and Fringe Benefits	\$137,624	\$2,411,669	\$1,874,700	\$1,768,285	\$1,874,700	94.3%
Services	81,802	1,104,992	1,756,300	1,013,810	1,756,300	57.7%
Materials and Supplies	2,124	15,721	37,400	(776)	37,400	-3.6%
Utilities	8,622	47,912	52,900	40,680	52,900	76.9%
Insurance	1,389	15,557	28,000	1,971	28,000	7.0%
Miscellaneous	7,547	53,797	65,200	31,707	65,200	48.6%
Leases and Rentals	33,666	389,576	392,400	398,162	392,400	101.5%
Admin Overhead Expense Transfer	(80,064)	(1,039,225)	(1,206,900)	(886,701)	(1,206,900)	73.5%
Sub-Total Planning & Gen Admin	\$192,710	\$3,000,000	\$3,000,000	\$2,367,139	\$3,000,000	78.9%
Total Operating Expenses	\$2,753,010	\$41,816,676	\$47,207,400	\$33,758,289	\$47,207,400	71.5%
OPERATING REVENUES						
Fare Revenue	\$375,625	\$17,170,188	\$2,089,400	\$1,936,267	\$2,089,400	92.7%
Federal Operating Assistance	5,202	3,099,597	15,241,400	14,381,448	15,241,400	94.4%
State Operating Assistance	252,139	322,500	-	252,139		
Regional - Bridge Toll	1,731,023	17,403,750	20,861,100	13,602,228	20,861,100	65.2%
Regional - Contra Costa Measure J	389,021	2,488,942	3,588,500	3,586,206	3,588,500	99.9%
Regional - Alameda Measure B/BB	-	-	1,561,300	-	1,561,300	0.0%
Regional - Alameda Tax & Assessment	-	1,305,229	3,865,700	-	3,865,700	0.0%
Other Revenue		26,470	-		-	0.0%
Total Operating Revenues	2,753,010	\$41,816,676	\$47,207,400	\$33,758,289	\$47,207,400	71.5%

San Francisco Bay Area Water Emergency Transportation Authority
FY 2020/21 Statement of Revenues and Expenses
For Twelve Months Ending 6/30/2021

Project Description	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	\$98,965,000	\$94,792,877	\$4,172,123	\$1,707,115	-	98%
Operations and Maintenance Facilities						
Ron Cowan Central Bay Operations & Maintenance Facility	64,932,400	64,348,080	584,320	16,447	-	99%
North Bay Facility Improvement - Fuel System	530,450	-	530,450	220,680	-	42%
Terminal Improvement						
Install Mooring Piles - Harbor Bay Terminal	446,500	59,927	386,573	340,689	-	90%
Terminal Rehabilitation - Engineering & Design Main Street	395,000	-	395,000	21,269	-	5%
Shoreside Infrastructure for All-Electric Vessel	4,760,000	-	2,002,000	-	2,758,000	0%
<u>FERRY VESSELS:</u>						
Vessel Construction						
445-Pax Expansion (Waterjet) Vessels - 2 vessels	46,745,000	43,324,292	3,420,708	1,608,885	-	96%
New Commuter Class High-Speed Vessels - 2 vessels	30,082,500	11,758,345	12,063,155	6,825,471	6,261,000	62%
Vessel Replacement - M/V Bay Breeze & MV Solano	34,600,000	251,717	9,158,283	3,026,202	25,190,000	9%
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	3,728	-	1%
Vessel Engine & Reduction Gear Overhaul - MV Bay Breeze	491,400	-	491,400	49	-	0%
Vessel Engine & Reduction Gear Overhaul - MV Peralta	1,400,000	-	1,400,000	1,138,304	-	81%
Vessel Engines Conversion - Gemini Class Vessels	5,524,100	-	52,000	61,869	5,472,100	1%
<u>CAPITAL EQUIPMENT / OTHER:</u>						
Purchase Service Vehicles	101,000	28,125	72,875	70,282	-	97%
Total Capital Expenses	\$294,038,550	\$214,689,094	\$37,202,356	\$15,040,990	\$42,147,100	
CAPITAL REVENUES:						
Federal Funds	\$64,819,199	\$34,857,846	\$9,881,250	\$4,257,682	\$20,080,103	60%
State Funds	177,887,690	139,493,840	20,645,693	8,994,871	17,748,157	83%
Regional - Bridge Toll	43,123,284	39,100,555	965,562	537,826	3,057,166	92%
Regional - Alameda Sales Tax Measure B / BB	3,132,827	16,926	1,854,228	669,922	1,261,673	22%
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	\$294,038,550	\$214,689,094	\$37,202,356	\$15,040,990	\$42,147,100	

MEMORANDUM

TO: Board Members

**FROM: Seamus Murphy, Executive Director
Lynne Yu, Acting Chief Executive Officer
Deborah Tragsiel-Seidenberg, Accountant**

**SUBJECT: Monthly Review of FY 2021/22 Financial Statements for One Month
Ending July 31, 2021**

Recommendation

There is no recommendation associated with this informational item.

Summary

This report provides the attached FY 2021/22 Financial Statements for one month ending July 31, 2021.

Operating Budget vs. Actual

	Prior Actual	Current Budget	Current Actual
Revenues - Year To Date:			
Fare Revenues	\$2,427,601	\$689,000	\$819,951
Federal - Operating Assistance	-	1,807,033	1,345,326
State Operating Assistance	-	37,500	-
Bridge Toll Revenues	1,028,965	1,296,250	1,346,831
Contra Costa Measure J	-	304,275	232,056
Other Revenues	1,700	-	-
Total Operating Revenues	\$3,458,266	\$4,134,058	\$3,744,165
Expenses - Year To Date:			
Planning & Administration	\$164,788	\$250,000	\$138,605
Ferry Services	3,293,478	3,884,058	3,605,560
Total Operatings Expenses	\$3,458,266	\$4,134,058	\$3,744,165
System-Wide Farebox Recovery %	74%	18%	23%

Capital Actual and % of Total Budget

	YTD Actual	% of FY 2021/22 Budget
Revenues:		
Federal Funds	\$5,454	
State Funds	1,385,720	
Bridge Toll Revenues	6,527	
Regional-Alameda Sales Tax Measure B/BB	6,361	
Total Capital Revenues	\$1,404,061	2.94%
Expenses:		
Total Capital Expenses	\$1,404,061	2.94%

Fiscal Impact

There is no fiscal impact associated with this informational item.

***END**

San Francisco Bay Area Water Emergency Transportation Authority
FY 2021/22 Statement of Revenues and Expenses
For One Month Ending 7/31/2021

					% of Year Elapsed	8%
	Jul-21 Actual	Year - To - Date			Total	% of
		FY2018/19 Actual	FY2021/22 Budget	FY2021/22 Actual	FY2021/22 Budget	Total Budget
OPERATING EXPENSES						
FERRY OPERATIONS:						
Harbor Bay Ferry Service (AHBF)						
Vessel Crew Labor	\$145,304		\$141,100	\$145,304	\$1,693,200	8.6%
Vessel Fuel	58,574		54,892	58,574	658,700	8.9%
Vessel Operation & Maintenance	27,452		56,117	27,452	673,400	4.1%
Facility Operation & Maintenance	42,780		63,217	42,780	758,600	5.6%
System Expenses	48,270		74,792	48,270	897,500	5.4%
Total Harbor Bay	\$322,381	\$271,501	\$390,117	\$322,381	\$4,681,400	6.9%
Farebox Recovery - AHBF	9%	51%	15%	9%	15%	
Alameda/Oakland Ferry Service (AOFS)						
Vessel Crew Labor	\$383,074		\$314,817	\$383,074	\$3,777,800	10.1%
Vessel Fuel	184,091		169,408	184,091	2,032,900	9.1%
Vessel Operation & Maintenance	89,381		82,725	89,381	992,700	9.0%
Facility Operation & Maintenance	128,495		105,183	128,495	1,262,200	10.2%
System Expenses	143,434		198,983	143,434	2,387,800	6.0%
Total Alameda/Oakland	\$928,476	\$1,141,978	\$871,117	\$928,476	\$10,453,400	8.9%
Farebox Recovery - AOFS	29%	77%	18%	29%	18%	
Vallejo Ferry Service (Vallejo)						
Vessel Crew Labor	\$356,655		\$368,925	\$356,655	\$4,427,100	8.1%
Vessel Fuel	435,125		401,442	435,125	\$4,817,300	9.0%
Vessel Operation & Maintenance	63,162		105,042	63,162	\$1,260,500	5.0%
Facility Operation & Maintenance	321,621		330,758	321,621	\$3,969,100	8.1%
System Expenses	149,090		225,958	149,090	2,711,500	5.5%
Total Vallejo	\$1,325,654	\$1,601,454	\$1,432,125	\$1,325,654	\$17,185,500	7.7%
Farebox Recovery - Vallejo	34%	83%	23%	34%	23%	
South San Francisco Ferry Service (SSF)						
Vessel Crew Labor	\$79,257		\$84,892	\$79,257	\$1,018,700	7.8%
Vessel Fuel	-		-	-	385,000	0.0%
Vessel Operation & Maintenance	23,100		48,775	23,100	585,300	3.9%
Facility Operation & Maintenance	42,376		59,142	42,376	709,700	6.0%
System Expenses	32,722		47,383	32,722	568,600	5.8%
Total South San Francisco	\$177,455	\$278,545	\$240,192	\$177,455	\$3,267,300	5.4%
Farebox Recovery - SSF	0%	29%	15%	0%	13%	
Richmond Ferry Service (Richmond)						
Vessel Crew Labor	\$224,560		\$229,608	\$224,560	\$2,755,300	8.2%
Vessel Fuel	108,781		95,558	108,781	1,146,700	9.5%
Vessel Operation & Maintenance	34,296		73,217	34,296	878,600	3.9%
Facility Operation & Maintenance	85,713		97,033	85,713	1,164,400	7.4%
System Expenses	66,026	Service launched in January 2019.	92,400	66,026	1,108,800	6.0%
Total Richmond	\$519,377	\$0	\$587,817	\$519,377	\$7,053,800	7.4%
Farebox Recovery - Richmond	9%	0%	8%	9%	8%	
Seaplane Lagoon Ferry Service (SPL)						
Vessel Crew Labor	\$132,094		\$131,158	\$132,094	\$1,573,900	8.4%
Vessel Fuel	50,207		49,700	50,207	596,400	8.4%
Vessel Operation & Maintenance	45,672		45,542	45,672	546,500	8.4%
Facility Operation & Maintenance	40,840		51,525	40,840	618,300	6.6%
System Expenses	63,404	Service launched in July 2021.	84,767	63,404	1,017,200	6.2%
Total Seaplane Lagoon	\$332,217	\$0	\$362,692	\$332,217	\$4,352,300	7.6%
Farebox Recovery - SPL	10%	0%	19%	10%	19%	
Sub-Total Ferry Operations	\$3,605,560	\$3,293,478	\$3,884,058	\$3,605,560	\$46,993,700	7.7%
FAREBOX RECOVERY - SYSTEMWIDE	23%	74%	18%	23%	18%	

San Francisco Bay Area Water Emergency Transportation Authority
FY 2021/22 Statement of Revenues and Expenses
For One Month Ending 7/31/2021

	Jul-21 Actual	Year - To - Date			Total FY2021/22 Budget	% of Total Budget
		FY2018/19 Actual	FY2021/22 Budget	FY2021/22 Actual		
OPERATING EXPENSES (continued)						
<u>PLANNING & GENERAL ADMIN:</u>						
Wages and Fringe Benefits	\$136,765	\$105,269	\$156,225	\$136,765	\$1,874,700	7.3%
Services	44,110	73,450	146,358	44,110	1,756,300	2.5%
Materials and Supplies	1,614	26	3,117	1,614	37,400	4.3%
Utilities	3,797	3,754	4,408	3,797	52,900	7.2%
Insurance	1,306	1,200	2,333	1,306	28,000	4.7%
Miscellaneous	3,636	8,681	5,433	3,636	65,200	5.6%
Leases and Rentals	26,101	30,609	32,700	26,101	392,400	6.7%
Admin Overhead Expense Transfer	(78,724)	(58,201)	(100,575)	(78,724)	(1,206,900)	6.5%
Sub-Total Planning & Gen Admin	\$138,605	\$164,788	\$250,000	\$138,605	\$3,000,000	4.6%
Total Operating Expenses	\$3,744,165	\$3,458,266	\$4,134,058	\$3,744,165	\$49,993,700	7.5%
OPERATING REVENUES						
Fare Revenue	\$819,951	\$2,427,601	\$689,000	\$819,951	\$8,268,000	9.9%
Federal Operating Assistance	1,345,326	-	1,807,033	1,345,326	22,069,400	6.1%
State Operating Assistance	-	-	37,500	-	450,000	0.0%
Regional - Bridge Toll	1,346,831	1,028,965	1,296,250	1,346,831	15,555,000	8.7%
Regional - Contra Costa Measure J	232,056	-	304,275	232,056	3,651,300	6.4%
Other Revenue	-	1,700	-	-	-	0.0%
Total Operating Revenues	3,744,165	\$3,458,266	\$4,134,058	\$3,744,165	\$49,993,700	7.5%

% of Year Elapsed

8%

San Francisco Bay Area Water Emergency Transportation Authority
FY 2021/22 Statement of Revenues and Expenses
For One Month Ending 7/31/2021

Project Description	Total Project Budget	Total Prior Expense	Total FY2021/22 Budget ¹	Total FY2021/22 Expense	Total Future Year	% of Total Project Budget Spent
CAPITAL EXPENSES:						
<u>FACILITIES:</u>						
Terminal Improvement						
Terminal Rehabilitation - Alameda Main Street	\$6,127,700	\$21,269	\$2,429,831	\$4,576	\$3,676,600	0%
Shoreside Infrastructure for All-Electric Vessel	\$4,760,000	-	\$2,002,000	-	2,758,000	0%
Passenger Float Rehabilitation - South San Francisco	908,500	-	908,500	-	-	0%
Terminal Dredging - Vallejo	2,787,600	-	2,787,600	-	-	0%
Operations and Maintenance Facilities						
North Bay Facility Improvement - Fuel System	530,450	220,680	309,770	5,950	-	43%
Central Bay Facility Oil System Modification	650,000	-	650,000	331	-	0%
<u>FERRY VESSELS:</u>						
Vessel Construction						
New Commuter Class High-Speed Vessels - 2 each	30,082,500	18,583,816	11,498,684	1,385,352	-	66%
New All-Electric Vessel	4,300,000	-	1,834,000	-	2,466,000	0%
Replacement Vessels - MV Bay Breeze and MV Solano	34,600,000	3,110,838	17,992,862	449	13,496,300	9%
Replacement Vessel - MV Intintoli	26,446,700	-	500,000	190	25,946,700	0%
Vessel Rehabilitation and Refurbishment						
Vessel Engines Conversion - Gemini Class Vessels	5,524,100	61,869	3,891,431	4,561	1,570,800	1%
Vessel Engines Overhaul - MV Argo and MV Carina	240,000	125,730	114,270	-	-	52%
Vessel Engines Overhaul - MV Cetus	419,100	-	419,100	-	-	0%
Vessel Engines Overhaul - MV Hydrus	419,100	-	419,100	-	-	0%
Vessel Reduction Gears Overhaul - MV Pisces	120,000	3,728	116,272	2,653	-	5%
Vessel Engines & Reduction Gears Overhaul - MV Bay Breeze	491,400	49	491,351	-	-	0%
Vessel Engines & Fuel Injectors Overhaul - MV Pyxis	613,200	-	613,200	-	-	0%
Vessel Engines & Fuel Injectors Overhaul - MV Vela	613,200	-	613,200	-	-	0%
Vessel Fuel Injectors Overhaul - MV Intintoli	127,300	-	127,300	-	-	0%
Total Capital Expenses	\$119,760,850	\$22,127,981	\$47,718,471	\$1,404,061	\$49,914,400	
CAPITAL REVENUES:						
Federal Funds	\$58,684,860	\$2,592,284	\$21,854,286	\$5,454	\$34,238,290	4%
State Funds	47,543,850	13,583,816	21,225,184	1,385,720	12,734,850	31%
Regional - Bridge Toll	9,078,490	5,265,033	2,927,497	6,527	885,960	58%
Regional - Alameda Sales Tax Measure B / BB	4,453,650	686,848	1,711,504	6,361	2,055,300	16%
Total Capital Revenues	\$119,760,850	\$22,127,981	\$47,718,471	\$1,404,061	\$49,914,400	

¹ FY2021/22 Budget includes adjustments to reflect actual FY2020/21 expenditures.

TO: WETA Board Members

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

SUBJECT: WETA Federal Legislative Board Report – September 2021

Note that we will be participating in the September Board meeting and will be prepared to answer questions from Board members at that time.

This report covers the following topics:

1. Update on Bipartisan Infrastructure Bill and Budget Reconciliation Process
2. Bipartisan Infrastructure Bill Contains Money for Ferries, But Funding Reflects Influence of Alaska Senator Lisa Murkowski
3. Amendment to Bipartisan Infrastructure Bill would have added \$1.25 billion to FTA Ferry Grant Program
4. Continuing Efforts to Increase Funding for FTA Ferry Grant Program as Part of Budget Reconciliation Bill

Update on Bipartisan Infrastructure Bill and Budget Reconciliation Process

The top domestic priority for the U.S. House of Representatives and United States Senate continues to be the roughly \$1 trillion bipartisan infrastructure bill that was taken up and passed by the Senate on August 10 and the budget reconciliation bill that could provide up to \$3.5 trillion in funding for a wide range of Democratic priorities. The bipartisan infrastructure bill contains funding for transit, seaports, airports, highways, bridges, broadband and other so-called “hard infrastructure”. The budget reconciliation bill will include funding for social safety net programs, education, green energy and other “human infrastructure” priorities put forward by President Biden and generally supported by Congressional Democrats. Both pieces of legislation are expected to be enacted later this year, possibly as soon as October (although likely not sooner).

Neither bill is expected to include the earmarks that were included in the House-passed INVEST in America Act. In fact, few elements of the House-passed infrastructure bill are expected to be included in the hard infrastructure bill that is sent to President Biden, due in large part to the political dynamics that currently exist in the Senate.

Bipartisan Infrastructure Bill Contains Money for Ferries, But Funding Reflects Influence of Alaska Senator Lisa Murkowski

While the bipartisan infrastructure bill includes new funding that will benefit WETA, a large portion of the money is dedicated to rural ferry service (and much of that money is expected to flow directly to Alaska). This is because Senator Lisa Murkowski (R-AK) was a key Republican vote in the Senate and was one of ten Senators that largely drafted the bill.

For WETA’s purposes, the bipartisan infrastructure bill contains the following funding:

- The bill includes \$182.4 million per year for five years (\$912 million total) for the Federal Highway Administration (FHWA) ferry formula program. The program is currently funded at \$80 million per year.
- The bill directs the U.S. Department of Transportation (DOT) to spend \$50 million per year FY22-FY26 (\$250 million total) to establish a pilot program to provide grants for the purchase of electric or low-emitting (methanol, natural gas, liquified petroleum gas, hydrogen, coal-derived liquid fuels, biofuels) ferries.

As referenced above, the bipartisan infrastructure bill also directs DOT to establish a \$1 billion program for providing “Basic Essential Ferry Service” (\$200 million per year FY22-FY26). We believe that most (if not all) of this money will go to Alaska given that eligible places must serve at least two rural areas and have had scheduled ferry service from 2015-2020, and because route segments must be at least 50 miles.

Amendment to Bipartisan Infrastructure Bill Would Have Added \$1.25 Billion to FTA Ferry Grant Program

When the text of the bipartisan infrastructure bill was released, it was clear that the bulk of new funding would go to rural ferry service while keeping the FTA 5307(h) ferry grant program level-funded at \$30 million per year. As a result, we immediately contacted Senators Feinstein and Padilla and got to work mobilizing other members of the Public Ferry Coalition to seek legislation to amend the bipartisan infrastructure bill to provide an increase for the FTA program commensurate with the level of funding provided for rural ferry service. Thanks to the work of Senators Feinstein and Padilla, and other key Senators, we were able to get an amendment introduced that would have funded the FTA 5307(h) ferry grant program at \$1.25 billion over five years.

While multiple Senate offices were confident the amendment would pass and that the new money for the FTA 5307(h) ferry grant program would be included in the bipartisan infrastructure bill, Senator Bill Hagerty (R-TN) staged a filibuster that prevented the Senate from voting on approximately two dozen amendments, including the amendment that would have increased funding for the 5307(h) program.

Per Senate rules, any Senator can block any legislation/process/agreement for any reason – in this case, Senator Hagerty worked to block the Senate from taking up amendments because he wanted to score points with his conservative constituents back home by saying he was trying to prevent the Senate from adding to the national debt. After trying to negotiate a deal with Hagerty for several days, Senate Majority Leader Chuck Schumer (D-NY) was forced to close debate on the bill. Senators that were trying to get their amendments in the bill had to hold their nose and vote to end the debate even though it meant blocking their own amendments from being considered. It is worth noting that Hagerty’s action upset members of both parties as some of the amendments that were seemingly on a glide path toward approval were Republican amendments.

Continuing Efforts to Increase Funding for FTA Ferry Grant Program as Part of Budget Reconciliation Bill

With no ability to amend the bipartisan infrastructure bill in the House (at least for now – the political winds may shift on this in the coming weeks), we have shifted our efforts to the budget reconciliation process and will be working in the coming weeks to seek additional funding for the

FTA 5307(h) ferry grant in the budget reconciliation bill. We have already had conversations with Speaker Pelosi's staff, as well as staff for numerous other Bay Area members of Congress; and we are working to have other public ferry systems lobby their own members of Congress. While the budget reconciliation bill could contain as much as \$3.5 trillion in funding, the demand for that money is very high and competition will be intense, made more so by the fact that the House Transportation and Infrastructure (T&I) Committee only has \$60 billion to spend on transportation priorities. Recognizing that obtaining funding for the FTA program will be very difficult, we are calling on locally elected officials, labor unions, Bay-area companies, organizations, and other key stakeholders to send letters and contact Speaker Pelosi and other members of the Bay Area Congressional delegation to reinforce our ask and explain what this funding would mean for the Bay Area.

Respectfully Submitted,
Peter Friedmann and Ray Bucheger



NOSSAMAN LLP | Memorandum

TO: WETA Board of Directors

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

DATE: August 24, 2021

RE: August 2021 - Legislative Update

Legislative Update

The legislature returned from Summer Recess on August 16. They have to finish hearings and votes by the September 10 adjournment deadline. In the coming weeks, the Legislature will work to pass bills off the floor and back to their house of origin. Last year, many bills died on the floor as time ran out for the second year of the two-year session. In the first year of a two-year session, the Legislature may “stop the clock,” allowing them to continue passing bills after the clock has officially struck midnight.

While the Legislature is conducting business as usual, capacity limits are still in place, as well as other restrictions, such as mask wearing regardless of vaccination status and physical distancing.

Budget Update

The legislature is still negotiating a few remaining budget deals with Governor Newsom and a deal is expected by early September. Outstanding issues of importance include the transportation trailer bill, which includes funding for transportation projects. We have been meeting with key legislators to advocate in support of funding opportunities for WETA’s transition to zero emission ferries and the Mission Bay Ferry Terminal. We have contacted key legislators from the region as well as budget staff and legislative leadership and are seeking specified state funding for the remaining funds needed for the project. We’re also pursuing funding eligibility from various state sources so water transit can receive equitable funding for the zero emission transition compared to other forms of transit.

Bills of Interest

AB 629 became a two-year bill and did not advance out of the Assembly Appropriations Committee by the May 21 deadline. It will likely advance through the legislative process starting in January 2022. The bill 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.

Federal Surface Transportation Funding Request

We worked with legislative offices to secure several letters supporting WETA’s federal funding request for the Mission Bay Ferry Terminal. The following legislators submitted support letters:

Senators: Becker, Dodd, Skinner, Wiener

Assemblymembers: Chiu, Frazier, Grayson, Mullin, Ting, Wicks

CARB Regulations

We hosted a meeting with CARB to continue the dialogue on the proposed harbor craft regulations to make sure they are implemented in a way that allows WETA to meet and exceed CARB’s emission reduction targets utilizing alternative approaches such as electric ferries for certain routes.

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 Pandemic Recovery Plan (Plan) began on July 1, 2021 with the enhancement of the Vallejo, Oakland & Alameda, and Richmond routes, the restart of the suspended Harbor Bay route, and the launch of the new Alameda Seaplane route. The following weekend marked also marked the relaunch of weekend service on the Vallejo, Oakland & Alameda, and Richmond routes. The Plan also lowered fares across the WETA system. Future modifications in service will generally follow state guidelines for reopening the economy and subsequent changes in demand. The Plan calls for a monthly evaluation of ridership demand together with other measures relating to how the Bay Area is responding to the COVID-19 health crisis. The Monthly Ridership and Recovery Report presents a status report of the WETA system along with anticipated service adjustments for the upcoming weeks.

Discussion

Total ridership grew steadily from April to June before increasingly significantly in July as WETA launched the Pandemic Recovery Plan. Ridership growth slowed later in the month due to impacts of the COVID Delta Variant and the subsequent increased social distancing and mask requirements that followed. Even with the recent slowdown ridership is still above WETA's budget projections and compared to other regional transit operators (measured as a percent of pre-pandemic ridership).

Highlights:

- Weekday ridership is 32% above pre-pandemic levels
- Weekend ridership has been particularly strong and is already at 60% of pre-pandemic levels
- Off-peak weekday ridership is nearly back to pre-pandemic levels
- Baseball service has seen strong ridership: In July 2021, 3,337 people rode the ferry from Oakland/Alameda and 1,461 people rode the ferry from Vallejo in July.
- After tracking with BART and Caltrain for most of the year, WETA's ridership growth increased at a greater rate than other regional carriers in July with the launch of the Pandemic Recovery Plan

Recommendations

After eight weeks of operations, a sufficient sample of performance and ridership data is available for review and analysis. Staff has identified three areas of WETA service for adjustment in the fall months.

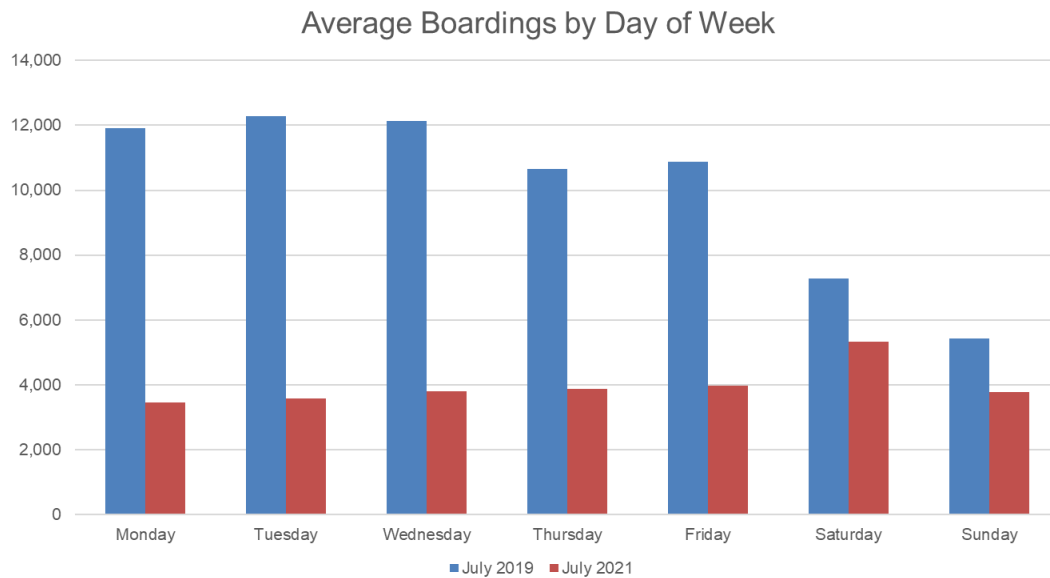
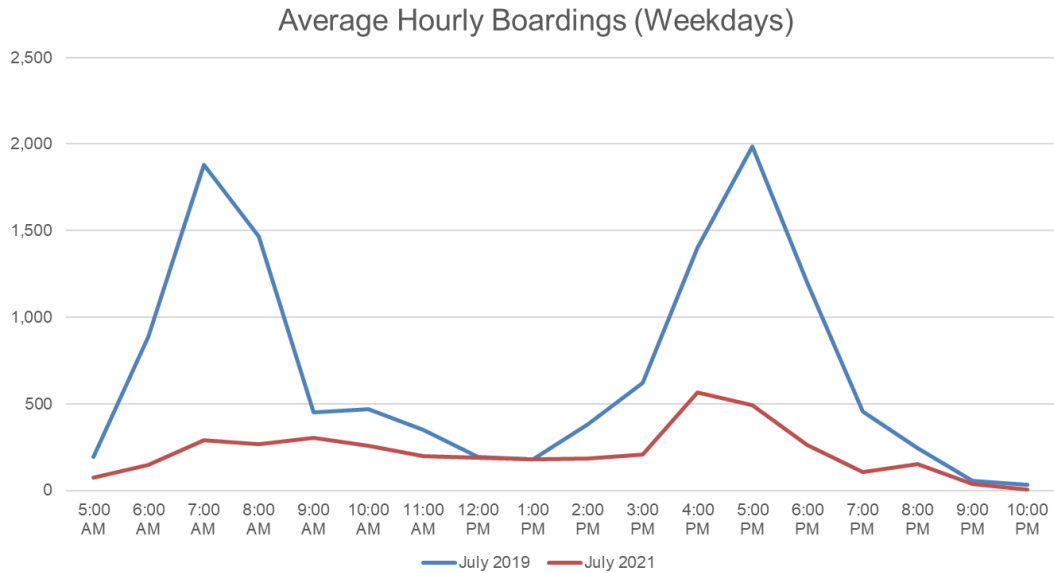
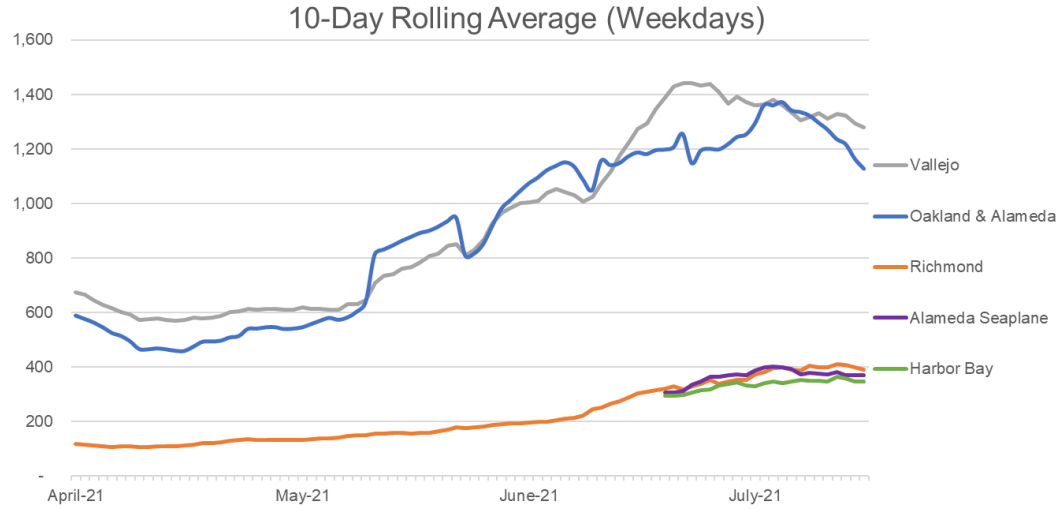
The Oakland & Alameda service has experienced high demand on weekends, especially midday departures from the east bay and late afternoon/early evening trips leaving San Francisco. This high demand not only signals potential future capacity constraints, but has also led to reliability issues in the evenings with several trips departing late in July. In an effort to improve schedule adherence and address service gaps in the midday period, the schedule

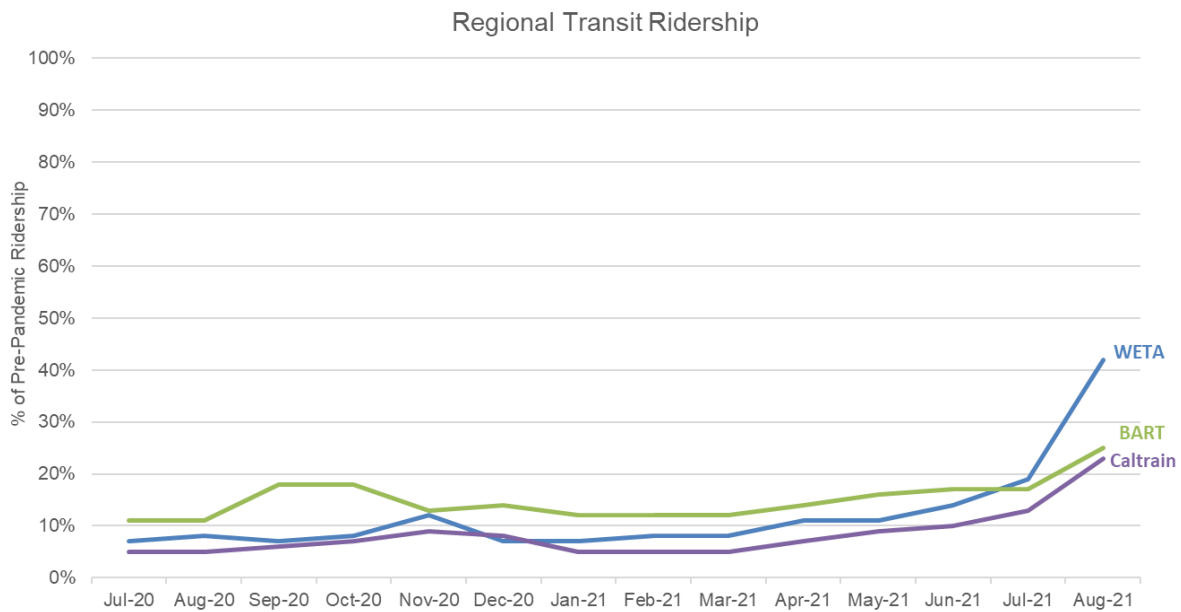
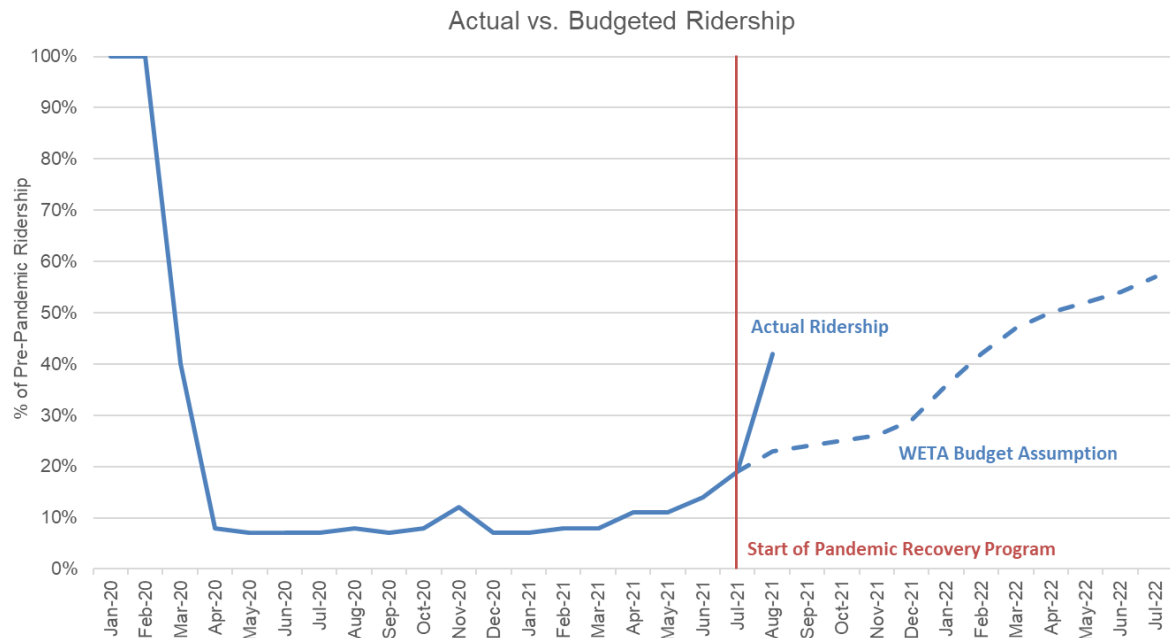
will be adjusted to allow for longer periods to load vessels on key trips and an additional weekend crew will be added. This will result in six additional weekend departures for Oakland & Alameda service beginning in September.

This additional service will cost \$495,200 annually and is within WETA's FY2022 budget contingency.

Two other areas will see less significant service adjustments. Customer feedback has helped staff understand that there is a gap in return midday trips for Seaplane Lagoon riders. With a minor crew modification, an additional San Francisco midday departure will be added to the Seaplane Lagoon schedule. On weekend 1:05 PM baseball game days, WETA has been experimenting with a free shuttle vessel that connects the Ferry Building to Oracle Park. Again, based on customer feedback the schedule will be modified for vessels leaving Oracle Park after the game, allowing for a 20-minute period after the last out before the first departure leaves. The second departure will leave Oracle approximately one hour after the last out.

Staff will continue to monitor ridership and performance in the coming weeks as commuters return to offices and recreational travel changes.





July 2021		Oakland & Alameda	Vallejo	Richmond	Harbor Bay	Alameda Seaplane	South San Francisco †	Systemwide
Boardings	vs. last month	Total Passengers July 2021	52,532	46,058	10,955	7,046	7,702	124,293
		Total Passengers June 2021	21,302	20,524	4,264	-	-	46,090
		Percent change	146.61%	124.41%	156.92%	-	-	169.67%
	vs. same month last year	Total Passengers July 2021	52,532	46,058	10,955	7,046	7,702	124,293
		Total Passengers July 2020	6,034	9,649	1,358	-	-	17,041
		Percent change	770.60%	377.33%	706.70%	-	-	629.38%
	vs. prior FY to date	Total Passengers Current FY To Date	155,014	148,540	35,643	7,046	7,702	353,945
		Total Passengers Last FY To Date	1,012,858	1,016,473	159,557	246,657	-	2,435,545
		Percent change	-84.70%	-85.39%	-77.66%	-	-	-85.47%
	Ops Stats	Avg Weekday Ridership July 2021	1,288	1,434	358	320	350	3,750
		Passengers Per Hour July 2021	106	59	30	33	50	62
		Revenue Hours July 2021	496	777	361	211	153	1,998
		Revenue Miles July 2021	6,704	21,026	6,481	4,352	2,530	41,093
		Farebox Recovery Year-To-Date	29%	34%	9%	9%	10%	23%
		Peak hour utilization, AM – July 2021	22%	26%	11%	11%	10%	16%
		Peak hour utilization, PM – July 2021	22%	39%	15%	15%	11%	20%
Fuel		Fuel Used (gallons) – July 2021	184,091	435,126	108,781	58,574	50,207	836,779
		Avg Cost per gallon – July 2021	\$2.88	\$2.88	\$2.88	\$2.88	\$2.88	\$2.88

† Service suspended on the South San Francisco route due to COVID-19

END

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

(July 1, 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, N-29-20, and N-09-21 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, Vice Chair Monique Moyer, Director Jessica Alba, and Director Anthony Intintoli were in attendance.

3. REPORT OF BOARD CHAIR

Chair Wunderman reported that it was a very exciting morning for the WETA with the ribbon cutting celebration and opening of the Seaplane Lagoon Ferry Terminal which was delayed because of the pandemic. He took the opportunity to thank the City of Alameda, the Alameda County Transportation Commission (Alameda CTC), Alameda County, Alameda Point Partners, AC Transit, the Metropolitan Transportation Commission (MTC), elected officials including City of Alameda Mayor Marilyn Ezzy Ashcraft and California Attorney General Rob Bonta, directors, staff, and others for their partnership and hard work.

4. REPORTS OF DIRECTORS

Director Moyer offered her congratulations to the team and all the partners for the opening of the Seaplane Lagoon Ferry Terminal and thanked all for their hard work, dedication, and vision. She stated that she was extremely honored to have been named as Vice Chair of the WETA Board by Governor Newsom and thanked the WETA family for their support.

She said that the conversations are continuing and that return-to-office plans are much more defined. She added that many of her clients were moving forward with their plans and would be returning to the office as early as next week but expected a real uptick in the number of people commuting back to their offices in the third and fourth quarters of the calendar year. With access to transit being an important issue, she was delighted that WETA was doing its part to support transportation. She reported that she was glad to see the efforts and the support of the community with the outstanding vaccination rates in the Bay Area.

The directors congratulated staff for the opening of Seaplane Lagoon and Director Moyer on her appointment.

Director Alba reported on her participation in meetings related to the MTC Blue Ribbon Transit Recovery Task Force and shared her excitement that the Redwood City Port Commission voted to advance the business plan for the Redwood City Ferry Terminal project.

5. REPORTS OF STAFF

Executive Director Seamus Murphy reported on the distribution of COVID relief funding, ferry capacity restrictions, the amendment to mask mandates on transit, and the status of the concessionaire amenity onboard.

Mr. Murphy first commended Public Information & Marketing Manager Thomas Hall for coordinating the Seaplane Lagoon ribbon cutting event and then invited him to provide an update on the Vallejo low tides and the Pandemic Recovery Program marketing campaign. Mr. Hall reported that the May and June low tide episodes resulted in slight morning ridership decreases and that additional measures and resources would be taken to manage and handle the runs impacted by the July low tide episodes. He said that the marketing campaign that was presented in May was moving forward and highlighted the completion of WETA's first video YouTube ad.

Mr. Murphy provided five written reports and offered to answer questions and invited Program Manager/Analyst Lauren Gularte to provide supplemental information on the federal update of three bills and Planning & Development Manager Kevin Connolly to report on ridership and recovery. Mr. Connolly said that this would be the last pandemic recovery report on ridership and that going forward, to measure effectiveness, WETA would be tracking new service ridership.

Mr. Murphy said that the long term plan was do some comprehensive surveys of the passengers once they have an opportunity to settle in with the new service and schedule.

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

6. CONSENT CALENDAR

Director Intintoli made a motion to approve the consent calendar:

- a. Board Meeting Minutes – June 3, 2021

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

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

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

7. AUTHORIZE RELEASE OF A REQUEST FOR PROPOSAL FOR SIX-MONTH PILOT PROGRAM BETWEEN SOUTH SAN FRANCISCO AND DOWNTOWN SAN FRANCISCO FERRY TERMINAL

Mr. Murphy presented this item recommending authorization to release a Request for Proposal (RFP) for a six-month, weekday ferry service pilot program between South San Francisco and the Downtown San Francisco Ferry Terminal.

Mr. Murphy said the program was consistent with the recovery program in trying new things and similar to WETA's practice of doing business by contracting with a private operator. He explained that all WETA vessels are in service or reserved as spares to support the current service and that other strategies needed to be explored for expansion opportunities.

Mr. Murphy said a major employer is set to open a large campus in January and that launch for this service was targeted for that same time frame.

Mr. Murphy invited Operations & Maintenance Manager Timothy Hanners to speak on the details of the procurement process, schedule, and technical considerations.

Mr. Murphy said that the risk would be on the respondents to do their due diligence and have an understanding of the service and what ridership and fare revenue would look like on this route in response to Chair Wunderman.

Chair Wunderman expressed his concern that the workers for this program be treated in a similar, respected way as those Blue & Gold Fleet crews in terms of labor relations. Mr. Murphy agreed that this issue and other WETA standards be maintained and taken into account through the evaluation process.

Chair Wunderman added that the Bay Area Council has been focused on the tremendous growth of the bioscience industry and wanted to do anything to help the industry flourish.

Director Intintoli expressed his concern for funding of this program using existing funding sources and the need to find new, additional subsidies to expand service. Mr. Murphy said that WETA shared the same caution and would not make a decision that would negatively impact the financial sustainability of the agency in the near term.

Director Moyer appreciated supporting the community and commended the team on the thoughtfulness of the idea. With the due diligence and gathering of information that needed to be done by every potential bidder to the many employers, she asked if WETA could help streamline the process to be cognizant of people's time.

Director Murphy explained that the pilot service was limited to no more than a year and that the future operation of a more permanent service would be dependent upon the success of the pilot and availability of WETA vessels in response to Director Alba. He requested that the Board offer some flexibility in adjusting the evaluation criteria and scoring on the RFP to uphold the WETA standards including labor and customer experience and reminded the Board that the award of a contract would be brought to them for approval.

PUBLIC COMMENT

South San Francisco City Manager Mike Futrell, Genentech Senior Transportation Program Manager, San Mateo County Economic Development Association (SAMCEDA) representative Don Cecil, Stripe Head of Workplace Peter Travers, and International Organization of Master, Mates & Pilots representative Carolyn Horgan thanked WETA for their commitment to South San Francisco and offered their support of the pilot program recommendation.

PUBLIC COMMENT

Inlandboatmen's Union of the Pacific Regional Director Robert Estrada expressed his concern about maintaining and preserving labor relations and the unionized workforce in order to support the program.

Mr. Murphy stated that the relationship with organized labor was important but that WETA was limited in terms of what can be required in a procurement. Chair Wunderman said that he would ensure that nothing compromises the commitment to the WETA workforce in an opportunity to expand the service.

Director Intintoli made a motion to approve the item with the flexibility to adjust the evaluation criteria and scoring on the RFP as clarified by WETA Legal Counsel Steve Miller of Hanson Bridgett LLP.

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

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

8. APPROVE CONTRACT AWARD TO CURTIN MARITIME CORP. FOR DREDGING AND MARINE CONSTRUCTION SERVICES FOR THE VALLEJO TERMINAL DREDGING PROJECT

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

1. Approve contract award to Curtin Maritime Corp. (Curtin) of Long Beach, California for Marine Construction Services in the amount of \$1,332,597.50 and authorize a contract contingency of 15 percent for a total sum of \$1,532,487.13; and
2. Authorize the Executive Director to enter into a contract and take any other related actions as may be necessary to support the Project.

Mr. Mason reported that five bids were received and that the bid submitted by Lind Marine as the apparent lowest bidder was determined to be not responsive to the bid requirements and was rejected. Mr. Miller clarified that bidding irregularities existed that under the law could not be waived.

Mr. Mason said that he anticipated that work would begin in early August pending contract approval lasting approximately six weeks and that the passenger float would be returned to Pier 48 ½ by the end of September in response to Director Intintoli. He added that dredging is required every three to four years and that silt build-up is accelerating and reminded the Board that staff would be exploring long-term solutions to reconfigure the terminal to avoid dredging altogether in response to Chair Wunderman.

Ms. Gularte prompted the Board that Disadvantaged Business Enterprise (DBE) was scarce in the maritime construction business and that both Golden Gate Highway Transportation and Bridge District and WETA had in the past reached out to marine and vessel construction businesses providing information on becoming a DBE.

Director Intintoli asked that staff advise Congressman Mike Thompson's staff of future dredging cost in an attempt to encourage more federal participation for dredging the whole Napa River area.

Mr. Mason clarified that the all the proposed bids listed did not include a contingency and that bidders were required to remain within their base bid. He said that the contingency was added on by WETA for unanticipated expenses and for use at WETA's discretion and noted that this award would be WETA's first contract with Curtin in response to Director Moyer.

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

Director Intintoli made a motion to approve the item.

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

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

9. APPROVE EMPLOYMENT OF LYNNE YU AS ACTING CHIEF FINANCIAL OFFICER FOR LIMITED DURATION APPOINTMENT

Mr. Murphy presented this item recommending approval of the part-time employment of Lynne Yu, retired annuitant, as Acting Chief Financial Officer for a limited duration while recruiting a permanent replacement.

Mr. Murphy explained that the action would be similar to the approval of her employment taken in January and was necessary to stay consistent with CalPERS retired annuitant requirements adding that the approval of the budget converted the position of Finance & Administration Manager to Chief Financial Officer.

Chair Wunderman expressed his appreciation of Ms. Yu, her work, and congratulated her on her promotion.

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

Director Moyer made a motion to approve the item.

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

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

10. PUBLIC COMMENTS FOR NON-AGENDA ITEMS

No further public comments were shared.

With all business concluded, Chair Wunderman adjourned the meeting at 3:01 p.m.

- Board Secretary

END

MEMORANDUM

TO: Board Members

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

SUBJECT: Authorize Release of a Request for Proposals for MV *Pyxis* Generator
Diesel Particulate Filter Demonstration Project

Recommendation

Authorize release of a Request for Proposals (RFP) to install a diesel particulate filter (DPF) on one of the generator sets installed on MV *Pyxis* (*Pyxis*).

Background/Discussion

The California Air Resources Board (CARB) is currently in the process of updating their Commercial Harbor Craft (CHC) regulations. The draft language of that rulemaking effort includes mandating DPF retrofits on main propulsion and generator diesel engines. Currently, the marine diesel industry has not yet advanced this technology to the point of commercial viability.

While DPF technology is well-established in stationary and on-road diesel engine applications, the successful use of this technology on vessels is still being refined and has not been widely adopted. WETA Staff discussions with CARB personnel indicate that upcoming regulations will mandate the eventual use of DPFs on WETA's fleet. The regulation is expected to be effective in 2023 and will be phased-in over several years.

In anticipation of these regulations, WETA staff initiated discussions with engine and DPF manufacturers to explore development of a filter that would enable the generator engines on some vessels in WETA's Fleet to accommodate a DPF. WETA's marine generators are powered by diesel and produce energy that is converted to electrical energy inside the generator. This electricity is then converted to be used to power various equipment throughout the vessel. WETA has a total of 30 marine generators in use on 15 vessels.

Staff has identified the recently built *Pyxis* Class vessels as the best candidate to undertake a demonstration project for the DPF retrofits. This project would be the first example of using DPF technology to reduce emissions from a marine generator on a high-speed passenger ferry. The *Pyxis* vessels have the requisite space available near the generator set engines to enable the installation of the DPF assemblies without negative effects on the vessel and at a reasonable cost.

WETA staff has collaborated on this initiative with CARB and the Bay Area Air Quality Management District (BAAQMD). An application for BAAQMD-administered Carl Moyer funds is pending and the grant application has CARB support. If approved, the Carl Moyer grant would cover a significant portion of the projected project cost.

Staff's preliminary independent cost estimate for this demonstration project is \$120,000. The shipyard work is expected to take approximately three weeks during which time the *Pyxis* will be offline.

Upon successful installation and dockside testing, *Pyxis* will re-enter service and the performance of the DPF will be actively monitored by all concerned including the equipment manufacturers and CARB personnel who are keenly interested in the viability of marine DPF applications. Provided that the *Pyxis* DPF demonstration project yields positive results and receives CARB certification, WETA will have a meaningful start on a roadmap to bring the balance of its fleet into compliance with the proposed CHC rulemaking over time.

Fiscal Impact

There is no fiscal impact associated with the release of this RFP. However, funds are included in the FY 2021/22 Operating Budget to begin this work until the Carl Moyer grant funds become available. In the event the Carl Moyer grant is unsuccessful, sufficient funds are available in the FY2021/22 Operating Budget.

END

MEMORANDUM

TO: Board Members

FROM: Seamus Murphy, Executive Director

SUBJECT: Appointment of Chief Financial Officer of the San Francisco Bay Area Water Emergency Transportation Authority

Recommendation

Appoint Erin McGrath to the position of Chief Financial Officer and authorize the Executive Director to execute an Employment Agreement with Ms. McGrath.

Background/Discussion

Under California Government Code Section 66540.16, the Board of Directors may appoint a Chief Financial Officer, and the Fiscal Year 21/22 Operating Budget includes a new Chief Financial Officer (CFO) position that was created by elevating the previous Finance and Administration Manager position and adding new responsibilities. The CFO will develop and oversee all aspects of the agency's finances, including strategic financial planning necessary to support the evolution of WETA services, with a focus on long-term financial sustainability and maximizing the value of limited resources.

The new CFO position was broadly advertised in numerous general and transportation-specific venues in July, and a panel (composed of the WETA Executive Director and Finance and Administration Manager as well as one external transit finance expert) interviewed the top candidates in early August. The panel unanimously recommended Erin McGrath as the best candidate, based on her breadth of experience.

Ms. McGrath served as the CFO for the Sonoma-Marín Area Rail Transit District (SMART) for ten years, where she built and oversaw financial management systems, crafted complex annual budgets, and created multi-year strategic plans incorporating financial models for large scale construction projects and operations. She also worked for the San Francisco Mayor's Office of Economic and Workforce and Development and as a Fiscal and Policy Analyst in the SF Mayor's Budget Office. She is uniquely qualified to help grow a small but expanding transit agency, with a blend of significant hands-on experience in all areas of transportation financing, plus strategic acumen and insight needed to support to the Executive Director in charting the agency's future.

Fiscal Impact

Sufficient funds are included in the FY 21/22 Budget to support this position.

END

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

RESOLUTION NO. 2021-22

**APPOINT ERIN MCGRATH AS CHIEF FINANCIAL OFFICER AND
AUTHORIZE EXECUTION OF EMPLOYMENT AGREEMENT**

WHEREAS, pursuant to California Government Code Section 66540.16, the Board of Directors may appoint WETA's Chief Financial Officer; and

WHEREAS, WETA's Finance & Administration Manager, Lynne Yu, retired as of January 31, 2021 and subsequently was appointed by the Board for a limited duration to provide coverage during the transition period to recruit and appoint a Chief Financial Officer for WETA; and

WHEREAS, the Fiscal Year 21/22 Operating Budget includes a new Chief Financial Officer (CFO) position that was created by elevating the previous Finance and Administration Manager position and adding new responsibilities; and

WHEREAS, WETA's plans to navigate recovery from the COVID-19 pandemic and efforts to develop a Business Plan that includes a phased implementation of a long term service vision that meets the needs of communities throughout the region will necessitate careful financial planning and will require well-coordinated strategies that maximize the use of scarce resources; and

WHEREAS, following a competitive recruitment and evaluation process, the Executive Director has recommended the appointment of Erin McGrath as Chief Financial Officer; and

RESOLVED, that the Board of Directors of the San Francisco Bay Area Water Emergency Transportation Authority hereby appoints Erin McGrath to serve as WETA's Chief Financial Officer; and be it further

RESOLVED, that the Board of Directors authorizes the Executive Director to execute an Employment Agreement with Ms. McGrath in a form approved by legal counsel, and to take such other actions as may be necessary to effectuate this resolution.

CERTIFICATION

The undersigned, Board Secretary, does hereby certify that the foregoing is a full, true and correct copy of a resolution duly and regularly adopted at a meeting of the San Francisco Bay Area Water Emergency Transportation Authority held on September 2, 2021.

YEA:

NAY:

ABSTAIN:

ABSENT:

/s/ Board Secretary

2021-22

END

MEMORANDUM

TO: Board Members

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

SUBJECT: Approve Contract Award to COWI North America, Inc. for the Alameda Main Street Ferry Terminal Refurbishment Project Engineering and Design Services

Recommendation

Approve the following actions relative to the *Alameda Main Street Ferry Terminal Refurbishment Project* (Project):

1. Approve contract award to COWI North America, Inc. (COWI) of Oakland, California for Engineering and Design Services for a not to exceed amount of \$400,000; and
2. Authorize the Executive Director to enter into a contract and take any other related actions as may be necessary to support the Project.

Background

The Alameda Main Street Ferry Terminal (Terminal) is a high-use terminal that supports WETA operation seven days a week. It is important to keep all facilities in a state of good repair to support ongoing operations and safety. The Terminal consists of a gangway, pier, bridge structures, piles, passenger float, and ramping. The City of Alameda (City) installed the terminal in 1991 and the City completed repairs in 2007 to address the deterioration of its wooden pilings. In 2014, after the service transition to WETA, stabilization repairs were made to the pier bridge structure. Earlier this year, WETA and the City executed an amendment to the Ferry Service Operations Transfer Agreement, which outlined responsibilities for WETA and the City regarding Terminal Assets. The Project is consistent with this agreement.

The current passenger float is a converted Navy barge estimated to be over 50 years old. In 2015, gangway and walkway improvements were made for passenger safety and boarding efficiency. The repairs to the pier bridge structure were intended to be temporary and the passenger float is at the end of its useful life. This Project will replace the pier bridge structure and passenger float. The Project will also include other improvements and modifications as needed.

On July 24, 2020, the U.S. Department of Transportation's Federal Transit Administration (FTA) announced a \$4,456,000 discretionary Passenger Ferry Grant Program award to WETA to support refurbishment of the Terminal. This project will support WETA's project plans to refurbish the terminal to ensure that it remains in a state of good repair. In developing project plans and designs, staff will develop a multi-stage approach that allows major components to be built in advance of assembly at the Terminal site to minimize disruption to the Terminal and services.

The scope of work for this phase of the Project includes assessment of existing Terminal components and preliminary design services to support environmental permitting and the design-build construction procurement. The scope also includes engineering support services during the final design and construction phases of the design-build project. Staff anticipates awarding a contract for construction management services in the Fall of 2021, with release of a design-build construction procurement package in Spring 2022.

Discussion

On October 8, 2020, the Board authorized issuance of a Request for Proposals (RFP) for the Project and the RFP was released to the public on June 28, 2021. A pre-proposal conference was held on July 8 and was attended by six firms. A total of two addenda were issued providing additional information, clarification, and answers to questions from proposers. Proposals were due to WETA on or before August 5, at 5:00 PM. A total of four proposals were received in response to the RFP. In accordance with procurement requirements for architectural and engineering services contracts like this one, price proposals were submitted in sealed envelopes and were not considered as part of the evaluation criteria. After an initial review of the technical proposals, the WETA Evaluation Committee (Committee) determined that all four technical proposals were responsive to the RFP and within the competitive range. After reviewing each technical proposal, the Committee scored each proposer based on the evaluation criteria listed in the RFP as follows: project understanding and approach (20 points), qualifications and experience of the firm (60 points), and qualifications and experience of key personnel (20 points). The scores for each proposer are presented below.

Proposer	Project Understanding and Approach	Firm's Qualifications and Experience	Qualifications and Experience of Key Personnel	Total Score
COWI	17	53	18	88.0
FOTH	18	44	18	80.0
GHD	16	51	18	85.0
WSP	17	49	17	83.0

Based on the scores above, COWI was the highest-ranked proposer. The COWI technical proposal was particularly comprehensive and specifically excelled in terms of the applied qualifications and experience of the firm and key personnel assigned to the project. Pursuant to provisions of the RFP, after completion of the technical proposal scoring process, staff initiated negotiations with COWI and was able to successfully establish a final scope of work and not-to-exceed budget of \$400,000 for the Project. Staff determined that the COWI rates are fair and reasonable based on comparison to recent design and engineering services performed for WETA. The total cost for the services is below WETA's estimate and consistent with other design and engineering contracts relative to the scope of work to be performed.

WETA's overall annual Disadvantaged Business Enterprise (DBE) goal for Federal Fiscal Year 2021/22 is 0.24 percent and the Small Business Enterprise (SBE) goal is 7.5 percent for Federal Transit Administration (FTA) assisted contracts. Staff reviewed the DBE/SBE materials provided by COWI and determined that it complied with DBE/SBE requirements with 11 percent DBE participation and 11 percent SBE participation anticipated during the performance of this contract.

Staff recommends that the Board approve the award of a contract to COWI for a total not-to-exceed amount of \$400,000 to complete the Project scope of work. Pending contract award

by the Board, staff anticipates issuing a Notice to Proceed to begin the scope of work in September.

Fiscal Impact

The Project is included in the FY 2021/22 Capital Budget with a total project budget of \$6,127,700. This project is funded with \$4,456,000 (73%) Federal Transit Administration grant funds and \$1,671,700 (27%) Alameda Transportation Sales Tax revenues. Sufficient funds are included in the total project budget to support the award of this contract.

END

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

RESOLUTION NO. 2021-23

APPROVE CONTRACT AWARD TO COWI NORH AMERICA, INC. FOR ALAMEDA MAIN STREET FERRY TERMINAL REFURBISHMENT PROJECT ENGINEERING AND DESIGN SERVICES

WHEREAS, WETA issued a Request for Proposals (RFP) for the Alameda Main Street Ferry Terminal Refurbishment Project Engineering and Design Services (Project) on June 28, 2021; and

WHEREAS, in accordance with the procurement requirements for architectural and engineering services contracts, price proposals were submitted in sealed envelopes and were not considered as part of the evaluation criteria; and

WHEREAS, WETA staff evaluated the technical proposals submitted for this Project and determined all proposals were responsive to the RFP and within the competitive range; and

WHEREAS, based on the evaluation criteria in the RFP, the Evaluation Committee determined COWI North America, Inc. (COWI) was the highest-ranked proposer; and

WHEREAS, after completion of the technical proposal scoring process, WETA staff negotiated a final scope of work and not-to-exceed budget for the Project with COWI; and

WHEREAS, WETA staff determined COWI's rates are fair and reasonable; and

WHEREAS, WETA staff recommends the Board award a contract to COWI for the Project for a total not to exceed amount of \$400,000; now, therefore, be it

RESOLVED, that the Board of Directors hereby approves entering into an agreement with COWI North America, Inc. for Professional Services in an amount not to exceed \$400,000; and be it further

RESOLVED, that the Board of Directors authorizes the Executive Director to negotiate and execute the agreement and take any other related actions to support the Project.

CERTIFICATION

The undersigned, Board Secretary, does hereby certify that the foregoing is a full, true and correct copy of a resolution duly and regularly adopted at a meeting of the San Francisco Bay Area Water Emergency Transportation Authority held on September 2, 2021.

YEA:

NAY:

ABSTAIN:

ABSENT:

/s/ Board Secretary

2021-23

END

MEMORANDUM

TO: Board Members

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

SUBJECT: Authorize Release of a Request for Proposals for Construction
Management Services the Alameda Main Street Ferry Terminal
Refurbishment Project

Recommendation

Authorize release of a Request for Proposals (RFP) for construction management services for the *Alameda Main Street Ferry Terminal Refurbishment Project* (Project).

Background

The Alameda Main Street Ferry Terminal (Terminal) is a high-use terminal that supports WETA operation seven days a week. It is important to keep all facilities in a state of good repair to support ongoing operations and safety. The Terminal consists of a gangway, pier, bridge structures, piles, passenger float, and ramping. The City of Alameda (City) installed the terminal in 1991 and the City completed repairs in 2007 to address the deterioration of its wooden pilings. In 2014, after the service transition to WETA, stabilization repairs were made to the pier bridge structure. Earlier this year, WETA and the City executed an amendment to the Ferry Service Operations Transfer Agreement, which outlined responsibilities for WETA and the City regarding Terminal Assets. The Project is consistent with that agreement.

The current passenger float is a converted Navy barge estimated to be over 50 years old. In 2015, gangway and walkway improvements were made for passenger safety and boarding efficiency. The repairs to the pier bridge structure were intended to be temporary and the passenger float is at the end of its useful life. This Project will replace the pier bridge structure and passenger float. The Project will also include other improvements and modifications as needed.

Discussion

This item requests Board authorization to release an RFP to provide construction management services in support of the Project. The firm selected for this work would serve as "Owner's Representative" providing oversight and support during the pre-construction project development, project construction, and project closeout phases. Staff anticipates awarding a contract for construction management services in the Fall of 2021, with release of a design-build construction procurement package in Spring 2022.

Fiscal Impact

Issuance of this RFP does not commit WETA to an expenditure of funds for this work at this point. Staff expects to return to the Board with a recommendation for contract award in late Fall 2021.

END

MEMORANDUM

TO: Board Members

FROM: Seamus Murphy, Executive Director
Tim Hanners, Operations & Maintenance Manager
Jeff Powell, Engineering & Maintenance Administrator

SUBJECT: Approve Actions Relative to the Tier 4 Main Engine Conversion Gemini Class Services Project

Recommendation

Approve the following actions associated with the *Tier 4 Main Engine Conversion Gemini Class Services Project* (Project):

1. Approve the contract award to JT Marine Inc. located in Vancouver, Washington, to complete the Project in the amount of \$3,542,915;
2. Authorize a contract contingency in the amount of \$389,785;
3. Authorize the Executive Director to negotiate and execute an agreement with JT Marine Inc. and take any other related actions as may be necessary to support this work; and
4. Approve a budget increase to the *Vessel Engines Conversion – Gemini Class Vessels* project in the FY 2021/22 Capital Budget in the amount of \$458,400, to be funded with Alameda Transportation Sales Tax revenues.

Background

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

The Carl Moyer Memorial Air Quality Standards Attainment Program is an incentive program to provide grants to reduce emissions of oxides in the State from sources of air pollution by measures such as replacement of engines with cleaner-than-required engines or installation of emission reduction equipment. On January 20, 2021, the Board of Directors of BAAQMD approved WETA's project to replace the Gemini class EPA Tier 2 engines with EPA certified Tier 4 engines. By replacing these engines, nitrogen oxide (NOx) and hydrocarbons (HC) will be reduced by 73 percent and particulate matter (PM) emissions will be reduced by 80 percent.

Discussion

Procurement Process:

The Request for Proposals (RFP) for this project was released on June 04, 2021. Notice of the RFP was sent to WETA's mailing list, posted on the Agency's website and advertised in Workboat Magazine and the Passenger Vessel Association member update. WETA staff issued six addenda to the original RFP.

Evaluation Process:

A Best Value procurement process was utilized for this project consistent with WETA's Administrative Code. A Best Value procurement process considers both price and qualitative components of a proposal that are deemed to be the most advantageous and of the greatest value to WETA.

Proposals were due to WETA on or before July 28, 2021, requiring proposers to submit technical qualifications for review and scoring worth 60 percent, as well as a price proposal that was worth 40 percent of the total possible score. A total of three proposals were received by the deadline. Technical scores considered several factors including the project understanding and approach, qualifications and experience, proposer's qualifications and experience of key personnel, and project schedule.

The Evaluation Committee reviewed the proposals and followed up with interviews and reference checks. Consistent with the RFP's process, the Evaluation Committee requested and received revised proposals with additional information from each proposer. The table below provides the total maximum possible points and the scoring totals for each proposal. Proposals were scored in accordance with the evaluation criteria based on the proposal material submitted, including price, revised proposals and additional information requested by the Evaluation Committee, interviews, and references.

Evaluation Criteria	Maximum Points	JT Marine	Marine Group	NBBB
Project Understanding & Approach	200	135	160	152
Qualifications & Experience	100	67	80	73
Qualifications & Experience of Key Personnel	100	67	80	84
Project Schedule	200	142	145	155
Total Technical Proposal Points	600	411	465	464
Price Proposal Points	400	400	308	285
Total Score	1000	811	773	749

Based on the results of the evaluation process and final scores for each proposer, the Evaluation Committee determined JT Marine Inc. was the highest ranked proposer for this Project. JT Marine Inc. is located in Vancouver, Washington and has been in business since 2007.

Accordingly, staff recommends awarding a contract to JT Marine Inc. in the amount of \$3,542,915 and proposes that the Board establish a contract contingency in the amount of \$389,785, which is 11 percent of the contract amount. This contingency is to cover changes to the work not yet known but that may be necessary to satisfactorily complete the Project.

If approved, staff will issue a Notice to Proceed to JT Marine Inc. promptly upon executing a contract. Work for the Project is expected to be completed in stages for the four vessels so that only one vessel is out of service at a time. Staff expects the entire Project to be completed by January 2, 2023.

Fiscal Impact

The *Vessel Engines Conversion – Gemini Class Vessels* project is included in the FY 2021/22 Capital Budget with a total project budget of \$5,524,100. A capital budget increase in the

amount of \$458,400 is required to fully fund this project. The revised total project budget of \$5,982,500 will be funded with \$4,881,000 (82%) Carl Moyer funds and \$1,101,500 (18%) Alameda Transportation Sales Tax revenues.

END

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

RESOLUTION NO. 2021-24

APPROVE ACTIONS RELATIVE TO TIER 4 MAIN ENGINE CONVERSION GEMINI CLASS SERVICES PROJECT

WHEREAS, on June 4, 2021, WETA issued a Request for Proposals (RFP) for Tier 4 Main Engine Conversion Gemini Class Services (Project); and

WHEREAS, in administering the RFP, WETA followed the "best value" procurement procedures in its Administrative Code regarding solicitation and evaluation of proposers' qualifications and price; and

WHEREAS, an Evaluation Committee evaluated the three proposals received based upon the evaluation criteria set forth in the RFP, and as a result of such evaluation, determined JT Marine Inc. to be the highest ranked proposer with a price proposal deemed fair and reasonable; and

WHEREAS, staff recommends awarding a contract to JT Marine Inc. to complete this Project for a not-to-exceed amount of \$3,542,915 and establishing a contract contingency in the amount of \$389,785; and

WHEREAS, WETA established the *Vessel Engines Conversion - Gemini Class Vessels* project as a part of its FY 2021/22 Capital Budget; and

WHEREAS, additional funds in the amount of \$458,400 are necessary to fully fund the *Vessel Engines Conversion - Gemini Class Vessels* project, which is currently supported by a Carl Moyer Grant and Alameda Transportation Sales Tax revenues; now therefore be it

RESOLVED, that the Board of Directors hereby approves entering into an agreement with JT Marine Inc. to provide Tier 4 Main Engine Conversion Gemini Class Services for an amount not to exceed \$3,542,915; and be it further

RESOLVED, that the Board of Directors establishes a contract contingency in the amount of \$389,785; and be it further

RESOLVED, that the Board of Directors authorizes the Executive Director to negotiate and execute an agreement and take any other related actions as may be necessary to support the Project; and be it further

RESOLVED, that the Board of Directors hereby approves a budget increase in the FY 2021/22 Capital Budget in the amount of \$458,400, to support full funding of the *Vessel Engines Conversion - Gemini Class Vessels* project.

CERTIFICATION

The undersigned, Board Secretary, does hereby certify that the foregoing is a full, true and correct copy of a resolution duly and regularly adopted at a meeting of the San Francisco Bay Area Water Emergency Transportation Authority held on September 2, 2021.

YEA:

NAY:

ABSTAIN:

ABSENT:

/s/ Board Secretary

2021-24

END

MEMORANDUM

TO: Board Members

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

SUBJECT: Approve Extension of Participation in Clipper START Pilot Program

Recommendation

Approve extension of participation in Clipper START pilot program for an additional 18-month period.

Background/Discussion

On July 15, 2020, MTC and the initial participating operators (Cohort 1), which includes Bay Area Rapid Transit (BART), Caltrain, Golden Gate Bridge, Highway and Transportation District (GGBHTD), and the San Francisco Municipal Transportation Agency (SFMTA), launched the Clipper START pilot program. This program offers a 20 or 50 percent discount on single-ride fares for eligible adults who live in the Bay Area and who earn under 200 percent of the federal poverty level. The program requires riders to use Clipper for fare payment.

In August 2020, MTC approved the expansion of the Clipper START program to include a limited number of other interested Bay Area transit operators (Cohort 2.1), including WETA. On October 8, 2020, the WETA Board approved participation in the Clipper START pilot program authorizing a 50 percent discount on paper ticket fares for eligible adults. On November 23, 2020, the pilot program was launched for Cohort 2.1 including WETA. In January 2021, the pilot program was further expanded to include an additional seventeen transit operators (Cohort 2.2). On April 1, 2021, as part of the pandemic recovery program, the Board increased WETA's discount from 50 percent off paper ticket fares to 50 percent off Clipper fares for eligible adults effective July 1, 2021.

The goal of MTC's Clipper START pilot program is to reach 15,000 enrollees. Due largely to the effects of the COVID-19 pandemic on overall transit ridership throughout the region, only 6,652 have enrolled in the pilot program as of July 2021. Regionally, Clipper START trips have increased from January to June 2021 with an average month over month growth rate of 17%. In July 2021, 44,831 total trips were made by Clipper START users. This total includes just over 500 trips on San Francisco Bay Ferry, which is approximately double the number of trips made in June 2021.

Staff from MTC and the transit operators have agreed in concept to extend the pilot period for an additional 18-month period, through June 30, 2023, to provide more time for the program to take shape and be properly evaluated. In June 2021, MTC issued the resolution on extending the pilot program. The resolution is included as **Attachment A**. Agencies that desire to extend their participation in the program are requested to adopt resolutions approving the proposed

extension. Staff recommends that the Board approve this item to extend WETA's participation in the Clipper START pilot program.

MTC has initiated and will continue a regional marketing effort to support the launch of Clipper START program. This effort includes development of creative assets and collateral as well as paid digital advertising to boost awareness of the program. MTC also reached out to community-based organizations to raise awareness of Clipper START's expanded availability and to provide information. WETA staff has discussed market priorities with MTC staff and committed signage and social media in support of the regional effort. WETA will continue to augment MTC's regional marketing effort by directly engaging with city and community-based organization partners and by promoting the program through marketing and social media efforts.

Fiscal Impact

A total of \$3,845 in reduced fare revenue was collected in FY 2020/21 as the result of implementing the Clipper START discount fare program in November 2020. WETA was reimbursed \$1,501 from the \$412,279 in State Transit Assistance (STA) funds allocated to cover 20 percent of the 50 percent Clipper START means-based discount per trip. A balance of \$410,778 in STA funds is available to support the program through June 30, 2023.

END

Metropolitan Transportation Commission Programming and Allocations Committee

June 9, 2021

Agenda Item 3a - 21-0750

MTC Resolution No. 4320, Revised. Clipper® STARTSM Pilot Extension

Subject: Request to extend the Clipper® STARTSM Pilot by 18 months until June 2023.

Background: In May 2018, the Commission adopted Resolution No. 4320, establishing the framework for the Regional Means-Based Transit Fare Pilot Program, branded as Clipper® STARTSM. This 18-month long pilot program seeks to increase access to opportunity and improve transportation affordability for adult transit passengers who have a lower income. The pilot program offers a 20 or 50 percent discount on single ride fares for eligible adults whose income is under 200 percent of the federal poverty level. The pilot began in mid-July 2020 with four operators, and between November 2020 - January 2021, 17 additional operators joined the program. The 18-month long pilot program is set to expire in mid-January 2022.

Launch of the Pilot

The COVID-19 pandemic and subsequent shelter-in-place led to a major ridership decline for the Bay Area's transit agencies. As a result, rider participation in the Clipper® STARTSM pilot has been low. To date, approximately 4,500 Bay Area residents have qualified to participate in the pilot, receiving their Clipper® STARTSM cards. However, only about 2,600 people have used their cards since the pilot launched. The pilot aimed to have 15,000 enrollees, but given overall low transit ridership levels, enrollment has fallen short of this goal.

The pilot originally included just four transit agencies – BART, Caltrain, Golden Gate Transit and Ferry, and SFMTA. With low ridership during the pandemic, other transit agencies looked for ways to address equity issues and increase ridership. Between November 2020 – January 2021, with the addition of \$5 million in Coronavirus Aid Relief and Economic Securities (CARES) Act to help subsidize the program, 17 additional transit agencies joined the pilot: AC Transit, County Connection, Fairfield and Suisun Transit, LAVTA, Marin Transit, Napa VINE, Petaluma Transit, SamTrans, Santa Rosa CityBus, SMART, SolTrans, Sonoma County Transit, Tri Delta Transit, Union City Transit, Vacaville City Coach, WestCAT, and WETA.

Agencies choose to offer discounts of 20 percent or 50 percent, with MTC covering 10 percent of the cost of a single ride. MTC originally budgeted \$8 million per year in subsidy funds for the four original agencies and then added a one-time \$5 million in subsidy funds to cover the remaining transit agencies. Through April 2021, the total subsidy amount to be covered by MTC for all 21 agencies combined was approximately \$40,000.

Request to Extend the Pilot

The pilot's original framework calls for a 12-month evaluation of the program to assess the project's design, implementation, and impact on improving affordability, mobility, and access to opportunity. In September 2021, staff was scheduled to bring forward recommendations to the Programming & Allocations Committee. These

recommendations would inform the next stage of Clipper® STARTSM the program's future, policy, and program design.

However, given the low ridership, the addition of the 17 agencies mid-year, and limited data available to make a recommendation on program changes, staff recommends extending the pilot period for an additional 18 months under the current framework. This would:

- Allow time for new enrollees to join the program under a "back to transit" scenario;
- Closely align with the timeline of the FasTrak® STARTSM pilot for the purposes of decision-making around eligibility requirements and proof of eligibility documentation;
- Coincide with the timing and rollout of the next-generation Clipper® system, scheduled in 2023, which increases the policy and design options for implementing program changes;
- Align with the state fiscal year, which is preferred by the transit agencies for budgeting purposes, and;
- Allow for the additional agencies to be fully considered under the evaluation.


Funding for subsidies remains available and staff estimates there are sufficient funds for an 18-month extension for subsidies and program administration costs. Staff from all participating transit agencies support this extension.

Next Steps

Staff recommends extending the Clipper® STARTSM pilot for an additional 18 months, under the current framework, to June 30, 2023. If approved, staff will need to extend the contracts of the eligibility verifier and evaluation consultants, as well as procure a new marketing and outreach contractor. Staff will continue to work on providing recommendations informed by the pilot evaluation. Staff will also work with participating transit agencies to secure board approvals to extend their participation in the pilot, as well as comply with Title VI requirements, if applicable.

Issues: While there is conceptual agreement between MTC and agency staff to extend the pilot by an additional 18 months, each agency's program participation is subject to their respective governing board approval and other formal actions, such as any required federal Title VI evaluation.

Recommendation: Refer MTC Resolution No. 4320, Revised to the Commission for approval.


Therese W. McMillan

Date: May 23, 2018
W.I.: 1311
Referred by: PAC
Revised: 08/26/2020-C
06/23/2021-C

ABSTRACT

MTC Resolution No. 4320, Revised

This resolution approves the Regional Means-Based Fare Program Framework, a regional low-income discount fare program for eligible transit riders.

On August 26, 2020, Attachment A was revised to expand the Regional Means-Based Transit Fare Pilot to additional eligible transit operators.

On June 23, 2021, Attachment A was revised to extend the pilot period of Clipper START until June 30, 2023.

Further discussion of this action is contained in the MTC Programming and Allocations Summary Sheet dated May 9, 2018 and Executive Director Memorandum dated May 16, 2018, August 12, 2020, and June 9, 2021.

Date: May 23, 2018
W.I.: 1311
Referred by: PAC

RE: Regional Means-Based Program Framework

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4320

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Section 66500 *et seq.*; and

WHEREAS, transit affordability has been highlighted as a regional issue in MTC's Coordinated Plan, Plan Bay Area and other plans;

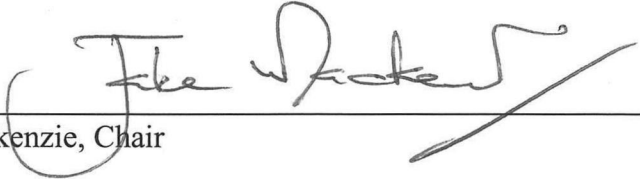
WHEREAS, MTC has conducted the Regional Means-Based Fare Pricing Study;

WHEREAS, the MTC recommends adopting a regional framework for the program, with participating operators, funding guidelines, and program conditions, as shown in Attachment A;

RESOLVED, that MTC approves Regional Means Based Fare Program Framework, subject to the conditions noted therein; and, be it further

RESOLVED, that MTC may annually allocate regional funds to support the Regional Means Based Fare Program per the respective funding program guidelines.

METROPOLITAN TRANSPORTATION COMMISSION



Jake Mackenzie, Chair

The above resolution was approved by the
Metropolitan Transportation Commission
at a regular meeting of the Commission held
in San Francisco, California, on May 23, 2018.

Date: May 23, 2018
W.I.: 1311
Referred by: PAC
Revised: 08/26/20-C
06/23/2021-C

Attachment A
Resolution No. 4320
Page 1 of 2

Regional Means Based Transit Fare Pilot Program Framework

Participating Agencies

Initial Group (Cohort 1):

1. Bay Area Rapid Transit (BART)
2. Caltrain
3. Golden Gate Bridge, Highway and Transportation District (GGBHTD)
4. San Francisco Municipal Transportation Agency (SFMTA)

Expanded Group (Cohort 2):

As of August 26, 2020, additional transit agencies serving within the nine-Bay Area region may participate in the Pilot.

Means-based Discount

A minimum 20% per trip discount off the adult fare (in addition to any existing Clipper® discounts) will be offered to eligible persons.

Eligibility

Adults earning less than 200% Federal Poverty Level (FPL)

Funding

Overall Funding Estimates and Program Administration Funding:

Cohort 1: MTC to make available an estimated \$11 million in funding per year (subject to annual allocation action by MTC and fluctuations in annual revenues), which would be used for subsidy, with administrative costs funded first. The MTC contribution comes from State Transit Assistance population-based funds (approximately \$8 million per year) and Low Carbon Transit Operations Program (LCTOP) population-based funds (approximately \$3 million per year). Funding from these programs is approved through MTC Resolution Nos. 4321, 4130, and 4420.

Cohort 2: A one-time commitment of funding through the Coronavirus Aid, Relief, and Economic Security (CARES) Act is being provided specifically for Cohort 2 (approximately \$5 million). Funding from these programs is approved through MTC Resolution No. 4420.

Initial Group (Cohort 1) Subsidy:

Of the estimated \$11 million being made available in funding per year (12 months) referenced above for the pilot period, a total of \$12 million over 36 months is being made available to subsidize fares up to 10% during the pilot period. Participating operators are to cover the remainder of the discount or any additional revenue losses from other sources.

Expanded Group (Cohort 2) Subsidy:

A total of \$5 million over the pilot period (actual start date may vary but pilot end date will be the same as Cohort 1) is being made available to subsidize fares up to 10% for operators in Cohort 2. Participating operators are to cover the remainder of the discount or any additional revenue losses from other sources.

Implementation

- Program will be a 36-month pilot. *(The initial pilot period was established at 18 months. On June 23, 2021, the pilot was extended by an additional 18 months to June 30, 2023).*
- Program to be implemented on Clipper through a discount coupon approach.
- Program will be centrally administered on behalf of all participating agencies.
- Program will be evaluated for continual improvements and is subject to revision based on financial sustainability, efficiency, and effectiveness.

Timing of transit operator launch is contingent on Clipper system capabilities and appropriate transit operator Board approvals.

Conditions

- Operators to conduct Title VI analysis per Federal Transit Administration (FTA) as required.
- The formula for distributing regional funds to transit operators will be based on actual trips taken and is subject to refinement based on the rider participation rates and amount of regional funding available.
- SFMTA can continue, expand, or eliminate its current Lifeline monthly program; however, the regional funding will only be used to compensate for participation in the new regional program. Other operators with existing low-income rider discount programs, who are not participating in the regional program, would not be eligible for regional Means-Based Fare Program funding.

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

RESOLUTION NO. 2021-25

APPROVE EXTENTION OF PARTICIPATION IN THE CLIPPER START PILOT PROGRAM

WHEREAS, on January 9, 2020, the WETA Board was provided a status report by Metropolitan Transportation Commission (MTC) staff on the launch of Clipper START, a regional means-based fare discount pilot program; and

WHEREAS, on June 4, 2020, the Board adopted a Ferry Service Recovery Plan that includes reducing the impact of ferry fares for disadvantaged communities in the WETA service area as one of the strategies; and

WHEREAS, on June 22, 2020, at the Clipper Executive Board meeting, MTC staff announced the possibility of including more transit operators in the Clipper START program; and

WHEREAS, on July 16, 2020, the Board directed staff to request WETA be allowed to participate at a 50 percent discount rate on its adult paper ticket fare; and

WHEREAS, in July 2020, MTC accepted WETA's request to participate at a 50 percent discount rate on its adult paper ticket fare; and

WHEREAS, on October 8, 2020, the Board approved participation and adopted fares for the Clipper START program; and

WHEREAS, on November 23, 2020, Clipper START program was launched for WETA; and

WHEREAS, on July 1, 2021, as part of the Pandemic Recovery Program, the Board approved offering a 50 percent discount rate on its adult Clipper fares; and

WHEREAS, on June 9, 2021, MTC approved extension of the Clipper START pilot program for additional 18-month period, up to June 30, 2023; now, therefore, be it

RESOLVED, that the Board of Directors hereby approves to extend participation in the Clipper START pilot program as set forth in the full Board report dated September 2, 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 September 2, 2021.

YEA:

NAY:

ABSTAIN:

ABSENT:

/s/ Board Secretary

2021-25

END

MEMORANDUM

TO: Board Members

FROM: Seamus Murphy, Executive Director
Kevin Connolly, Planning & Development Manager
Michael Gougherty, Principal Planner

SUBJECT: WETA 2040 Service Vision & Business Plan Update

Recommendation

There is no recommendation associated with this informational item.

Background/Discussion

The WETA 2040 Service Vision & Business Plan is being developed to define a long-term service vision based on input from agency stakeholders, the public, and other parties with an interest in the future of the agency. Ultimately, the Business Plan will put forth a comprehensive set of implementation strategies and policies for achieving a service vision that is vetted by stakeholders and presented to the Board for consideration.

Since the update to the Board on the Business Plan in May, staff has hired CivicMakers, a facilitation and strategic planning firm, to support a robust stakeholder engagement process for the Business Plan. CivicMakers is a small business enterprise based in San Francisco and has supported strategic planning efforts for many cities and public agencies throughout the Bay Area. In August, CivicMakers conducted stakeholder interviews with individual WETA Board Directors and presented an initial stakeholder engagement plan to the Ad-hoc Board Advisory Committee overseeing development of the WETA Business Plan.

A key first step of the stakeholder engagement plan will be hosting a workshop in October for stakeholders to learn about the Business Plan and discuss their ideas for a long-term WETA service vision. To facilitate the workshop, CivicMakers and staff will be reaching out to all stakeholders in advance of the meeting to survey their potential areas of interest or concern. Based on the outcome of the first workshop, staff will work with CivicMakers to refine the stakeholder engagement plan and further develop the overall scope of work for the 2040 WETA Service Vision & Business Plan. A conceptual schedule for this project is indicated below.

2040 WETA Service Vision & Business Plan, Conceptual Schedule

Time Period	Business Plan Component
August – October, 2021	Initial Outreach, First Workshop
Winter 2022	Service Vision, RFP for Technical team
Spring, Summer 2022	Technical studies, Detailed workshops
Summer, Fall 2022	Initial Business Plan Deliverables
December, 2022	Final Business Plan

END