

Members of the Board

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**SAN FRANCISCO BAY AREA
WATER EMERGENCY TRANSPORTATION AUTHORITY
BOARD OF DIRECTORS MEETING
Thursday, October 7, 2021 at 12:30 p.m.**

VIDEOCONFERENCE
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AGENDA

1. CALL TO ORDER / ROLL CALL
2. RECESS INTO CLOSED SESSION
 - a. Public Employee Performance Evaluation
Pursuant to Government Code Sections 54957
Position: Executive Director

***Action
To Be Determined***

OPEN SESSION – no earlier than 1:00 p.m.

3. REPORT OF BOARD CHAIR
 - a. Chair's Verbal Report
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

Information

**Water Emergency Transportation Authority
October 7, 2021 Meeting of the Board of Directors**

5. REPORTS OF STAFF

Information

- a. Executive Director's Report on Agency Projects, Activities and Services
 - i. Vallejo Dredging
 - ii. Federal COVID-19 Relief Funding
 - iii. COVID-19 Protocols
 - iv. Mission Bay Terminal Project
 - v. CARB Harborcraft Rule
- b. Monthly Review of Financial Statements
- c. Federal Legislative Update
- d. State Legislative Update
- e. Monthly Ridership and Recovery Report

6. CONSENT CALENDAR

Action

- a. Board Meeting Minutes – September 2, 2021
- b. Authorize Update of Signature Authority for Local Agency Investment Fund Account
- c. Authorize Release of a Request for Proposals for a Real-Time Transit Information System

7. APPROVE LEASE AGREEMENT WITH THE PORT OF SAN FRANCISCO FOR ADMINISTRATIVE OFFICE AND BERTHING SPACE AT PIER 9

Action

8. WETA ZERO EMISSION STUDY UPDATE

Information

9. PUBLIC COMMENTS FOR NON-AGENDA ITEMS

ADJOURNMENT

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

CHANGES RELATED TO COVID-19

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

PUBLIC COMMENTS WETA welcomes comments from the public.

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

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

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

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

AGENDA ITEM 1
CALL TO ORDER / ROLL CALL

AGENDA ITEM 2
RECESS INTO CLOSED SESSION

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: October 7, 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.

October 2021 Update: The project team continues to refine landside and waterside terminal designs based on feedback from community meetings and public input. A separate ferry business plan examining WETA operations and operating cost estimates is in process. Revised designs and initial results of the Berkeley Ferry Business Plan will be shared with stakeholders at the end of October.

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.

October 2021 Update: The Redwood City Ferry Business Plan will be conducting outreach geared toward disadvantaged communities in the mid-Peninsula region and Oakland in October. That input will be utilized as the Business Plan refines service schemes for both ferry and connecting transit.

PLANS, STUDIES & INITIATIVES**MTC's Blue Ribbon Transit Recovery Task Force**

The Metropolitan Transportation Commission (MTC) 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.

October 2021 Update: The work of the Task Force culminated with MTC approval of a Transformation Action Plan. The plan identifies five desired outcomes and 27 associated, near-term actions needed to achieve a more connected, efficient, and user-focused mobility network across the Bay Area. One of the key elements of the plan is related to network management. A group of MTC-appointed stakeholders will work over the next year to evaluate the business case associated with various network management alternatives.

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 concluded in early September.

October 2021 Update: On September 7, three local breweries in cooperation with WETA launched the Brews With Views campaign. The breweries – Faction Brewing in Alameda, Mare Island Brewing Co. in Vallejo and East Brother Beer Co. in Richmond – developed individual ferry-themed beers to celebrate the relaunch of San Francisco Bay Ferry service. The brews are sold on board the ferries, at the breweries' taprooms and at local retailers. The breweries are also distributing vouchers for discounted brews on board the ferry to help incentivize ridership. The campaign has been received warmly by passengers and the public.

The regionwide "All Aboard Bay Area Transit" marketing campaign led by 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 delayed its committed \$5,000 in budgeted FY22 marketing dollars to support the digital campaign to mid-October due to Delta variant impacts. Staff plans to provide a full briefing on WETA's marketing and outreach efforts at the November meeting.

2050 WETA Service Vision and Business Plan

WETA is embarking on an effort to create a long-term plan for the expansion of San Francisco Bay Ferry service. The plan will include definition of a 2050 service vision and corresponding enhancement of the agency's emergency response capabilities. This service vision will inform WETA planning, budget, and operational decisions as it is phased in over time. The service visioning process will involve significant stakeholder engagement in throughout Fall 2021. The business planning process will involve even more extensive stakeholder engagement between January and December 2022. Throughout this project, the WETA Board and staff are seeking input from stakeholders throughout the region.

October 2021 Update: A project web page has been added to on the WETA web site, describing the WETA Business Plan process and schedule. In addition, a stakeholder survey has been developed with the input of Ad-hoc Board Committee members Alba and Moyer. The survey has been distributed to a wide-ranging list of stakeholders and can be accessed by riders and the general public through the Business Plan web page.

MTC Mobility Hub Pilot Grant Program

In May 2021, MTC invited eligible Bay Area public agencies to submit project proposals to participate in the regional Mobility Hubs Pilot Program. The Mobility Hub Program is one of the Climate Initiative Strategies from Plan Bay Area 2040 and is included in the upcoming Plan Bay Area 2050. The primary goal of the Program is to reduce greenhouse gas emissions (GHGs) through a reduction in vehicle miles traveled (VMT) by making it easier for trips to be made by transit, biking, walking, scooter, wheelchair or other mobility devices. The program also supports other regional and Plan Bay Area goals of increasing transit access and connectivity, focusing growth, increasing transit-oriented development and providing viable travel options to all Bay Area communities. The Pilot Program is intended to serve as a learning experience on the steps and actions that work best to advance and implement mobility hubs, as well as how to overcome implementation challenges.

October 2021 Update: WETA partnered with the City of Vallejo to submit a joint-application for the Vallejo Ferry Terminal and Vallejo Transit Center in June 2021, with the City as the lead project sponsor and WETA as a supporting partner. This month MTC staff notified WETA and the City of Vallejo that the project is being recommended for a \$200,000 grant award along with six other projects throughout the Bay Area. The MTC Board approved the funding resolution at the June 22, 2021 Board meeting. MTC staff will work with awardees to establish scopes of work. Since the call for projects

application was designed for ease of completion to reduce barriers to apply, project awards will require the cooperative development of a scope between MTC and the project sponsor(s).

CAPITAL PROJECTS

Vallejo Dredging Project

The 2021 dredging episode was completed on September 21. The permanent terminal was reinstalled on September 22 and service has resumed to the permanent facility. The spare passenger float is anticipated to be reinstalled at Pier 48.5 during the first week of October. WETA staff is continuing to explore long-term solutions to address accelerating silt build-up at the Vallejo Ferry Terminal.

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. 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 received \$13.4 million.

October 2021 Update: Following an evaluation of operating cost calculations that capped the payments to some operators, MTC determined that Caltrain and WETA would be eligible for additional funding. On September 8, MTC allocated an additional \$772,017 to WETA. This does not include future funding that WETA would be eligible for under MTC's 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 plans to bring a recommendation for the second tranche distribution in late 2021 or early 2022, however that timeline might be affected by a newly released FTA competitive grant program under ARPA. This new grant would allocate \$2.2 billion nationwide based on operators who continue to show financial impacts in operations after all other federal funds have been exhausted.

COVID-19 Protocols

On September 9, President Biden announced vaccination requirements for federal employees, contractors, and private sector employees at businesses with over 100 workers. The mandate will include limited exceptions. Several public agencies including the Los Angeles County Metropolitan Transportation Authority, the City and County of San Francisco, and the Golden Gate Bridge, Highway and Transportation District have also announced mandates for their employees. WETA is developing a vaccine mandate policy for its administrative employees and is working closely with Blue & Gold Fleet to ensure that WETA's contracted workforce is compliant with the new federal mandate.

On September 16, Governor Newsom signed AB 361, which allows entities governed by the Brown Act to continue to use teleconferencing without complying with certain provisions of that act. The bill allows WETA to continue to hold Board of Directors' meetings virtually, so long as the Board makes certain findings on a regular basis. Staff is prepared to recommend Board approval of these findings as needed to ensure compliance with the legislation.

END

MEMORANDUM

TO: Board Members

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

SUBJECT: Monthly Review of FY 2021/22 Financial Statements Ending August 31, 2021

Recommendation

There is no recommendation associated with this informational item.

Summary

This monthly report provides financial information incorporating budget, revenues, and expenses through August 31, 2021. The summary below compares monthly allocated Budget to Actual operating data for the first two months of the Fiscal Year 2021-22 and summarizes Capital revenue and expense compared to the full budget. The attached Financial Statements provide full fiscal year Budget and Actual information.

Operating Budget vs. Actual

	Prior Actual	Current Budget	Current Actual
Revenues - Year To Date:			
Fare Revenues	\$4,506,990	\$1,307,833	\$1,427,755
Federal - CARES Act	-	3,678,233	2,195,508
State Operating Assistance	-	75,000	-
Bridge Toll Revenues	2,275,358	2,507,975	2,948,280
Contra Costa Measure J	-	608,550	685,344
Other Revenue	3,850	-	-
Total Operating Revenues	\$6,786,198	\$8,177,590	\$7,256,887
Expenses - Year To Date:			
Planning & Administration	\$314,539	\$500,000	\$266,733
Ferry Services	6,471,659	7,677,590	6,990,154
Total Operations Expenses	\$6,786,198	\$8,177,590	\$7,256,887
System-Wide Farebox Recovery %	70%	17%	20%

Capital Actual and % of Total Budget

	YTD Actual	% of FY 2021/22 Budget
Revenues:		
Federal Funds	\$29,850	
State Funds	2,576,472	
Bridge Toll Revenues	35,708	
Other Revenues	2,732	
Total Capital Revenues	\$2,644,762	5.56%
Expenses:		
Total Capital Expenses	\$2,644,762	5.56%

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 Two Months Ending 8/31/2021

% of Year Elapsed 17%

	Aug-21 Actual	Year - To - Date			Total FY2021/22 Budget	% of Total Budget
		FY2018/19 Actual	FY2021/22 Budget	FY2021/22 Actual		
OPERATING EXPENSES						
<u>FERRY OPERATIONS:</u>						
<u>Harbor Bay FerryService (AHBF)</u>						
Vessel Crew Labor	\$127,907		\$282,200	\$273,211	\$1,693,200	16.1%
Vessel Fuel	61,045		109,783	119,620	658,700	18.2%
Vessel Operations & Maintenance	27,955		112,233	55,408	673,400	8.2%
Facility Operations & Maintenance	40,837		126,433	83,617	758,600	11.0%
System Expense	56,665		149,583	104,935	897,500	11.7%
Total Harbor Bay Farebox Recovery - AHBF	\$314,410	\$556,257	\$780,233	\$636,791	\$4,681,400	13.6%
	10%	53%	15%	9%	15%	
<u>Alameda/Oakland Ferry Service (AOFS)</u>						
Vessel Crew Labor	\$287,792		\$629,633	\$670,866	\$3,777,800	17.8%
Vessel Fuel	183,136		338,817	367,227	2,032,900	18.1%
Vessel Operations & Maintenance	54,469		165,450	143,850	992,700	14.5%
Facility Operations & Maintenance	112,739		210,367	241,235	1,262,200	19.1%
System Expense	156,886		397,967	300,320	2,387,800	12.6%
Total Alameda/Oakland Farebox Recovery - AOFS	\$795,022	\$2,195,060	\$1,742,233	\$1,723,498	\$10,453,400	16.5%
	22%	76%	18%	26%	18%	
<u>Vallejo FerryService (Vallejo)</u>						
Vessel Crew Labor	\$330,428		\$737,850	\$687,082	\$4,427,100	15.5%
Vessel Fuel	453,479		802,883	888,604	\$4,817,300	18.4%
Vessel Operations & Maintenance	134,947		210,083	198,110	\$1,260,500	15.7%
Facility Operations & Maintenance	292,433		661,517	614,054	3,969,100	15.5%
System Expense	174,367		451,917	323,457	2,711,500	11.9%
Total Vallejo Farebox Recovery - Vallejo	\$1,385,654	\$3,136,861	\$2,864,250	\$2,711,307	\$17,185,500	15.8%
	23%	76%	23%	28%	23%	
<u>South San Francisco FerryService (SSF)</u>						
Vessel Crew Labor	\$0		\$79,257	\$79,257	\$1,018,700	7.8%
Vessel Fuel	-		-	-	385,000	0.0%
Vessel Operations & Maintenance	23,479		97,550	46,579	585,300	8.0%
Facility Operations & Maintenance	39,894		118,283	82,270	709,700	11.6%
System Expense	13,440		94,767	46,163	568,600	8.1%
Total South San Francisco Farebox Recovery - SSF	\$76,813	\$583,481	\$389,857	\$254,268	\$3,267,300	7.8%
	0%	27%	0%	0%	13%	
<u>Richmond FerryService (Richmond)</u>						
Vessel Crew Labor	\$202,520	Service launched in January 2019	\$459,217	\$427,081	\$2,755,300	15.5%
Vessel Fuel	113,370		191,117	222,151	1,146,700	19.4%
Vessel Operations & Maintenance	35,365		146,433	69,661	878,600	7.9%
Facility Operations & Maintenance	80,751		194,067	166,464	1,164,400	14.3%
System Expense	64,377		184,800	130,403	1,108,800	11.8%
Total Richmond Farebox Recovery - Richmond	\$496,383	\$0	\$1,175,633	\$1,015,760	\$7,053,800	14.4%
	9%	0%	52%	9%	8%	
<u>Seaplane Lagoon FerryService (SPL)</u>						
Vessel Crew Labor	\$117,249	Service launched in July 2021	\$262,317	\$249,343	\$1,573,900	15.8%
Vessel Fuel	61,045		99,400	111,252	596,400	18.7%
Vessel Operations & Maintenance	26,793		91,083	72,465	546,500	13.3%
Facility Operations & Maintenance	39,835		103,050	80,675	618,300	13.0%
System Expense	71,392		169,533	134,796	1,017,200	13.3%
Total Seaplane Lagoon Farebox Recovery - SPL	\$316,314	\$0	\$725,383	\$648,530	\$4,352,300	14.9%
	11%	0%	19%	10%	19%	
Sub-Total Ferry Operations	\$3,384,595	\$6,471,659	\$7,677,590	\$6,990,154	\$46,993,700	14.9%
FAREBOX RECOVERY - SYSTEMWIDE	18%	70%	17%	20%	18%	

San Francisco Bay Area Water Emergency Transportation Authority
FY 2021/22 Statement of Revenues and Expenses
For Two Months Ending 8/31/2021

% of Year Elapsed 17%

		Year - To - Date			Total	% of
	Aug-21 Actual	FY2018/19 Actual	FY2021/22 Budget	FY2021/22 Actual	FY2021/22 Budget	Total Budget
OPERATING EXPENSES (continued)						
<u>PLANNING & GENERAL ADMIN:</u>						
Wages and Fringe Benefits	\$123,018	\$191,680	\$266,933	\$259,783	\$1,601,600	16.2%
Services	48,840	143,428	342,367	92,950	2,054,200	4.5%
Materials and Supplies	(1,095)	492	9,967	519	59,800	0.9%
Utilities	2,467	6,851	7,300	6,264	43,800	14.3%
Insurance	1,307	1,200	2,850	2,614	17,100	15.3%
Miscellaneous	8,220	17,269	15,783	11,856	94,700	12.5%
Leases and Rentals	26,301	62,385	54,400	52,401	326,400	16.1%
Admin Overhead Expense Transfer	(80,930)	(108,766)	(199,600)	(159,654)	(1,197,600)	13.3%
Sub-Total Planning & Gen Admin	\$128,128	\$314,539	\$500,000	\$266,733	\$3,000,000	8.9%
Total Operating Expenses	\$3,512,722	\$6,786,198	\$8,177,590	\$7,256,887	\$49,993,700	14.5%
OPERATING REVENUES						
Fare Revenue	\$607,804	\$4,506,990	\$1,307,833	\$1,427,755	\$8,268,000	17.3%
Federal Operating Assistance	850,182	-	3,678,233	2,195,508	22,069,400	9.9%
State Operating Assistance	-	-	75,000	-	450,000	0.0%
Regional - Bridge Toll	1,601,448	2,275,358	2,507,975	2,948,280	15,555,000	19.0%
Regional - Contra Costa Measure J	453,288		608,550	685,344	3,651,300	18.8%
Other Revenue	-	3,850	-	-	-	0.0%
Total Operating Revenues	\$3,512,722	\$6,786,198	\$8,177,590	\$7,256,887	\$49,993,700	14.5%

San Francisco Bay Area Water Emergency Transportation Authority
FY 2021/22 Statement of Revenues and Expenses
For Two Months Ending 8/31/2021

Project Description	Total Project Budget	Total Prior Expense	Total FY2021/22 Budget	Total FY2021/22 Expense	Total Future Year	% of Total Project Budget Spent
CAPITAL EXPENSES:						
<u>FACILITIES:</u>						
Operations and Maintenance Facilities						
North Bay Facility Fuel System Improvement	\$530,450	\$220,680	\$309,770	\$32,708	\$0	48%
Central Bay Facility Oil System Modification	650,000	-	650,000	1,102	-	0%
Terminal Improvement						
Terminal Rehabilitation - Alameda Main Street	6,127,700	21,269	2,429,831	11,225	3,676,600	1%
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%
<u>FERRY VESSELS:</u>						
Vessel Construction						
New Commuter Class High-Speed Vessels - 2 each	30,082,500	18,583,816	11,498,684	2,575,332	-	70%
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	3,277,919	17,825,781	23,917	13,496,300	10%
Replacement Vessel - MV Intintoli	26,446,700	-	500,000	569	25,946,700	0%
Vessel Rehabilitation and Refurbishment						
Vessel Engines Conversion - Gemini Class Vessels	5,524,100	61,869	3,891,431	(2,745)	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	\$22,295,061	\$47,551,389	\$2,644,762	\$49,914,400	
CAPITAL REVENUES:						
Federal Funds	\$58,684,860	\$2,725,949	\$21,720,621	\$29,850	\$34,238,290	5%
State Funds	47,543,850	13,583,816	21,225,184	2,576,472	12,734,850	34%
Regional - Bridge Toll	9,078,490	5,298,448	2,894,082	35,708	885,960	59%
Regional - Alameda Sales Tax Measure B / BB	4,453,650	686,848	1,711,502	2,732	2,055,300	15%
Total Capital Revenues	\$119,760,850	\$22,295,061	\$47,551,389	\$2,644,762	\$49,914,400	

TO: WETA Board Members

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

SUBJECT: WETA Federal Legislative Board Report – October 2021

This report covers the following topics:

1. WETA Executive Director Testifies Before House Transportation and Infrastructure Committee
2. Soliciting Support for WETA's Application for Funding from the FTA 5307(h) Ferry Program
3. Continuing Efforts to Secure Additional Funding for FTA 5307(h) Ferry Grant Program

WETA Executive Director Testifies Before House Transportation and Infrastructure Committee

On September 28th, the House Transportation and Infrastructure (T&I) Highways and Transit Subcommittee held a hearing on "Examining the Role of Ferries in Improving Mobility". This was the first hearing the T&I Committee has ever held exclusively on public ferry service. During the hearing, Seamus Murphy testified on what WETA is doing to increase accessibility, expand service and transition its fleet to zero emission. In his testimony, Seamus also advocated to have the \$1.25 billion for the FTA 5307(h) program restored to the infrastructure bill.

Numerous members of the Committee directed their questions to Seamus, which allowed him to reinforce why additional funding for the FTA program is important for WETA. In particular, Members of the Bay Area Congressional delegation that attended the hearing helped Seamus make the point that the additional funding for the FTA ferry grant program can help offset the inequities that exist within the FHWA program, which is biased towards systems that carry cars and/or have long route segment lengths. Seamus also pointed that the more funding that is available through the FTA program, the more quickly WETA will be able to transition its fleet to zero emission technology.

Seamus' testimony was very helpful to our ongoing lobbying campaign to seek additional funding for the FTA 5307(h) ferry grant in the budget reconciliation bill or as part of a technical corrections bill associated with the bipartisan infrastructure bill (more on that below).

Soliciting Support for WETA's Application for Funding from the FTA 5307(h) Ferry Program

WETA is seeking \$6.88M through the FTA 5307(h) Ferry Grant program for construction of two zero emission ferry boats for a new loop that will link Mission Bay, Treasure Island and Downtown San Francisco, connecting these growing areas with existing San Francisco Bay Ferry service from Alameda, Oakland, Richmond, South San Francisco and Vallejo. The requested funding will allow WETA to provide fast, convenient, clean and reliable public water transit service to these emerging San Francisco neighborhoods, which have limited surface street access and infrequent existing public transit options. We are working with WETA staff to

obtain letters of support from Speaker Pelosi, Senators Feinstein and Padilla, and members of the Bay Area Congressional delegation.

Continuing Efforts to Secure Additional Funding for FTA 5307(h) Ferry Grant Program

We are continuing to work closely with Speaker Pelosi, Senators Feinstein and Padilla, and members of the Bay Area Congressional delegation to seek additional funding for the FTA 5307(h) ferry grant in the budget reconciliation bill or as part of a technical corrections bill associated with the bipartisan infrastructure bill. We have also been working with members of the Washington Congressional delegation, which is advocating for this money on behalf of the Washington State Ferries and their state's shipyards, which have built numerous WETA ferry boats.

We have been advocating for additional funding for the FTA program for the past several years. The Senate infrastructure bill was supposed to include \$1.25B for the FTA 5307(h) ferry program – however, we were told a drafting error left it out. While the money was going to be added to the bill as part of a technical corrections amendment, this amendment (and a few dozen others) were left out of the final infrastructure bill when Senator Bill Hagerty objected to an agreement on amendments. There is a genuine desire by the Congressional delegation to obtain this funding; however, the path forward remains unclear given the very challenging politics associated with the bipartisan infrastructure bill and the reconciliation bill.

Respectfully Submitted,
Peter Friedmann and Ray Bucheger



NOSSAMAN LLP | Memorandum

TO: WETA Board of Directors

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

DATE: September 27, 2021

RE: October 2021 - Legislative Update

Legislative Update

The legislature sent Governor Newsom hundreds of bills before adjourning their 2021 session on September 10. He has until October 10 to sign or veto the measures. The legislature will reconvene for the 2022 session on January 3.

Funding for WETA Priorities

We hosted several meetings with key legislators and budget staff to raise awareness about expanding eligibility of new zero-emissions transit funding to include ferries as an eligible mode and supporting funding necessary to complete the Mission Bay Ferry Terminal. We will continue to advocate for additional funding opportunities for ferries in the coming months in advance of the 2022 session.

Budget Update

The Legislature and Governor were not able to come to agreement in September on a funding compromise for high-speed rail and various transportation infrastructure expenditures that were included in the prior budget passed in July. As a result, the following investments approved in July will revert to the General Fund on October 10:

- **\$2.5 billion** in supplemental investment for the Transit and Intercity Rail Capital Program;
 - Note: The reversion to the General Fund of this supplemental investment **does not** impact the estimated \$500M-\$600M available to TIRCP from the ongoing appropriation from the Greenhouse Gas Reduction Fund nor SB 1's Transportation Improvement Fee.
- **\$500 million** for the Active Transportation Program; and,
- **\$400 million** for Climate Adaptation on Transportation Infrastructure.

While these supplemental investments in transportation infrastructure are not expected to move forward this year, we expect negotiations between the Newsom Administration and State Legislature to recommence as we approach 2022. It is possible that these negotiations will include discussion of additional investment benefiting public transit and rail systems.

Bills of Interest

AB 361 - Allows local agencies to continue conducting remote meetings until January 1, 2024. Signed by the Governor.

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.

California Air Resource Board (CARB) Commercial Harbor Craft Regulations

CARB has posted their proposed amendments to the Commercial Harbor Craft Regulations in advance of the official public hearing at the CARB Commission meeting on November 8. We will be working with WETA staff as they review the proposed regulatory language and will be developing an appropriate strategy to engage the Bay Area delegation.

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

Systemwide ridership grew steadily from April to June before increasingly significantly in July as WETA launched the Pandemic Recovery Plan. Ridership growth slowed at the end of July and decreased slightly in August and September 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 compares favorably to other regional transit operators (measured as a percent of pre-pandemic ridership).

Highlights:

- Weekday ridership is at about 30% of pre-pandemic levels
- Weekend ridership has remained particularly strong through August and September and is already at 60% of pre-pandemic levels
- The Alameda & Oakland route has continued to boast the highest weekend ridership in the system, however weekday ridership on this route has decreased over the past month
- Off-peak weekday ridership is nearly back to pre-pandemic levels
- 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

WETA will be making minor adjustments in several areas of its service network, described in detail below.

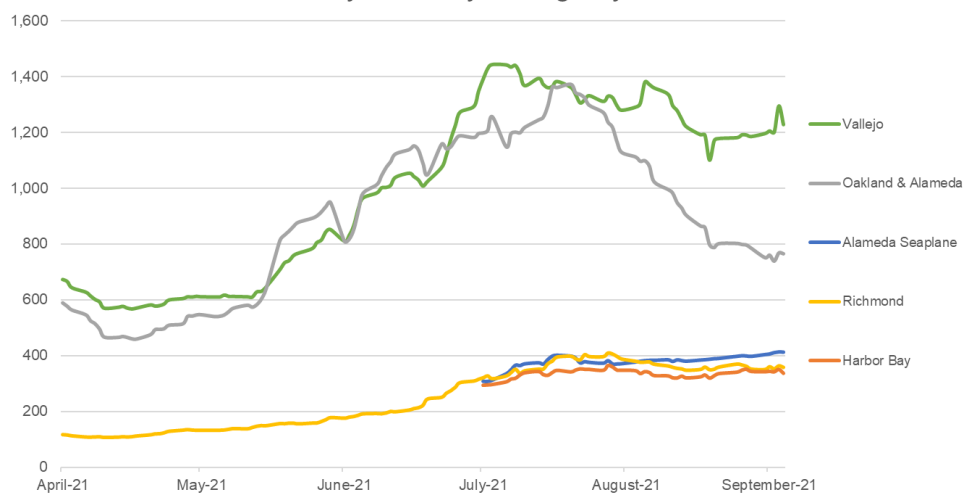
Deferral of South San Francisco ferry service start to November 8, 2021 – Staff had planned to start the South San Francisco ferry service in October based on the input of major employers in the Oyster Point area. Those employers had return-to-work plans developed last spring that had targeted October as the start of a phased return of employees. However,

the Delta variant has disrupted those original plans and a revised return date of January 2022 has been identified. While ridership may be limited through the end of the calendar year, staff is recommending restarting the South San Francisco service in November. An early start – before workers return rather than afterwards – is consistent with the larger approach of WETA’s Pandemic Recovery Plan. In addition, the WETA system as a whole will be going through service adjustments in November and incorporating new South San Francisco crews into that effort is less disruptive for Blue & Gold Fleet.

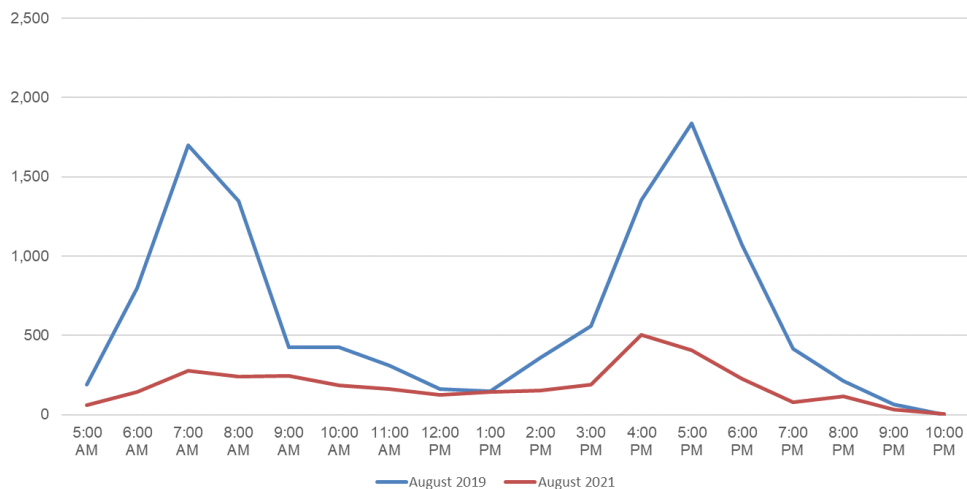
October Baseball and Basketball Special Event Service – The NBA season is resuming in October and the temporary terminal at Pier 48.5 will be ready for operations. WETA anticipates serving the pre-season game versus the Los Angeles Lakers on October 8 as the inaugural run of the 21/22 season. Like the 2019 season, service to Pier 48.5 will only be offered from the Oakland and Alameda Main Street terminals due to limited float capacity and a sharing arrangement with Golden Gate Ferry. The San Francisco Giants will be in the playoffs starting in October. Baseball ferry ridership has been a strong performer all season long. However, with more vessels in service due to the restart of South San Francisco and the possibility of conflicting basketball games, staff is recommending use of a Blue & Gold high-capacity mono-hull vessel to serve playoff baseball games from Oakland and Alameda. While slower than WETA-owned vessels the Blue & Gold mono-hull vessels have capacity up to 800 passengers and provide Giants fans the opportunity to savor the trip across the bay.

Systemwide Schedule Adjustments – WETA and Blue & Gold staff have been working to correct an error in the July service schedule that caused many crews to miss state-mandated lunch periods, resulting in overtime charges throughout the system. To address this condition, the entire network was overhauled to bring lunch periods into compliance. There will be multiple adjustments throughout the system to existing schedules. Overall, the overhaul does not reduce the number of departures in the WETA system. However, certain services may see a decrease or increase in departures by one or two trips. WETA will be messaging the schedule changes to riders throughout the month of October.

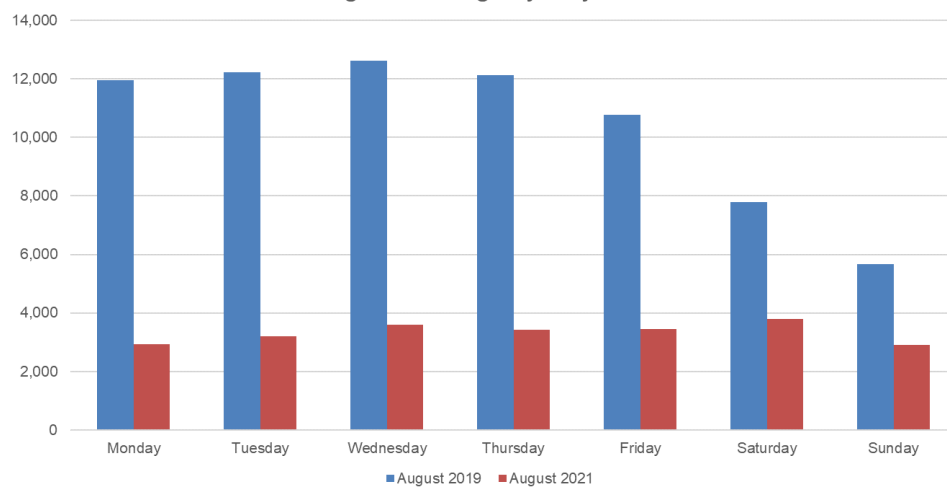
10-Day Weekday Average By Route



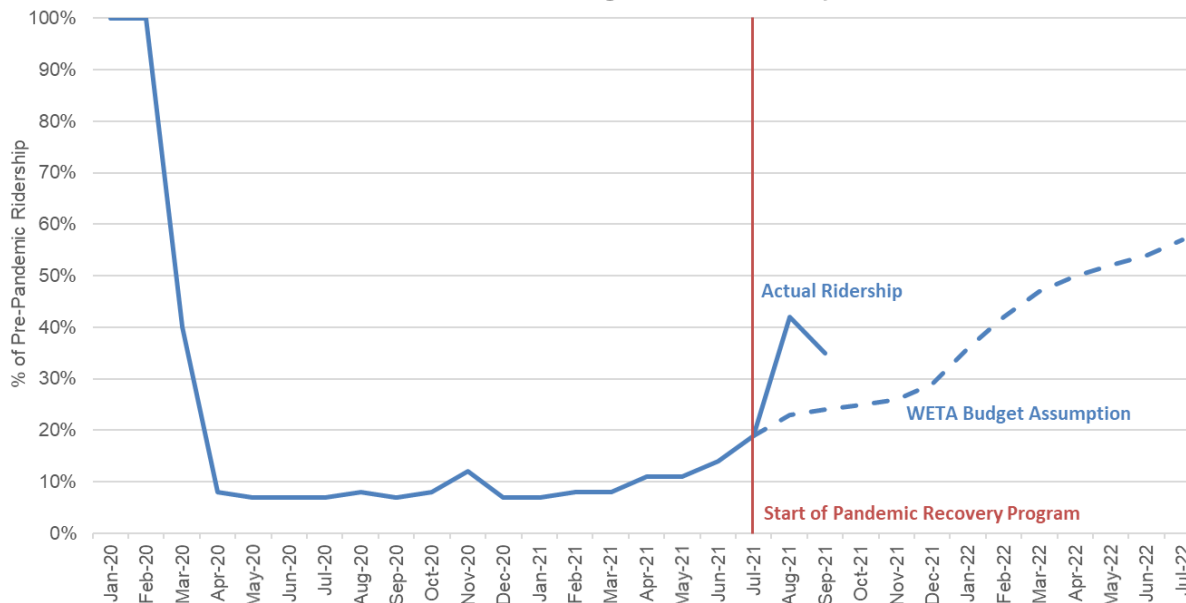
Average Weekday Hourly Boardings



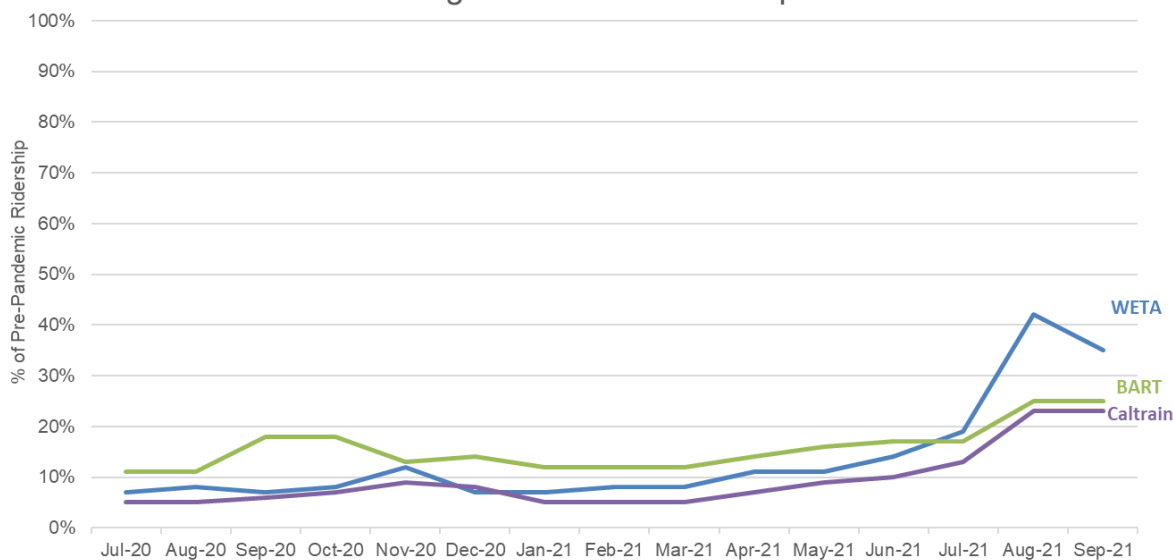
Average Boardings by Day of Week



Actual vs. Budgeted Ridership



Regional Transit Ridership



August 2021			Oakland & Alameda	Vallejo	Richmond	Harbor Bay	Alameda Seaplane	South San Francisco †	Systemwide	
Boardings	vs. last month	Total Passengers August 2021	36,794	39,155	10,290	7,520	8,237		101,996	
		Total Passengers July 2021	52,532	46,058	10,955	7,046	7,702		124,293	
		Percent change	-29.96%	-14.99%	-6.07%	6.73%	6.95%		-17.94%	
	vs. same month last year	Total Passengers August 2021	36,794	39,155	10,290	7,520	8,237		101,996	
		Total Passengers August 2020	5,641	9,905	1,537				17,083	
		Percent change	552.26%	295.31%	569.49%	-	-		497.06%	
	vs. prior FY to date	Total Passengers Current FY To Date	89,326	85,213	21,245	14,566	15,939		226,289	
		Total Passengers Last FY To Date	11,675	15,939	2,895	-	-		30,509	
		Percent change	665.10%	434.62%	633.85%	-	-		641.71%	
	Ops Stats	Avg Weekday Ridership August 2021		1,672	1,780	468	342	374		4,636
		Passengers Per Hour August 2021		76	50	29	36	53		51
		Revenue Hours August 2021		481	777	361	210	154		1,983
Revenue Miles August 2021		6,736	21,535	6,481	4,334	2,541		41,627		
Farebox Recovery Year-To-Date		26%	28%	9%	9%	10%		20%		
Peak hour utilization, AM – August 2021		14%	18%	13%	13%	12%		14%		
Peak hour utilization, PM – August 2021		16%	33%	16%	17%	12%		19%		
Fuel	Fuel Used (gallons) – August 2021		60,028	148,640	37,160	20,009	2,009		285,846	
	Avg Cost per gallon – August 2021		\$3.05	\$3.05	\$3.05	\$3.05	\$3.05		\$3.05	

† Service suspended on the South San Francisco route until further notice

END

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

(September 2, 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

Vice Chair Monique Moyer called the meeting to order at 1:01 p.m. She welcomed directors, staff, and meeting guests and noted that the meeting was being recorded. Vice Chair Moyer advised guests about offering public comment and how guests could sign up to speak throughout the meeting.

2. ROLL CALL

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

3. REPORT OF BOARD CHAIR

No report.

4. REPORTS OF DIRECTORS

Director Alba expressed her excitement on the increase in ridership prior to the peak in Delta referencing fare reductions and service increases.

Director Intintoli noted that everything was going well with the dredging process in Vallejo.

Vice Chair Moyer extended her gratitude to Assembly Speaker pro Tem and San Mateo County Representative Kevin Mullin for his leadership in securing \$5 million towards the Redwood City ferry terminal project.

She applauded and recognized Public Information & Marketing Manager Thomas Hall and his team and Executive Director Seamus Murphy for the addition of Ferry Tales to the *Full Speed Ahead* newsletter and for participation in KQED's Forum on *Checking in on Bay Area Ferries*, respectively and thanked staff for all their hard work.

5. REPORTS OF STAFF

Executive Director Seamus Murphy began by introducing new WETA employee, Customer Experience Specialist Rafael Regan who would be working with Mr. Hall.

Mr. Murphy said that the mask mandate that was extended on public transit through January 18, 2022 would continue to be enforced on the system but did not apply to the outdoor areas of the ferry. He said that the mandate for proof of vaccination for certain indoor businesses applied to purchasing concessions on board the ferries.

He noted that the Metropolitan Transportation Commission (MTC) had launched its regional marketing campaign to encourage riders to get back on transit in collaboration with transit operators. He provided a status update on the Treasure Island development and information on the Federal Transit Administration (FTA) Triennial Review.

Mr. Murphy invited Government & Regulatory Affairs Manager Lauren Gularte to provide information on the update of the state budget, funding earmarks, and the support WETA has received for funding request for zero emissions. She invited FBB Federal Relations Federal Lobbyist Ray Bucheger to provide the federal update on the infrastructure and budget reconciliation bills and his firm's work to increase funding for the two federal programs dedicated to public ferries.

The Directors thanked Mr. Bucheger for his helpful and informative report.

Mr. Murphy provided five written reports and offered to answer questions and invited Planning & Development Manager Kevin Connolly to report on ridership and recovery. Mr. Connolly said that the orientation of this report would be used as a basis to track performance against the goals of the Pandemic Recovery Plan. He shared his presentation reflecting rolling averages, service enhancements, and tracking comparison to other regional operators.

Operations & Maintenance Manager Timothy Hanners said that Blue & Gold Fleet (Blue & Gold) held daily briefings to address mandates and ensure passenger compliance. Mr. Murphy added methods other transit operators were using handed down from FTA and the Transportation Security Administration (TSA) in response to Director Intintoli.

Mr. Connolly clarified departures and arrivals for Oakland service in response to Director DelBono.

PUBLIC COMMENT

Kelly Hammergren asked about the standard requirements of specific facial coverings. Mr. Murphy said that he was not aware of any specific mask requirements other than one that needed to cover the nose and mouth.

PUBLIC COMMENT

Commute.org Executive Director John Ford said he looked forward to receiving the updated schedule for the South San Francisco service.

6. CONSENT CALENDAR

Director Intintoli made a motion to approve the 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

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

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

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

7. APPOINTMENT OF CHIEF FINANCIAL OFFICER OF THE SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

Mr. Murphy presented this item recommending the appointment of Erin McGrath to the position of Chief Financial Officer and authorizing the Executive Director to execute the employment agreement.

He invited consultant Kathleen Kelly to describe the recruitment process and the value Ms. McGrath would bring to the WETA.

Ms. Kelly welcomed Ms. McGrath and offered her the opportunity to say a few words.

Mr. Murphy acknowledged the work of Acting Chief Financial Officer Lynne Yu. He and the Directors thanked her for her dedication and her help with the transition.

Director DelBono made a motion to approve the item.

Vice Chair Moyer expressed her admiration and appreciation of Ms. McGrath with whom she had the pleasure of working with early in their careers.

Vice Chair Moyer called for public comments, and there were none.

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

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

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

Senior Planner/Project Manager Chad Mason presented this item recommending approval of 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.

He said that the scope of work for this phase of the project included assessment of the existing terminal components, preliminary design services, support of environmental permitting, the design, build construction procurement process, and engineering support services during the final design and construction phases.

Director Alba made a motion to approve the item.

Vice Chair Moyer expressed her appreciation for the Disadvantaged Business Enterprise (DBE) achievement.

Vice Chair Moyer called for public comments, and there were none.

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

9. AUTHORIZE RELEASE OF A REQUEST FOR PROPOSALS FOR CONSTRUCTION MANAGEMENT SERVICES THE ALAMEDA MAIN STREET FERRY TERMINAL REFURBISHMENT PROJECT

Mr. Mason presented this item recommending authorization to release a Request for Proposals (RFP) for construction management services for the *Alameda Main Street Ferry Terminal Refurbishment Project* (Project).

He said that the selected firm is an extension of staff and will act primarily as the owner's representative providing oversight and support during the Project

Director DelBono made a motion to approve the item.

Vice Chair Moyer called for public comments, and there were none.

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

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

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

Operations & Maintenance Manager Timothy Hanners introduced Engineering & Maintenance Administrator Jeffery Powell who presented this item recommending approval of 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.

Director Alba made a motion to approve the item.

The Directors welcomed Mr. Powell to WETA and thanked him for providing additional information on the scoring and expanding on the written report.

Vice Chair Moyer called for public comments, and there were none.

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

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

11. APPROVE EXTENSION OF PARTICIPATION IN CLIPPER START PILOT PROGRAM

Transportation Planner Arthi Krubanandh presented this item recommending approval of the extension of participation in the Clipper START pilot program for an additional 18-month period.

She shared her presentation on the Clipper START usage on WETA services from January through July 2021.

Director Intintoli made a motion to approve the item.

The Directors spoke in support of the extension and promotion of the program.

Vice Chair Moyer called for public comments, and there were none.

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

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

12. WETA 2040 SERVICE VISION & BUSINESS PLAN UPDATE

Principal Planner Michael Gougherty introduced this informational item and CivicMakers Chief Engagement Officer Cristelle Blackford to provide a brief presentation on the project overview, the objectives, goals, and schedule for the project, stakeholder groups, the stakeholder workshop concept, and next steps.

Vice Chair Moyer and Director Alba shared their thoughts about the Service Vision and Business Plan, thanked CivicMakers for putting together a strong stakeholder engagement plan, and asked stakeholders to participate and provide comment.

13. PUBLIC COMMENTS FOR NON-AGENDA ITEMS

PUBLIC COMMENT

Jerry Bellows thanked Ms. Yu for all her work and looked forward to following the WETA Business Plan. He added that Fleet Week will be happening and that WETA consider extra ferry service.

PUBLIC COMMENT

Port of Redwood City Port Commissioner Chair Lorianna Kastrop shared that the state had approved an additional \$5 million in funding for the Redwood City ferry terminal project and thanked Assemblymember Mullin, Redwood City Mayor Diane Howard, and WETA for their support.

With all business concluded, Vice Chair Moyer adjourned the meeting at 2:50 p.m.

- Board Secretary

END

MEMORANDUM

TO: Board Members

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

SUBJECT: Authorize Update of Signature Authority for Local Agency Investment Fund Account

Recommendation

Authorize revisions to the Local Agency Investment Fund (LAIF) account signature authority to include the following positions:

- Chair, Board of Directors
- Executive Director
- Chief Financial Officer

Background

WETA's daily financial management involves two separate financial institutions. WETA utilizes Bank of America for general banking such as weekly payment for goods and services in a timely fashion, meeting payroll needs, and receiving deposits of revenue such as grant allocations or reimbursements. The LAIF account is used to invest and grow the agency's unrestricted cash balance that is not immediately needed to make payments.

Discussion

The LAIF program was created in 1977, through Section 16429.1 et seq. of the California Government Code, to provide an investment alternative for California's local governments and special districts. LAIF offers local agencies the opportunity to participate in a managed portfolio, which invests hundreds of millions of dollars, using the investment expertise of the state Treasurer's Office investment staff at no additional cost to the taxpayer. LAIF does not require that funds be deposited for a specific period of time, thus making it still a very accessible investment vehicle. For WETA, secure transfer of funds into and from LAIF can only occur to/from the Bank of America general banking accounts noted above.

Changes to the LAIF account structure and management require Board action. This item requests Board action to update the signatories on the account consistent with recent changes to the WETA staff structure and lines of responsibility. The three changes associated with this item are to 1) change name of the Executive Director, 2) update the position title from Finance and Administration Manager to Chief Financial Officer and 3) remove the Administration and Business Services Manager who does not play a role in managing WETA's funds. All of these changes are consistent with WETA's organizational chart approved in the Fiscal Year 2021-22 budget.

Fiscal Impact

None.

END

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

RESOLUTION NO. 2021-26

**AUTHORIZE UPDATE OF SIGNATURE AUTHORITY FOR
LOCAL AGENCY INVESTMENT FUND ACCOUNT**

WHEREAS, Pursuant to Chapter 730 of the statutes of 1976 Section 16429.1 was added to the California Government Code to create a Local Agency Investment Fund (LAIF) in the State Treasury for the deposit of money of a local agency for purposes of investment by the State Treasurer; and

WHEREAS, the Board of Directors has found that the deposit and withdrawal of money in LAIF in accordance with the provisions of Section 16429.1 of the Government Code for the purposes of investment as stated therein is in the best interests of WETA; and

WHEREAS, WETA seeks to update the titles of signatories on its LAIF accounts; now, therefore, be it

RESOLVED, that the following WETA officials or their successors in office are each authorized to order the deposit or withdrawal of monies in LAIF and may each execute and deliver any and all documents necessary or advisable to effectuate the purposes of this resolution:

Name	Position Title
James Wunderman	Chair, Board of Directors
Seamus Murphy	Executive Director
Erin McGrath	Chief Financial Officer

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 October 7, 2021.

YEA:

NAY:

ABSTAIN:

ABSENT:

/s/ Board Secretary

2021-26

END

MEMORANDUM

TO: Board Members

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

SUBJECT: Authorize Release of a Request for Proposals for a Real-time Transit Information System

Recommendation

Authorize release of a Request for Proposals (RFP) for a Real-time Transit Information System.

Background/Discussion

Over the past several years transit agencies have been globally transitioning to Real-time Transit Information Systems to provide consumers with up-to-date information about disruptions to their transit service, including station closures, cancelled trips, delay messaging, location of their vehicles, and expected arrival times. WETA's current system was developed over ten years ago and is no longer capable of generating reliable real-time departure and arrival predictions. Technological advances and the maturing of the industry has resulted in many new options since WETA staff last procured a transit information system.

The modernization of WETA's Real-time Transit Information System will result in not only better information for riders, but also the ability to offer accurate real-time fleet information feeds to emergency response situational awareness tools managed by the Metropolitan Transportation Commission (MTC) and California Office of Emergency Services (CalOES). Real-time Transit Information is also a requirement of the California Department of Transportation's (Caltrans) California Integrated Travel Project (Cal-ITP), which was established to help California deliver on statewide goals of increasing transit ridership, reaching environmental targets, lowering transportation-related costs for public transit agencies and the traveling public, improving the customer experience of travel, and promoting equity throughout the state transportation network.

A Real-time Transit Information System will be comprised of three primary parts:

1. Vessel Location Tracking – CAD/AVL technology to track vessel locations
2. Vessel Arrival Prediction – Algorithm predicts when a vessel will reach its destination
3. Real-Time Alerts – Displays real-time information on digital terminal signage, on WETA's website and social media, and through WETA's public GTFS feed

Pending Board authorization, staff anticipates releasing an RFP for a Real-time Transit Information System in October and returning to the Board as early as January 2022 with a recommendation for contract award.

Fiscal Impact

There is no fiscal impact associated with the release of this RFP.

END

MEMORANDUM

TO: Board Members

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

SUBJECT: Approve Lease Agreement with the Port of San Francisco for
Administrative Office and Berthing Space at Pier 9

Recommendation

Approve a five year lease with the Port of San Francisco for administrative office and berthing space at Pier 9 and authorize the Executive Director to execute the lease agreement.

Background

WETA has been a Port of San Francisco (Port) tenant at Pier 9 since 2006. On December 1, 2006, WETA entered into a lease with the Port for office space at Pier 9 for an initial term of five years and exercised renewal options in December 2011 and December 2016.

Discussion

The Pier 9 premises leased by WETA are comprised of three parcels:

- Parcel A: approximately 5,562 rentable square feet of Class B office space
- Parcel B: approximately 6,007 square feet of nonexclusive apron space
- Parcel C: approximately 22,162 square feet of exclusive lay berth area

Parcel C is a lay berthing facility completed in June 2012 which includes floats, gangways, and piles to moor two ferry vessels. With the scheduled arrival of several new vessels and an increase in ferry services, suitable mooring facilities are an ongoing need for both short and long-term lay berths.

WETA's current lease requires an annual rent of \$389,000 and expires on November 30, 2021. The new lease has a five-year term that expires on November 30, 2026. The Port is proposing to decrease the annual rent to \$307,000 for the first year, with an annual escalation of 3 percent per year, such that the rent for year five will be \$345,000. This amount reflects a discount on the Port Commission's established rate for office space and is on the lower end when compared to comparable office space in downtown San Francisco.

Fiscal Impact

Funding for this office space lease is included in the FY 2021/2022 operating budget and will be included in future year budgets.

END

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

RESOLUTION NO. 2021-27

**APPROVE A LEASE AGREEMENT WITH THE PORT OF SAN FRANCISCO FOR
ADMINISTRATIVE OFFICE AND BERTHING SPACE AT PIER 9**

WHEREAS, WETA has leased its administrative office at Pier 9 from the Port of San Francisco (Port) since November 2006; and

WHEREAS, the current lease expires at the end of November 2021; and

WHEREAS, the Port and WETA staff have agreed on terms for a new five-year lease for the administrative office, the apron, and berth space at Pier 9, until November 30, 2026; and

WHEREAS, the rent under the new lease is less than current rates, less than the Port's standard rate for commercial office space, and less than comparable office space in downtown San Francisco; the rent starts at \$307,000 for the first year and escalates 3 percent annually, reaching \$345,000 in year five; and

WHEREAS, staff recommends entering into a new lease agreement with the Port at the terms set forth above; now, therefore, be it

RESOLVED, that the Board of Directors hereby authorizes the Executive Director to enter into a lease agreement with the Port of San Francisco for Office and Berthing Space at Pier 9 for a five-year term effective December 1, 2021 at the annual amount of \$307,000 in year one, escalating 3 percent each year to \$345,000 in year five.

CERTIFICATION

The undersigned, the Secretary to the Board, 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 October 7, 2021.

YEA:

NAY:

ABSTAIN:

ABSENT:

/s/ Secretary to the Board

2021-27

END

MEMORANDUM

TO: Board Members

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

SUBJECT: WETA Zero Emission Study Update

Recommendation

There is no recommendation associated with this informational item.

Background/Discussion

In the spring of 2021, WETA launched a Zero Emission Study (Study) to inform development of a plan to transition ferry operations on San Francisco Bay to zero-emission vessels. The study will emphasize use of electric propulsion systems and resolving the technical and regulatory barriers to implementation. This effort is supported by a grant funding from the California Energy Commission (CEC).

WETA applied for the CEC Clean Transportation Program Blueprints for Medium- and Heavy Duty Zero-Emission Vehicle Infrastructure grant in November 2020. In April, the CEC released a notice of proposed award to WETA, and the \$200,000 grant was approved in July. The Study will follow CEC guidance to develop a “blueprint” of actions and milestones needed for implementation of a zero-emission fleet and related electric charging and/or hydrogen refueling infrastructure.

In April 2020, WETA received a \$9.06 million Transit and Intercity Rail Capital Program grant from the California State Transportation Agency to support construction of an all-electric ferry and related infrastructure for new Mission Bay Ferry service. The project includes design and construction of one all-electric vessel and related shoreside charging infrastructure at the Mission Bay and Downtown San Francisco Ferry Terminals. Implementation of this project will be guided by the initial findings of the Study.

The Zero Emission Study is proceeding under two separate but parallel tracks. One track is focused on vessels and the other on shoreside infrastructure. The separate work efforts intersect at carefully chosen milestones to update and inform each team, ensuring consistency with assumptions, next steps, and conclusions. The work is currently in Stage 1: creating a baseline understanding based on data collection to develop contextual settings for vessels, route profiles, shoreside infrastructure and utilities. Stage 2 will begin by December and will consist of optioneering to develop vessel and infrastructure solutions with a subsequent opportunity and constraint assessment of each. This stage will identify optimal technical solutions and specifications that will be carried on for further study. Stage 3 will begin in early 2022 and develop the blueprint and strategy to implement the optimal solutions. The entire effort is anticipated to be complete by late spring or early summer 2022.

This item will include an informational presentation from WETA staff and consulting teams. Staff anticipates returning the Board of Directors with an additional update in early 2022.

END