

Members of the Board

James Wunderman, Chair
Monique Moyer, Vice Chair
Jessica Alba
Jeffrey DelBono
Pippin Dew

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

Thursday, January 9, 2025 at 1:00 p.m.

**Port of San Francisco
Bayside Conference Room
Pier 1**

**San Francisco, CA
and**

Videoconference

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AGENDA

1. CALL TO ORDER
2. ROLL CALL/PLEDGE OF ALLEGIANCE
3. REPORT OF BOARD CHAIR **Information**
 - a. Chair's Verbal Report
4. REPORTS OF DIRECTORS **Information**

Directors are limited to providing information, asking clarifying questions about matters not on the agenda, responding to public comment, referring matters to committee or staff for information, or requesting a report to be made at another meeting.
5. REPORTS OF STAFF **Information**
 - a. Executive Director's Report on Agency Projects, Activities and Services
 - i. REEF Program System Integration
 - ii. Richmond Free Ferry Fridays
 - b. Monthly Review of Financial Statements
 - c. Federal Legislative Update
 - d. State Legislative Update
 - e. Monthly Operations, Ridership, and Recovery Report
6. CONSENT CALENDAR **Action**
 - a. Approve Board Meeting Minutes – December 12, 2024
 - b. Authorize the Submittal of an Application with the Metropolitan Transportation Commission for \$14,141,000 in Regional Measure 3 Capital Funds
7. AUTHORIZE FIFTH AMENDMENT TO AGREEMENT WITH MANSFIELD OIL COMPANY OF GAINESVILLE, INC. FOR FUEL AND FUEL DELIVERY SERVICES CONTRACT **Action**

**Water Emergency Transportation Authority
January 9, 2025 Meeting of the Board of Directors**

8. APPROVE WETA'S 2025 LEGISLATIVE PROGRAM

Action

9. PUBLIC COMMENTS FOR NON-AGENDA ITEMS

ADJOURNMENT

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

PUBLIC COMMENTS WETA welcomes comments from the public.

If you know in advance that you would like to make a public comment during the meeting, 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 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: January 9, 2025

RE: Executive Director's Report

REEF Program System Integration

Over the past several years, WETA staff and Aurora Marine Design have developed a comprehensive plan to ensure that the new electric vessel fleet and its equipment are reliable and maintainable. This plan relies on the effective integration of electric vessels and universal charging floats, which will be deployed throughout our system. The plan also emphasizes the need for fleet commonality and standardization as a strategy for maximizing operational and maintenance efficiency and minimizing vessel downtime.

At today's meeting, staff will share more information about fleet commonality and systems integration planning that has informed the appropriate equipment for vessels and universal charging floats, ensuring seamless integration, and optimal performance.

New Passenger Vessel Procurement

As authorized at the last Board of Directors meeting, contract negotiations continued with All American Marine for the 150-passenger vessels with the goal of finalizing the contract by February 1, 2025. Negotiations also continued with the highest ranked proposer for the 400-passenger vessels with the goal of awarding a contract in early 2025 subject to Board approval. Should terms not be reached with either of the proposers, it may be necessary to proceed with new procurements.

Terminal Landside Electrification

The landside electrification work is progressing with the completion of the 30% level design for the Treasure Island Terminal and preliminary engineering for the Seaplane Lagoon, Oakland, and Harbor Bay terminals. On-call professional services consultants have been brought on board to support that effort under the management of SFBF staff. Work also continues with SFPUC and the Port of San Francisco to provide energy service to the Downtown San Francisco and Mission Bay terminals. The Downtown SF Terminal provisions are proving to be particularly challenging given the currently available utility energy supply.

Richmond Free Ferry Fridays

The Richmond Free Ferry Fridays promotion, funded by the Contra Costa Transportation Authority (CCTA) and presented to the Board of Directors in October 2024, was completed on December 27, 2024. More than 15,000 passengers took advantage of the promotion over nine Fridays in which fares on the Richmond route were free, with an average of 1,668 passengers per day. The baseline average ridership in November and December 2023 was 691 passengers; ridership increased 141% during the 2024 promotion.

The agency is developing a report on the promotion. It will be delivered in the coming months. The agency is working with CCTA on an additional potential promotion in the spring.

NBA All-Star Weekend

The National Basketball Association (NBA) is hosting its annual All-Star Weekend in the Bay Area from Friday, February 14, through Sunday, February 16, 2025, with the primary events at Chase Center. The agency is working closely with the Golden State Warriors and the NBA to provide service to the primary events for fans as well as supporting key personnel movement for the team and league. The agency has also partnered with the NBA on marketing opportunities and continues to explore ways to highlight the ferry during the event.

Released Request for Proposals

Universal Charging Float

The request for proposal has been released for three new universal charging floats, with one option, that are critical to energy storage and vessel charging capability at the terminals. Modifications of existing floats to accommodate the total number required for the future all-electric ferry system operation will be part of future separate procurements.

On-Call Professional Services

A request for proposals has been issued for the award of contracts to multiple qualified business entities for on-call professional marine and landside planning, engineering, and construction management services. Actual work will be authorized by negotiated task orders to provide project-specific services.

END

MEMORANDUM

TO: Board Members

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

SUBJECT: Review of FY 2024/25 Financial Statements Ending November 30, 2024

Recommendation

There is no recommendation associated with this informational item.

Financial Statements Summary

This report provides a summary of financial activity through November 2024. For the operating budget, the summary chart below outlines current progress against budget which is within the projected budget. Total revenue and expense to date for operations is \$27 million with 42% of the fiscal year completed. Revenue and expense by both category and route is shown in the detailed charts attached to this report.

Ferry Operations Summary	Year - To - Date	Annual	
	FY2024/25 Actual Current YTD	FY2024/25 Approved Budget	% of FY2024/25 Budget
Revenue:			
Fare Revenue	\$ 6,143,979	\$ 14,065,234	44%
Transfers to Reserves	(3,230,253)	(8,439,141)	38%
Bridge Toll Revenues	16,346,876	50,606,165	32%
State Operating Assistance	5,811,925	11,664,129	50%
Alameda/Contra Costa Tax Revenue	1,867,498	4,307,450	44%
Other Revenue	22,354	2,545,000	1%
Total Operating Revenues	\$ 26,962,379	\$ 74,748,837	36%
Expense:			
Operations Labor	\$ 7,323,775	\$ 19,291,343	38%
Vessel Fuel	5,239,544	15,687,000	33%
Vessel Operations & Maintenance	3,329,850	8,805,864	38%
Facility Operations & Maintenance	4,187,080	11,296,160	37%
Systemwide Expense	3,470,509	10,649,045	33%
Demonstration/Pilot Projects	1,583,846	3,473,724	46%
Planning & Administration	1,827,776	5,545,703	33%
Total Operatings Expenses	\$ 26,962,379	\$ 74,748,838	36%
Farebox Recovery % (Regular Service)	24%		

Capital Budget expenses are summarized below, with more detail provided on the following pages. Expenses through the first 5 months, as shown below, are \$9 million. In the detailed list of projects, the only program change this month is the increase in the Total Project Revenue/Expense of the 150 Passenger Vessel project to reflect approval of the contract award last month. The authorized amount approved for FY 2024/25 did not change as a result of that award. Other total program values will be revised in the coming months as successful grants are incorporated into the program and as staff reviews total project budgets and recent cost estimates.

Capital Budget Summary	FY2024/25 Actual Current YTD	FY2024/25 Approved Budget	% of FY2024/25 Budget
Revenue:			
Federal Funds	\$ 6,896,091	\$ 37,035,764	19%
State Funds	612,825	22,204,389	3%
Bridge Toll Revenues	1,361,083	22,320,841	6%
Local/Other Revenues	143,101	1,856,893	8%
Total Capital Revenues	\$ 9,013,100	\$ 83,417,887	11%
Expense:			
Repair and Replacement	\$ 1,969,795	\$ 26,057,363	8%
Vessel Projects	5,725,192	13,263,495	43%
Electrification Program (REEF)	1,318,112	44,097,030	3%
Total Capital Expense	\$ 9,013,100	\$ 83,417,887	11%

Investment Report

The total monthly balance held in both the Local Agency Investment Fund (LAIF) and our commercial bank as of November 30 is \$25.5 million. Further detail is provided below.

	November 2024
Bank of America (Checking)	\$ 1,721,594
Bank of America (Measure B/BB)	6,734,300
Local Agency Investment Fund (LAIF)	17,051,514
Total	\$ 25,507,407

Fiscal Impact

There is no fiscal impact associated with this informational item.

END

San Francisco Bay Ferry (WETA)
Operating & Administration Monthly Budget Report FY 2024/25
Through the Month Ending 11/30/2024

% of Year Elapsed 42%

	Month Nov. 2024 Actual	Year - To - Date		Total FY2024-25 Budget	Total Budget
		FY2023-24 Actual	FY2024-25 Actual		
OPERATING REVENUE					
Fare Revenue	\$867,842	\$5,595,547	6,143,979	\$14,065,234	44%
Revenue Transfer to Reserve	(598,811)	-	(3,230,253)	(8,439,141)	38%
Federal Operating Assistance	-	11,475,381	-	-	-
Regional - Bridge Toll	2,545,352	5,019,839	16,346,876	50,606,165	32%
State Operating Assistance	2,350,943	-	5,811,925	11,664,129	50%
Local	377,136	1,567,381	1,867,498	4,307,450	43%
Other Revenue	-	121,849	22,354	2,545,000	1%
Total Operating Revenue	\$5,542,462	\$ 23,779,997	\$ 26,962,379	\$ 74,748,837	36%
OPERATING EXPENSE					
Harbor Bay Ferry Service					
Operations Labor	\$130,633	\$682,202	732,377	\$1,688,425	43%
Vessel Fuel	69,386	441,293	366,620	1,254,960	29%
Vessel Operations & Maintenance	102,642	171,738	337,782	1,023,362	33%
Facility Operations & Maintenance	53,846	302,584	267,025	760,837	35%
Systemwide Expense	62,961	314,463	316,066	966,188	33%
Total Harbor Bay Farebox Recovery	\$419,468	\$1,912,280	\$ 2,019,870	\$ 5,693,772	35%
	17%	22%	23%	19%	
Alameda/Oakland Ferry Service					
Operations Labor	\$300,457	\$1,683,396	\$1,684,468	\$4,408,474	38%
Vessel Fuel	198,246	1,299,245	1,047,909	2,823,660	37%
Vessel Operations & Maintenance	200,114	281,373	588,814	1,646,620	36%
Facility Operations & Maintenance	133,912	780,532	707,371	1,926,387	37%
Systemwide Expense	158,175	869,295	837,921	2,541,987	33%
Total Alameda/Oakland Farebox Recovery	\$990,904	\$ 4,913,840	\$ 4,866,483	\$ 13,347,128	36%
	20%	31%	31%	24%	
Vallejo Ferry Service (Vallejo)					
Operations Labor	\$352,710	\$1,954,585	\$1,977,419	\$5,851,832	34%
Vessel Fuel	436,142	2,988,145	2,305,399	\$6,745,410	34%
Vessel Operations & Maintenance	318,045	489,240	812,392	\$2,506,542	32%
Facility Operations & Maintenance	376,410	1,498,643	1,991,097	5,194,472	38%
Systemwide Expense	209,748	1,015,972	1,082,178	3,151,145	34%
Total Vallejo Farebox Recovery	\$1,693,054	\$ 7,946,586	\$ 8,168,486	\$ 23,449,402	35%
	23%	31%	34%	27%	
South San Francisco Ferry Service (SSF)					
Operations Labor	\$117,570	\$653,223	\$659,140	\$1,706,808	39%
Vessel Fuel	49,562	427,888	261,829	941,220	28%
Vessel Operations & Maintenance	120,303	194,190	438,322	1,129,078	39%
Facility Operations & Maintenance	45,449	294,807	254,305	719,434	35%
Systemwide Expense	45,202	200,719	234,375	800,037	29%
Total South San Francisco Farebox Recovery	\$378,086	\$ 1,770,828	\$ 1,847,970	\$ 5,296,577	35%
	12%	8%	15%	13%	
Richmond Ferry Service (Richmond)					
Operations Labor	\$235,140	\$1,281,209	\$1,318,279	\$3,384,571	39%
Vessel Fuel	138,772	889,333	733,684	2,196,180	33%
Vessel Operations & Maintenance	211,740	240,821	763,130	1,520,044	50%
Facility Operations & Maintenance	121,556	654,080	629,750	1,742,897	36%
Systemwide Expense	113,230	468,666	591,962	1,911,368	31%
Total Richmond Farebox Recovery	\$820,438	\$ 3,534,109	\$ 4,036,806	\$ 10,755,060	38%
	9%	13%	13%	12%	

(continued on next page)

San Francisco Bay Ferry (WETA)
Operating & Administration Monthly Budget Report FY 2024/25
Through the Month Ending 11/30/2024

% of Year Elapsed 42%

	Month Nov. 2024 Actual	Year - To - Date		Total FY2024-25 Budget	Total Budget
		FY2023-24 Actual	FY2024-25 Actual		
OPERATING EXPENSE (continued)					
Seaplane Lagoon Ferry Service					
Operations Labor	\$169,823	\$863,212	\$952,091	\$2,251,233	42%
Vessel Fuel	99,123	616,042	524,103	1,725,570	30%
Vessel Operations & Maintenance	116,973	160,010	389,410	980,217	40%
Facility Operations & Maintenance	65,678	400,975	337,531	952,132	35%
Systemwide Expense	81,154	401,772	408,008	1,278,319	32%
Total Seaplane Lagoon Farebox Recovery	\$532,751	\$ 2,442,011	\$ 2,611,143	\$ 7,187,472	36%
	<i>17%</i>	<i>25%</i>	<i>22%</i>	<i>17%</i>	
Subtotal Operations (Regular Service)	\$4,834,701	\$ 22,519,654	\$ 23,550,757	\$ 65,729,411	36%
<i>Farebox Recovery (exclud. Admin.)</i>	<i>18%</i>	<i>25%</i>	<i>26%</i>	<i>21%</i>	
Hydrogen Demonstration Project (Sea Change)	\$227,004	109,800	\$ 1,245,058	\$2,143,724	58%
Alameda - Oakland Demonstration Project (Woodstock)	\$73,808	N/A	338,787	\$1,330,000	25%
Subtotal Ferry Operations (All)	\$5,135,513	\$ 22,629,454	\$ 25,134,603	\$ 69,203,135	36%
Planning and Administration					
Wages and Fringe Benefits	\$241,991	\$856,108	\$1,079,961	\$2,991,281	36%
Professional & Other Services	104,326	497,057	549,550	1,983,648	28%
Information Tech., Office, Supplies	18,525	8,880	35,627	99,000	36%
Utilities/Communications	2,232	7,665	10,856	25,632	42%
Insurance	1,941	11,176	11,358	28,059	40%
Dues, Memberships, Misc.	14,513	45,155	43,429	148,268	29%
Leases and Rentals	23,421	104,825	96,996	269,816	36%
Admin Overhead Expense Transfer		(380,323)	-		
Subtotal Planning & Administration	\$406,949	\$1,150,543	\$ 1,827,776	\$ 5,545,703	33%
Total Operating Expense	\$5,542,462	\$ 23,779,997	\$ 26,962,379	\$ 74,748,838	36%
Systemwide Farebox Recovery (Regular Service, incl. Admin.)			24%		

San Francisco Bay Ferry (WETA)
FY 2024/25 Capital Revenue and Expense
Year-to-Date Through November 30,2024

	Total Project Revenue/Expense	Through the Month Ending 6/30/24	FY 2024/25 Budget (revised)	Year-To-Date FY2024/25 Actual	Total Future Year	% of Project Budget
CAPITAL REVENUE						
Federal Funds	\$ 142,951,683	\$ 17,266,977	\$ 37,035,764	\$ 6,896,091	88,648,942	17%
State Funds	78,802,033	25,932,860	22,204,389	612,825	30,664,854	34%
Regional - Bridge Toll	94,811,874	11,073,223	22,320,841	1,361,083	61,417,809	13%
Local /Other	6,590,000	707,943	1,856,893	143,101	4,025,164	13%
Total Revenue	\$ 323,155,590	\$ 54,981,003	\$ 83,417,887	\$ 9,013,100	\$ 184,756,770	
CAPITAL EXPENSE						
Vessel Projects: Dorado Class						
High Speed Vessels (Dorado/Delphinus)	30,420,100	30,183,002	237,098	-	-	99%
Vessel Replacements (Karl, Zalophus)	37,902,400	21,371,139	13,026,397	5,725,192	3,504,864	71%
Repair and Replacement Program: Vessels						
Vessel Mid-Life Reburishment - Gemini	4,488,000	20,275	4,213,000	24,565	254,725	1%
Vessel Waterjet Upgrade - Pyxis Class Vessels	700,000	214,429	360,528	3,960	125,043	31%
Vessel Mid-Life Refurbish. & Engine Overhaul - Pisc	4,679,000	8,381	4,670,000	4,339	619	0%
Water Jet Equipment	940,000	198,223	739,075	-	2,702	21%
Engine Overhauls and Improvements	9,425,000	249,894	9,175,176	755,696	-	11%
Component Improvements/Dry Dock	3,412,000	-	3,412,000	1,021,117	-	30%
Repair and Replacement Program: Facilities						
Vallejo Terminal Reconfiguration	16,696,000	451,663	600,000	80,960	15,644,337	3%
Passenger Floats Rehabilitation - Pier 9	1,362,000	-	1,362,000	-	-	0%
Vallejo Ferry Terminal Dredging	3,520,000	-	165,000	33,129	3,355,000	1%
Parking Lot Preservation & Maintenance - SSF	190,584	-	190,584	-	-	0%
NOBMF Fuel Farm Upgrades	420,000	-	420,000	-	-	0%
Mare Island-Pier 9 Office Reconfiguration	550,000	-	550,000	46,030	-	8%
Multiuse Emergency Float	200,000	-	200,000	-	-	0%
Electrification Program (REEF)						
Vessels						
New Electric Vessels (Three - 150 PX)*	58,407,000	384,532	9,559,212	217,810	48,463,256	1%
New Electric Vessel (Intintoli Replacement)	26,446,700	956,722	11,469,302	196,958	14,020,676	4%
New Electric Vessel (Mare Island Replacement)	26,500,000	28,540	2,357,935	48,093	24,113,525	0%
Facility Electrification						
Central Bay Terminal	6,946,000	8,041	75,000	2,200	6,862,959	0%
Downtown San Francisco	28,315,432	848,878	12,447,141	497,694	15,019,413	5%
Treasure Island	6,798,681	-	2,593,681	26,110	4,205,000	0%
Main Street	5,689,830	-	640,313	-	5,049,518	0%
Seaplane Lagoon	11,189,000	-	780,313	187,615	10,408,688	2%
Harbor Bay	12,656,693	-	3,099,134	89,740	9,557,559	1%
Richmond Terminal	4,687,500	-	200,000	-	4,487,500	0%
Mission Bay Project	700,000	57,285	125,000	9,613	517,715	10%
Berkeley Pier/Ferry Project	3,000,000	-	200,000	34,515	2,800,000	1%
Oakland Ferry Terminal	16,913,670	-	550,000	7,762	16,363,670	0%
				-		
Total Expense	\$ 323,155,590	\$ 54,981,003	\$ 83,417,887	\$ 9,013,100	\$ 184,756,770	

* Total project budget increased

**AGENDA ITEM 5c
Federal Legislative Update**

**AGENDA ITEM 5d
State Legislative Update**

**TO BE SENT
UNDER
SEPARATE COVER**

MEMORANDUM

TO: Board Members

FROM: Seamus Murphy, Executive Director
Michael Gougherty, Director of Planning
Gabriel Chan, Transportation Planner

SUBJECT: Monthly Ridership Report – January 2025

Background

The WETA Pandemic Recovery Plan (Plan) began on July 1, 2021 with the enhancement of the Vallejo, Oakland & Alameda, and Richmond routes, the restart of the suspended Harbor Bay route, and the launch of the new Alameda Seaplane route. The following weekend also marked the relaunch of weekend service on the Vallejo, Oakland & Alameda, and Richmond routes. WETA relaunched the South San Francisco service in November 2021.

The Plan enhanced service during midday and weekend periods to reflect changing demands from regular commuters and recreational riders. Lower fares, more in line with parallel transit options such as BART or Transbay buses, is an additional feature of the Plan. With the introduction of the new ridership database in January 2023, staff are now able to provide more in-depth insights about ridership data with greater precision and accuracy. This report provides a monthly update on ridership trends, comparisons to historical data and other regional transit operators, as well as upcoming service adjustments.

Discussion

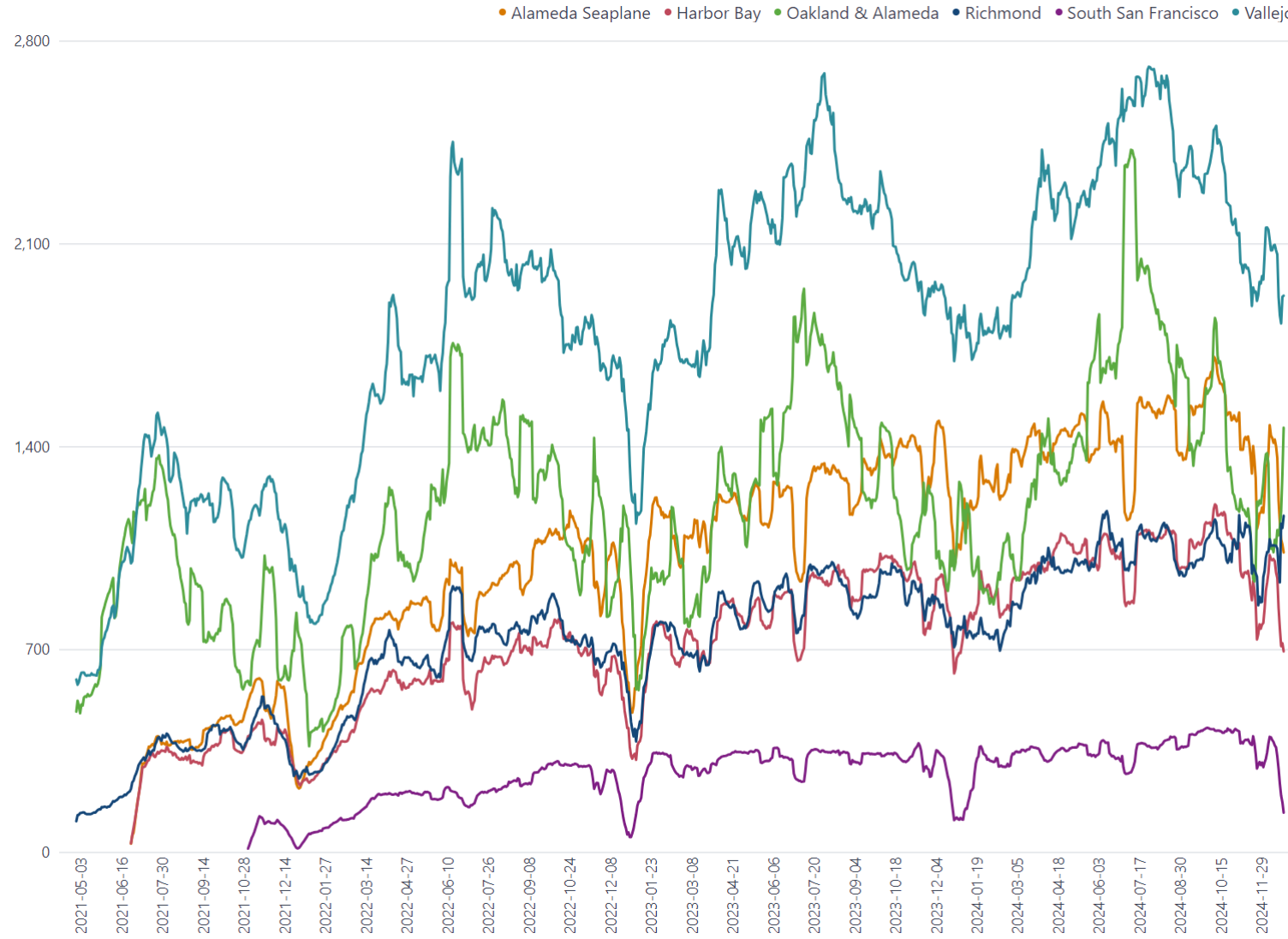
This report includes ridership data for December. SF Bay Ferry had over 180,000 boardings in December—9% higher than projections in the budget. Compared to the same month in 2019, ridership was about 84% of pre-pandemic. Year-over-year SF Bay Ferry ridership is about 28,000 boardings higher than December 2023. Compared to BART and Caltrain, SF Bay Ferry still outperforms in terms of ridership recovery with the other regional transit operators still under 50% of pre-pandemic ridership.

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Appendix A. Ridership Data Summary

10-Day Weekday Average Ridership

[Download CSV](#)

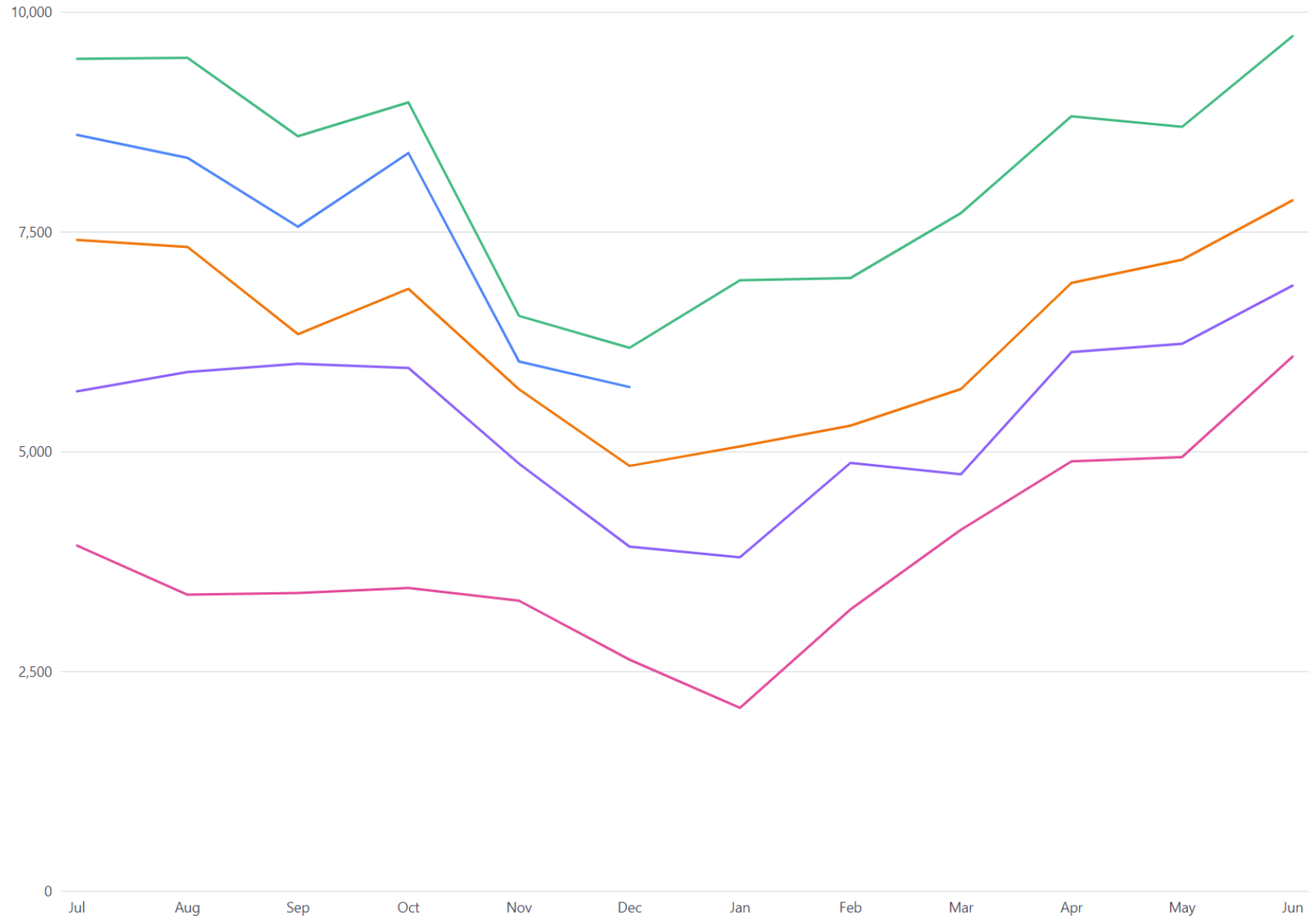


Ridership from other routes and event ridership is excluded.

Average Daily Ridership By Month

[Download CSV](#)

FY2019 FY2022 FY2023 FY2024 FY2025

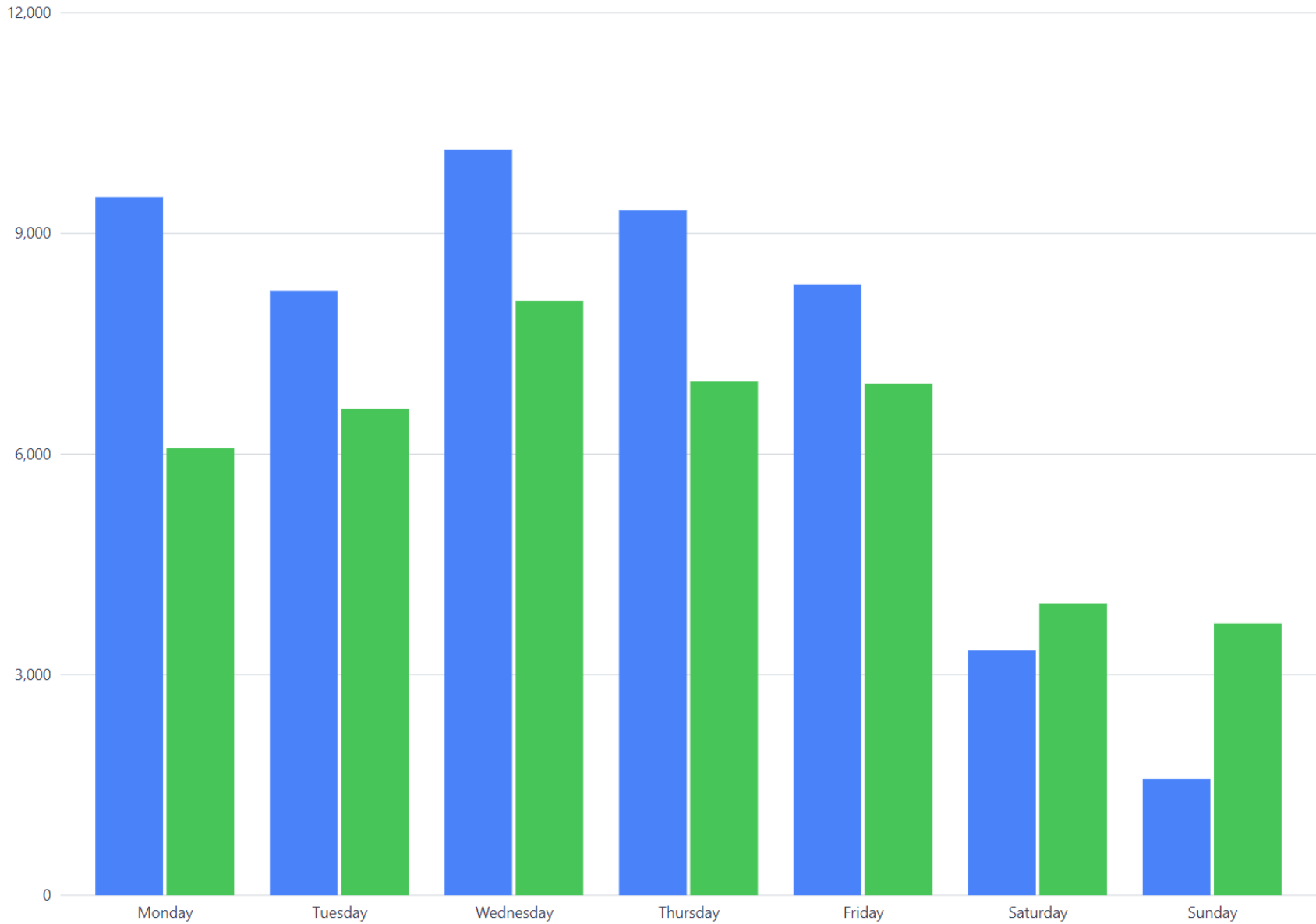


Event ridership is excluded.

Average Ridership by Day of Week Systemwide

[Download CSV](#)

December 2019 December 2024

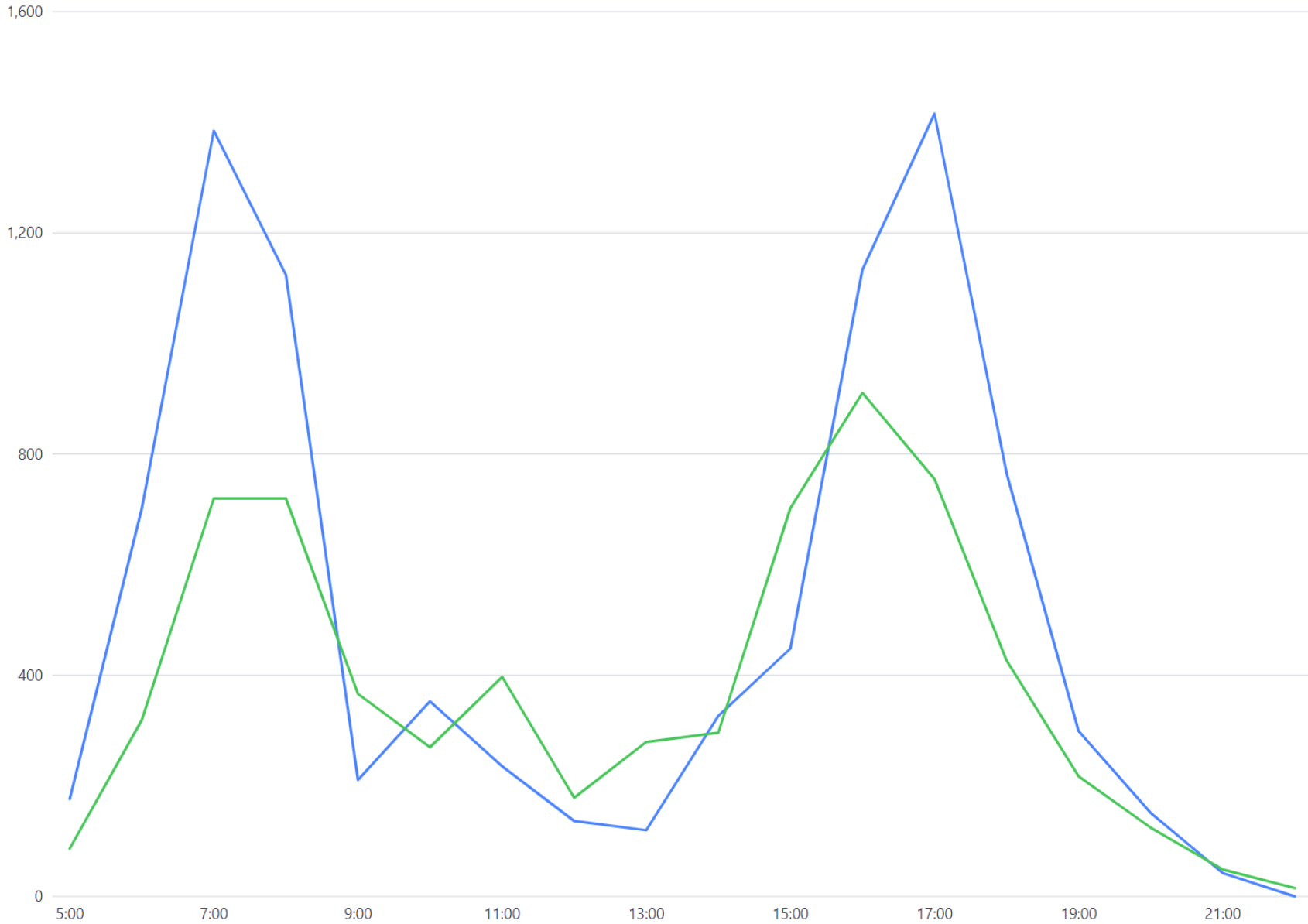


Event ridership is excluded. Holidays with no service are excluded.

Average Weekday Hourly Ridership

[Download CSV](#)

December 2019 December 2024



Event ridership is excluded. Scheduled trip segment start time is used.

Actual vs Budgeted Ridership

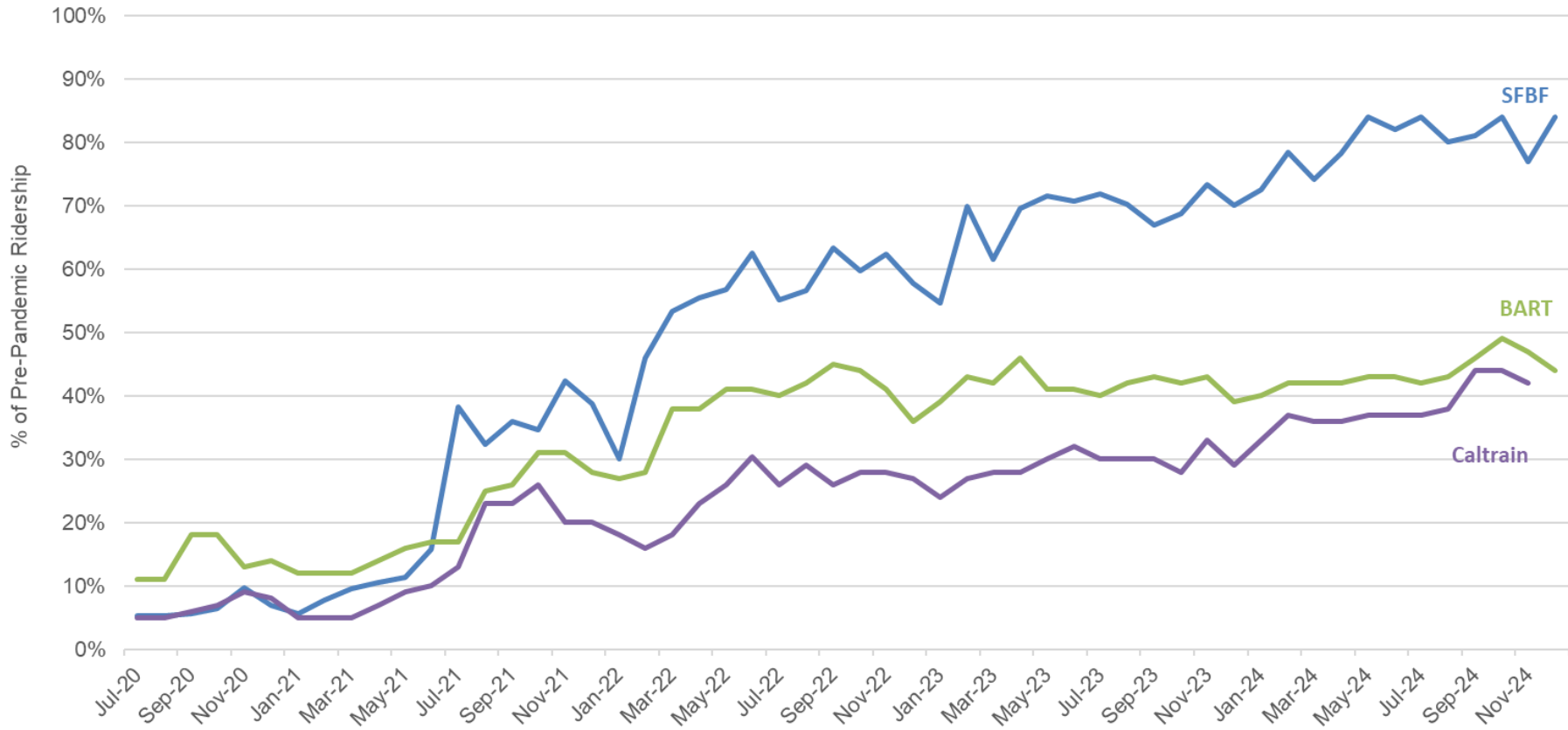
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● Actual Ridership ● WETA Budget Assumption



Event ridership is excluded.

Regional Transit Ridership



Operational Statistics

[Download CSV](#)

	Oakland & Alameda	Richmond	Harbor Bay	South San Francisco	Alameda Seaplane	Vallejo	San Francisco Pier 41 Short Hop	Oakland Alameda Water Shuttle	Chase Center	Systemwide
Total Ridership December 2024	43,297	26,291	17,950	5,718	26,091	51,398	620	6,488	2,599	180,452
Total Ridership November 2024	46,208	24,525	17,005	6,751	25,430	51,222	1,510	8,173	1,927	182,751
Percent Change	-6.3%	7.2%	5.6%	-15.3%	2.6%	0.3%	-58.9%	-20.6%	34.9%	-1.3%
Total Ridership December 2024	43,297	26,291	17,950	5,718	26,091	51,398	620	6,488	2,599	180,452
Total Ridership December 2023	32,049	19,556	15,773	4,463	30,580	46,873	738	0	2,422	152,478
Percent Change	35.1%	34.4%	13.8%	28.1%	-14.7%	9.7%	-16%	Infinity%	7.3%	18.3%
Total Ridership FY2025 to date	377,903	168,071	130,126	46,651	184,658	400,067	12,338	51,447	6,286	1,405,503
Total Ridership FY2024 to date	324,652	141,792	115,354	39,769	177,151	371,187	11,045	0	7,415	1,216,261
Percent Change	16.4%	18.5%	12.8%	17.3%	4.2%	7.8%	11.7%	Infinity%	-15.2%	15.6%
Average Weekday Ridership December 2024	1,240	1,096	855	357	1,242	1,996	4	248	373	6,904
Weekdays Operated in December 2024	21	21	21	16	21	21	8	11	4	21
Average Weekend Ridership December 2024	1,917	364				1,054	65	418	369	3,942
Weekend Days Operated in December 2024	9	9	0	0	0	9	9	9	3	9
Ridership Per Hour December 2024	88	72	86	47	121	69	32	60	318	79
Ridership Per Mile December 2024 [†]	6.2	3.9	4.6	3	7.2	2.6	2.3	27.9	26.3	4.1
Revenue Hours December 2024	491	367	208	121	216	740	20	109	8	2,280
Revenue Hours FY To Date	2,945	2,207	1,175	796	1,261	4,510	134	687	20	13,824
Revenue Miles December 2024 [†]	6,968.2	6,709.8	3,930.2	1,906	3,634.4	20,057.7	266.6	232.8	98.7	43,804.3
Revenue Miles FY To Date [†]	41,736.2	40,280	23,589.8	13,883	21,179.2	121,899.8	1,987.1	1,157.5	239.7	267,830.2
% of planned trip segments December 2024	99.6%	99.6%	99.1%	100%	99.7%	99.6%	46.5%	97.1%	100%	97.6%
% of trip segments on time December 2024 [*]	98.6%	99.4%	95.6%	100%	99.2%	98.2%	100%			98.5%

[View Trips >](#)
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[†]Statute miles.

^{*}On time is less than 10 min of delay in arriving.

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

[December 12, 2024]

The Board of Directors of the San Francisco Bay Area Water Emergency Transportation Authority met in regular session at the Port of San Francisco at Pier 1, San Francisco, CA and via videoconference.

1. CALL TO ORDER

Chair James Wunderman called the meeting to order at 1:01 p.m.

2. ROLL CALL

Chair James Wunderman, Vice Chair Monique Moyer, Director Jessica Alba, and Director Pippin Dew were in attendance.

Chair Wunderman led the Pledge of Allegiance. He welcomed directors, staff, and meeting guests and noted that the meeting was being conducted in person and by videoconference and was being recorded. He advised guests about offering public comment and how guests could sign up to speak throughout the meeting.

3. REPORT OF BOARD CHAIR

Chair Wunderman shared his personal experiences about recent ferry service disruptions and emphasized the importance of monitoring and resolving issues.

4. REPORTS OF DIRECTORS

Vice Chair Moyer reported that she had participated in an event that included a site visit and ferry ride along the future Mission Bay Ferry route with Environmental Protection Agency (EPA) Secretary Michael Regan and US House of Representatives Speaker Emerita Nancy Pelosi to discuss the regional benefits of the project supported by the EPA \$55 million grant.

Vice Chair Moyer recognized the achievements of staff in securing funding and acknowledged the contributions of political leaders, especially Speaker Emerita Pelosi and US Senators Barbara Boxer and Dianne Feinstein for their leadership, time, generosity, and support to the ferry system.

Director Dew shared updates on various events and projects including the Working Waterfront Coalition graduation of the first cohort on November 15 and collaboration on a high school group's transportation project.

5. REPORTS OF STAFF

Mr. Murphy introduced new staff Project Engineer Minh Tran who has worked with Elliott Bay Design Group and on the Washington State hybrid electric ferries program.

Mr. Murphy invited Director of Planning Michael Gougherty and Director of Operations and Customer Experience Thomas Hall to provide an update and progress on the pilot services which included the Redwood City Ballpark Service, the Oakland Alameda Water Shuttle, and *Sea Change* Demonstration Project. Staff shared their presentation about the pilot services that included route performance and customer and operational feedback.

Mr. Murphy thanked staff and Blue & Gold Fleet (Blue & Gold) for their efforts with the pilot projects.

Mr. Murphy provided an update on the list of projects that would be included in Plan Bay Area 2050 (Plan). He noted that the project management team which is composed of planning staff from different agencies around the region, reassessed the projects and were able to include the Berkeley project but not the Redwood City project. He said that a final decision and approval of the Plan was set for late January.

Mr. Murphy provided five written reports and expanded some comments about the regional transportation ballot measure before inviting staff to provide a report on the tsunami warning and the operations, ridership, and recovery report.

Emergency Response and Safety Analyst Cameron Bochman recapped the timeline of events leading up to the tsunami warning and the response, strengths, challenges, lessons learned, and next steps from the incident.

Project Development and Controls Joseph Ramey and Transportation Planner Gabriel Chan reported the impact of mechanical issues and poor weather on ferry operation system performance and ridership.

Mr. Hall explained the process used to communicate service issues to passengers and invited Blue & Gold President Patrick Murphy to provide further insight about taking a vessel offline and the policies and procedures that were developed to address future issues.

Mr. Murphy concluded the Executive Director's report and offered to answer questions.

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

6. CONSENT CALENDAR

Director Dew made a motion to approve the consent calendar:

- a. Approve Board Meeting Minutes – November 14, 2024
- b. Authorize the Execution of a Funding Agreement with the California Energy Commission for \$4,999,994 in Clean Transportation Program Funds

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

Vice Chair Moyer seconded the motion, and the consent calendar carried unanimously.

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

7. RECEIVE THE INDEPENDENT AUDITOR'S REPORTS FOR THE FISCAL YEAR ENDING JUNE 30, 2024

Chief Financial Officer Erin McGrath presented this item recommending receiving the Independent Auditor's Reports for the fiscal year ending June 30, 2024. She provided a statistical overview of the financial statements and invited Maze & Associates (Maze) CEO Vikki Rodriguez to summarize the results of the audit. Ms. Rodriguez congratulated SF Bay Ferry for receiving a clean audit with no significant adjustments.

Director Alba made a motion to adopt Resolution No. 2024-54 approving this item.

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

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

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

8. AUTHORIZE THE EXECUTIVE DIRECTOR TO SIGN THE EQUITY IN INFRASTRUCTURE PROJECT PLEDGE

Government and Regulatory Affairs Specialist Terence Candell presented this item recommending authorizing the Executive Director to sign the Equity in Infrastructure Project (EIP) pledge. He explained that the EIP is a non-profit organization that advocates for policies that increase infrastructure contracting opportunities for historically underutilized businesses (HUB).

Director Alba made a motion to adopt Resolution No. 2024-55 approving this item.

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

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

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

9. APPROVE ACTIONS RELATIVE TO RFP 24-006, 150-PASSENGER REEF VESSEL PROCUREMENT

Mr. Murphy introduced this milestone item relative to the 150-passenger Rapid Electric Emission-Free (REEF) vessel procurement emphasizing the actions supporting sustainability and innovation. He invited Director of Project Delivery and Engineering Timothy Hanners to present the item recommending approving a contract award to All American Marine Inc. (AAM) for the 150-passenger REEF vessels and an amendment to the contract with Aurora Marine Design to increase the contract amount and extend the period of performance for engineering support services.

Mr. Hanners shared his presentation on the 150 passenger REEF vessel design and construction contract award outlining the phases of electrification, vessel design and features, and the proposal evaluation and costs before inviting Mr. Candell to present the vessel procurement project Disadvantaged Business Enterprise (DBE) goal and participation.

Mr. Hanners provided background about AAM and acknowledged the AAM President Ron Wille who was in attendance. He noted key factors explaining the significantly higher costs compared to the independent cost estimate and provided a cost analysis for inflation-adjusted comparable vessels.

Wärtsilä North America, Inc. Business Development Manager Blake Jackson provided further explanation about increased costs.

PUBLIC COMMENT

University of California (UC) Berkeley School of Journalism graduate student and Richmond Confidential Reporter Andres spoke during public comment.

All American Marine President Ron Wille spoke during public comment.

The Directors expressed their concerns about passenger seating and the impacts of the increased costs and thanked Mr. Hanners for his in-depth report and for delivering on DBE participation.

Vice Chair Moyer made a motion to adopt Resolution No. 2024-56 approving this item.

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

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

10. WETA DISADVANTAGED BUSINESS ENTERPRISE (DBE) PROGRAM REVIEW

Government and Regulatory Affairs Manager Lauren Gularte introduced this informational item on the WETA Disadvantaged Business Enterprise (DBE) review and the background on the challenges, efforts, and strategies to improve DBE participation. She introduced Colette Holt from Colette Holt & Associates who shared her presentation about the review which included the review objectives, review process, review findings, and program recommendations.

Mr. Candell analyzed each of the recommendations, the feasibility of implementation, the potential of the recommendation to increase DBE participation, and a rough estimation of the resources needed to implement the recommendations.

The Directors thanked Ms. Holt and staff for the comprehensive report.

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

11. PUBLIC COMMENTS FOR NON-AGENDA ITEMS

Chair Wunderman called for public comments for non-agenda items, and there were none.

12. RECESS INTO CLOSED SESSION

- a. Conference with Legal Counsel—Anticipated Litigation
Significant exposure to litigation pursuant to Government Code Section 54956.9(d)(2) (one or more cases)

Chair Wunderman recessed the meeting at 3:52 p.m., and the Directors met in closed session.

13. REPORT OF ACTIVITY IN CLOSED SESSION

Upon returning to open session at 4:28 p.m., Chair Wunderman reported that no action was taken.

With all business concluded, Chair Wunderman adjourned the meeting at 4:28 p.m.

- Board Secretary

END

MEMORANDUM

TO: Board Members

FROM: Seamus Murphy, Executive Director
Erin McGrath, Chief Financial Officer
Jennifer Raupach, Grants Manager

SUBJECT: Authorize the Submittal of an Application with the Metropolitan Transportation Commission for \$14,141,000 in Regional Measure 3 Capital Funds

Recommendation

Authorize the Executive Director, or his designee, to execute and submit an application, related assurances, and allocation request with the Metropolitan Transportation Commission (MTC) for Regional Measure 3 (RM3) funds in the amount of \$14,141,000 to support the procurement of three (3) new 150-Passenger Electric Ferry Vessels project.

Background

RM3 identified specific capital and operating projects and programs eligible to receive RM3 funding including the Ferry Enhancement Program, totaling \$300 million. WETA is the designated recipient of funds under this program. The procurement of three (3) new 150-Passenger Electric Ferry Vessels is a Project that is eligible for consideration under the Ferry Enhancement Program of the RM3 Expenditure Plan. On August 8, 2024, the Board approved an allocation of \$18 million for the procurement of three new 150-passenger electric ferry vessels. On December 12, 2024, the Board approved awarding a contract in conjunction with the procurement of the vessels. At that time, staff indicated a subsequent action would be needed to increase the funding available for that award. The resolution attached to this report would authorize the submittal of documents related to \$14.1 million in additional RM3 funding to MTC.

Discussion

To serve Phase 1 of the Rapid Electric Emission-Free (REEF) Ferry Program, which will service Treasure Island, Downtown San Francisco, and Mission Bay, SF Bay Ferry has now approved the procurement of three electric vessels that will carry up to 150 passengers. RM3 funding has been identified to leverage funding secured through the Transit Intercity Rail Capital Program (TIRCP) program and Federal Transit Administration (FTA) discretionary grant programs. The cost estimate for the entire project, as reported in December, is now \$58.4 million. The funding plan for the project is as follows:

TIRCP	\$	8,950,000
RM1	\$	2,362,000
Federal Discretionary	\$	14,954,000
RM3 Prior Allocation	\$	18,000,000
RM3 New Allocation	\$	14,141,000
Total Funding	\$	58,407,000

As a part of MTC's RM3 Policies and Procedures, project applicants are required to adopt resolutions formally authorizing project applications with MTC and provide various assurances. The full list of certifications and assurances are contained in the Board Resolution associated with this item. These certifications and assurances effectively serve as a part of the contract between

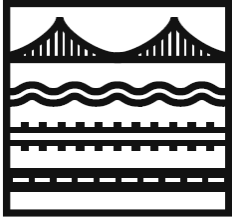
WETA and MTC for the requested funds. The RM3 Initial Project Report for the Project is included as **Attachment A** to this report.

This item allows staff to move forward to request an additional allocation of RM3 funds from MTC in the amount of \$14,141,000 for the Project.

Fiscal Impact

The Project was included in the FY 2024/25 Capital Budget approved in June. The total cost for the project has been updated to include these additional funds with a total project cost of \$58.4 million.

END



Regional Measure 3

Initial Project Report

Project/Subproject Details

Basic Project Information

Project Number	5
Project Title	Ferry Expansion Program
RM3 Funding Amount	\$300,000,000

Subproject Information

Subproject Number	5.7
Subproject Title	Three (3) 150-Passenger Electric Ferry Vessels
RM3 Funding Amount	\$18,000,000 (Allocation #25461404, 9/25/24) \$14,141,000 (pending allocation) Total RM3 = \$32,141,000

I. Overall Subproject Information

a. Project Sponsor / Co-sponsor(s) / Implementing Agency

San Francisco Bay Area Ferry Water Emergency Transportation Authority (SF Bay Ferry/WETA)

b. Detailed Project Description (include definition of deliverable segment if different from overall project/subproject)

To address the State's goals of reducing greenhouse gas emissions, WETA developed the *Rapid Electric Emission-Free (REEF) Ferry Program*, a suite of projects that will transition SF Bay Ferry to an all-electric zero-emission service, leading the effort as the pioneering public transit ferry operator in the US to achieve this transition.

SF Bay Ferry is preparing to operate ferry service between the Downtown San Francisco Terminal and Treasure Island in 2026. Providing Treasure Island service with battery-electric vessels is a key part of SF Bay Ferry's commitment to decarbonizing its fleet under the Rapid Electric Emission-Free (REEF) program. In addition, new California Air Resources Board (CARB) Commercial Harbor Craft (CHC)



Regulations require that any short run ferry service that serves points less than 3 nautical miles, like that between Treasure Island and downtown San Francisco, must use zero-emission technology.

Analysis has determined that the most cost effective and scalable solution to provide the new Treasure Island and future Mission Bay service is through the use of three new, small battery-electric vessels. These 150-passenger vessels will meet passenger demand for the short run routes and may additionally serve other terminals during off peak hours when a larger vessel is not required. The vessels will use all-electric propulsion technology while utilizing newly developed shoreside infrastructure, including floats that will allow vessels to rapidly charge while the vessels are docked. Rapid charging is a key component to ensuring batteries are sufficiently re-charged for the vessels to complete the trips during the peak commute period.

Construction of the vessels will expand transbay transit options for residents, employees and visitors of Mission Bay and Treasure Island, which are areas that continue to experience significant growth. The project aims to reduce GHG emissions, increase ridership, and relieve traffic congestion on surface streets and bridges alike.

c. Impediments to Project Completion

The primary impediments to project completion will be regulatory approvals, maintaining shipyard efficiencies, and supply chain management. Efficient and effective coordination with shipyards, suppliers and regulatory entities will be of utmost importance to maintain the project schedule and budget.

To mitigate these potential impediments WETA has been in constant contact with regulatory entities from the beginning of the vessel design concept to receive and incorporate their feedback. WETA has retained a marine construction management firm to assist with overall project management and will support WETA's objectives to maintain project efficiencies, including cost monitoring, supply chain management, schedule and budget management.

d. Risk Management *(describe risk management process for project budget and schedule, levels of contingency and how they were determined, and risk assessment tools used)*

A project management team (PMT) composed of WETA staff and its consultants will meet on a regular and as-needed basis to confirm that work proceeds according to budget and schedule and will remediate potential issues. The PMT will establish communication channels with relevant project stakeholders to help monitor evolving conditions for each vessel build.

WETA will utilize consulting firms with marine systems and construction management experience that have been competitively selected to provide project oversight for each phase of the project. The project and construction managers' responsibilities include project controls (cost, schedule, risk), planning, procurement and selection of shipyard, review of drawings, field inspections, change order approval and final signoffs.



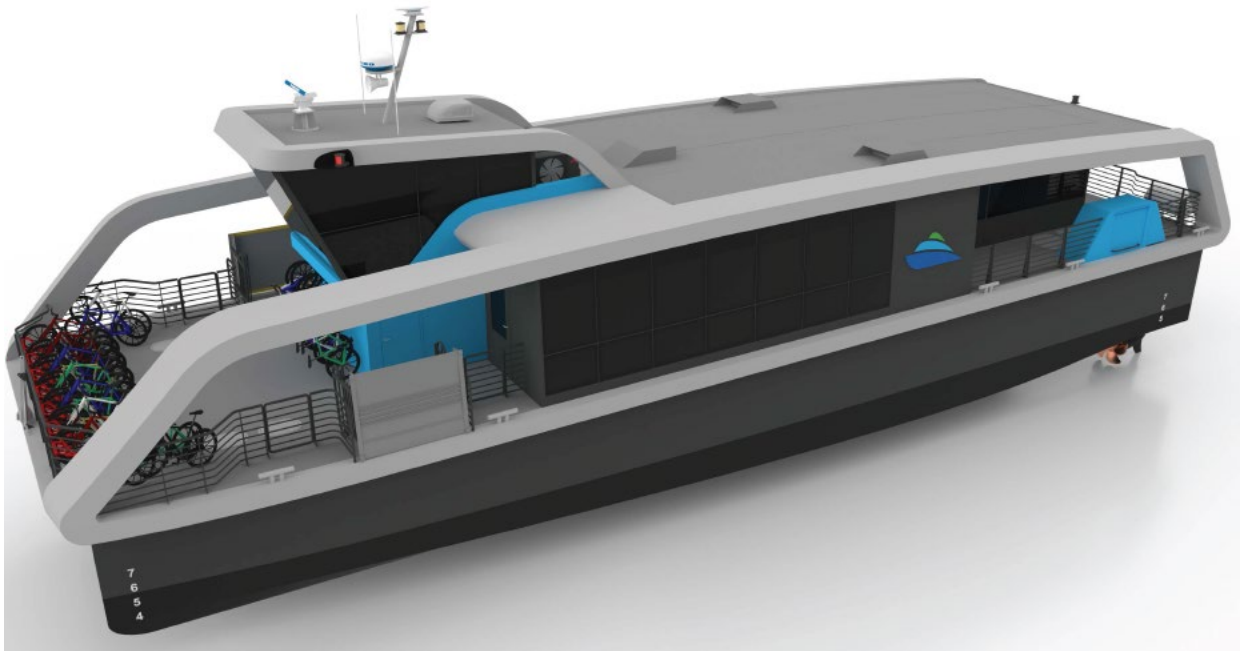
WETA has agency-adopted procurement guidelines consistent with state and federal procurement regulations and a robust oversight and risk management process for procurement and project management. The Agency has substantial experience in successfully procuring and managing complex vessel construction and ferry terminals projects. In early 2024, the Agency successfully completed construction and delivery of the MV Delphinus, a 320-passenger, high-speed catamaran vessel and the latest vessel to join the WETA fleet.

e. Operability *(describe entities responsible for operating and maintaining project once completed/implemented)*

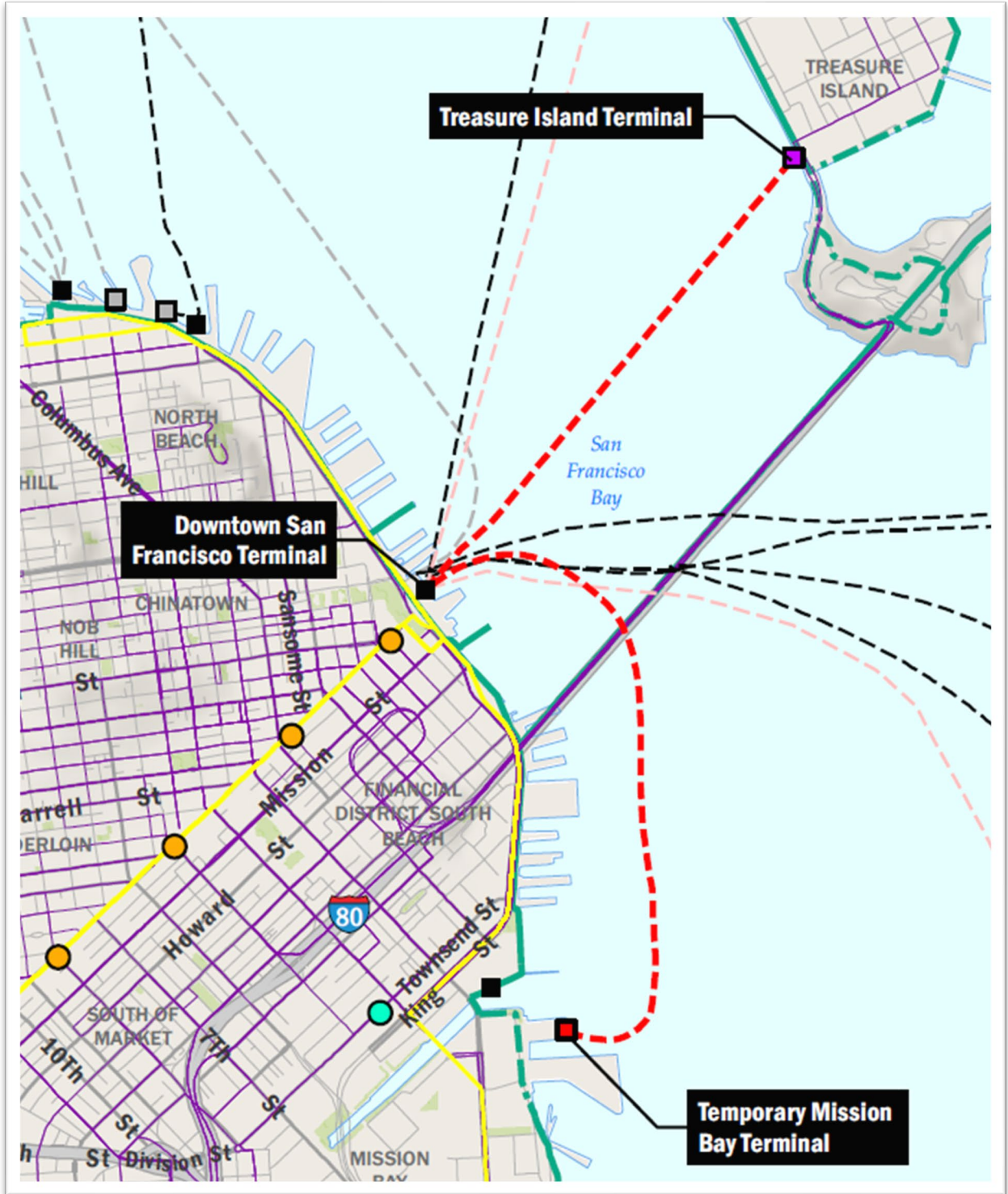
The vessels will be owned and operated by SF Bay Ferry. Vessels will be serviced through third-party contract, Blue and Gold Fleet.

f. Project Graphic(s) *(include below or attached)*

Vessel Design



Route Map





Treasure Island Terminal



Mission Bay Ferry Landing





II. Project Phase Description and Status

a. Environmental/Planning

Does NEPA apply? Yes No

N/A – Project is consistent with a Class 1 Categorical Exclusion. A Notice of Exemption was filed on October 31, 2022. (Attached.)

b. Design

Final design of the vessels was completed in April 2024.

c. Right-of-Way Activities / Acquisition

N/A

d. Construction / Vehicle Acquisition / Operating

This project provides for the procurement of three new 150-passenger Battery-Electric Vessels and includes an option for a fourth vessel. These will be the first new vessels to operate as part of Phase 1 of SF Bay Ferry’s Rapid Electric Emissions Free (REEF) Ferry program. These vessels will provide service along new Treasure Island and Mission Bay routes as well as smaller capacity service along other electrified Central Bay routes. To comply with the California Air Resources Board Commercial Harbor Craft regulations, vessels operating on short service routes of less than three nautical miles must be zero emissions.

In April 2024, the WETA Board authorized the release of the RFP for construction, which was released in July 2024. The bids received in September 2024 revealed that the original budget of \$31.4 million was not sufficient to deliver the project. On December 12, 2024, SF Bay Ferry awarded the construction contract to All American Marine and increased the total project budget to \$58.4 million.

III. Project Schedule

Phase-Milestone	Planned	
	Start Date	Completion Date
Environmental Studies, Preliminary Eng. (ENV / PE / PA&ED)	n/a	n/a
Final Design - Plans, Specs. & Estimates (PS&E)	October 2023	April 2024
Right-of-Way Activities /Acquisition (R/W)	n/a	n/a
Construction (Begin – Open for Use) / Acquisition (CON)	December 2024	December 2028



IV. Project Budget

Capital

Project Budget	Total Amount - Escalated to Year of Expenditure (YOE)- (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	n/a
Design - Plans, Specifications and Estimates (PS&E)	480
Right-of-Way Activities /Acquisition (R/W)	n/a
Construction / Rolling Stock Acquisition (CON)	57,927
Total Project Budget (in thousands)	\$58,407

Deliverable Segment Budget (if different from Project budget)	Total Amount - Escalated to Year of Expenditure (YOE)- (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	
Design - Plans, Specifications and Estimates (PS&E)	
Right-of-Way Activities /Acquisition (R/W)	
Construction / Rolling Stock Acquisition (CON)	
Total Project Budget (in thousands)	

Operating	Total Amount - Escalated to Year of Expenditure (YOE)- (Thousands)
Annual Operating Budget	



V. Project Funding

Please provide a detailed funding plan in the Excel portion of the IPR. Use this section for additional detail or narrative as needed and to describe plans for any "To Be Determined" funding sources, including phase and year needed.

Please see IPR excel form, attached.

VI. Contact/Preparation Information

Contact for Project Sponsor

Name: Jan Rybka, P.E.
Title: Marine Engineer
Phone: (510) 847-4461
Email: rybka@watertransit.org
Mailing Address: Pier 9, Suite 111, The Embarcadero, San Francisco, CA 94111

Person Preparing Initial Project Report (if different from above)

Name: Jennifer Raupach
Title: Grants Manager
Phone: (510) 213-4898
Email: raupach@watertransit.org
Mailing Address: Pier 9, Suite 111, The Embarcadero, San Francisco, CA 94111

**Regional Measure 3
Initial Project Report - Subproject Report
Funding Plan**

Project Title:	Ferry Expansion Program
Subproject Title	Three (3) 149-Passenger Electric Ferry Vessels
Project/Subproject Number:	5.7
Total RM3 Funding:	\$ 32,141,000

(add rows as necessary)

CAPITAL FUNDING

Funding Source	Committed? (Yes/No)	Total Amount (\$ thousands)	Amount Expended (\$ thousands)	Amount Remaining (\$ thousands)
ENV				
N/A				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
ENV Subtotal		\$ -	\$ -	\$ -
PSE				
RM3		\$ -		\$ -
TIRCP				\$ -
FTA	Yes	\$ 240	\$ 240	\$ -
RM1	Yes	\$ 240	\$ 240	\$ -
				\$ -
				\$ -
PSE Subtotal		\$ 480	\$ 480	\$ -
ROW				
N/A				
				\$ -
				\$ -
ROW Subtotal		\$ -	\$ -	\$ -
CON				
RM3	Yes	\$ 32,141	\$ -	\$ 32,141
TIRCP	Yes	\$ 8,950	\$ -	\$ 8,950
FTA	Yes	\$ 14,714	\$ -	\$ 14,714
RM1	Yes	\$ 2,122	\$ -	\$ 2,122
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
CON Subtotal		\$ 57,927	\$ -	\$ 57,927
Capital Funding Total		\$ 58,407	\$ 480	\$ 57,927

OPERATING FUNDING (Annual)

Funding Source	Phase	Committed? (Yes/No)	Total Amount (\$ thousands)
	Operating		
Operating Funding Total			\$ -

**Regional Measure 3
Initial Project Report - Subproject Report
Funding Plan - Deliverable Segment - Fully funded phase or segment of total project**

Project Title:	Ferry Expansion Program
Subproject Title:	Three (3) 149-Passenger Electric Ferry Vessels
Project/Subproject Number:	5.7
Total RM3 Funding:	\$ 32,141,000

(add rows as necessary)

RM3 Deliverable Segment Funding Plan - Funding by planned year of allocation

Funding Source	Prior	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	Future committed	Total Amount (\$ thousands)	Amount Expended (\$ thousands)	Amount Remaining (\$ thousands)
ENV (N/A)														
RM-3												\$ -	\$ -	\$ -
												\$ -	\$ -	\$ -
												\$ -	\$ -	\$ -
												\$ -	\$ -	\$ -
												\$ -	\$ -	\$ -
ENV Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PSE														
RM3												\$ -	\$ -	\$ -
TIRCP												\$ -	\$ -	\$ -
FTA						\$ 240						\$ 240	\$ 240	\$ 240
RM1						\$ 240						\$ 240	\$ 240	\$ 240
												\$ -	\$ -	\$ -
												\$ -	\$ -	\$ -
PSE Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 480	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 480	\$ -	\$ 480
ROW (N/A)														
RM-3												\$ -	\$ -	\$ -
												\$ -	\$ -	\$ -
												\$ -	\$ -	\$ -
												\$ -	\$ -	\$ -
												\$ -	\$ -	\$ -
ROW Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CON														
RM3							\$ 32,141					\$ 32,141	\$ -	\$ 32,141
TIRCP							\$ 8,950					\$ 8,950	\$ -	\$ 8,950
FTA							\$ 14,714					\$ 14,714	\$ -	\$ 14,714
RM1							\$ 2,122					\$ 2,122	\$ -	\$ 2,122
												\$ -	\$ -	\$ -
												\$ -	\$ -	\$ -
												\$ -	\$ -	\$ -
												\$ -	\$ -	\$ -
												\$ -	\$ -	\$ -
												\$ -	\$ -	\$ -
CON Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 57,927	\$ -	\$ -	\$ -	\$ -	\$ 57,927	\$ -	\$ 57,927
RM-3 Funding Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 32,141	\$ -	\$ -	\$ -	\$ -	\$ 32,141	\$ -	\$ 32,141
Capital Funding Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 480	\$ 57,927	\$ -	\$ -	\$ -	\$ -	\$ 58,407	\$ -	\$ 58,407

**Regional Measure 3
Initial Project Report - Subproject Report
Cash Flow Plan**

Project Title:	Ferry Expansion Program
Subproject Title	Three (3) 149-Passenger Electric Ferry Vessels
Project/Subproject Number:	5.7
Total RM3 Funding:	\$ 32,141,000

(please include all planned funding, add rows as necessary)

RM3 Cash Flow Plan for Deliverable Segment - Funding by planned year of expenditure

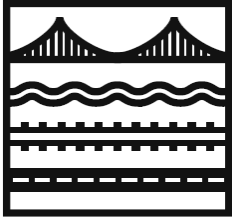
Funding Source	Prior	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30	Future committed	Total Amount (\$ thousands)
ENV (N/A)									
RM 3									\$ -
									\$ -
									\$ -
									\$ -
									\$ -
ENV Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PSE									
RM3									\$ -
TIRCP									\$ -
FTA	\$ 163,327	\$ 76,238							\$ 239,565
RM1	\$ 221,205	\$ 19,059							\$ 240,264
									\$ -
									\$ -
PSE Subtotal	\$ 384,532	\$ 95,297	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 479,829
ROW (N/A)									
RM 3									\$ -
									\$ -
									\$ -
									\$ -
									\$ -
ROW Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CON									
RM3		\$ 1,627,777	\$ 3,471,052	\$ 9,824,767	\$ 9,223,463	\$ 8,314,983	\$ 965,064		\$ 33,427,106
TIRCP		\$ 525,690	\$ 918,808	\$ 2,600,674	\$ 2,441,505	\$ 2,201,025	\$ 255,458		\$ 8,943,160
FTA		\$ 715,321	\$ 1,525,341	\$ 4,317,458	\$ 4,053,217	\$ 3,653,989	\$ 424,094		\$ 14,689,420
RM1		\$ 42,243	\$ 90,079	\$ 254,968	\$ 239,363	\$ 215,787	\$ 25,045		\$ 867,485
									\$ -
									\$ -
									\$ -
									\$ -
									\$ -
CON Subtotal	\$ -	\$ 2,911,031	\$ 6,005,280	\$ 16,997,867	\$ 15,957,548	\$ 14,385,784	\$ 1,669,661	\$ -	\$ 57,927,171
RM 3 Funding Subtotal	\$ -	\$ 1,627,777	\$ 3,471,052	\$ 9,824,767	\$ 9,223,463	\$ 8,314,983	\$ 965,064	\$ -	\$ 33,427,106
Capital Funding Total	\$ 384,532	\$ 3,006,328	\$ 6,005,280	\$ 16,997,867	\$ 15,957,548	\$ 14,385,784	\$ 1,669,661	\$ -	\$ 58,407,000

**Regional Measure 3
Initial Project Report - Subproject Report
Estimated Budget Plan**

Project Title:	Ferry Expansion Program
Subproject Title	Three (3) 149-Passenger Electric Ferry Vessels
Project/Subproject Number:	5.7
Total RM3 Funding:	\$ 32,141,000

1. Direct Labor of Implementing Agency (specify by name and job function)			
	Estimated Hours	Rate/Hour	Total Estimated cost
WETA Staff - Project Management/Admin			\$ 581
			\$ -
			\$ -
			\$ -
			\$ -
			\$ -
Direct Labor Subtotal			\$ 581
2. Overhead and direct benefits (specify)			
	Rate	x Base	
		\$ -	
		0	
		0	
		0	
		0	
Overhead and Benefit Subtotal			\$ -
3. Direct Capital Costs (include engineer's estimate on construction, right-of-way, or vehicle acquisition)			
	Unit (if applicable)	Cost per unit	Total Estimated cost
Construction			\$ 46,360
			\$ -
			\$ -
			\$ -
			\$ -
Direct Capital Costs Subtotal			\$ 46,360
4. Consultants (Identify purpose and/or consultant)			
			Total Estimated cost
Design			\$ 357
Construction Management			\$ 1,332
Constultants Subtotal			\$ 1,689
5. Other direct costs			
			Total Estimated cost
Contingency			\$ 3,709
Legal			\$ 60
Sales Tax			\$ 6,008
Other Direct Costs Subtotal			\$ 9,777
Total Estimated Costs			\$ 58,407

Comments:



Regional Measure 3 Allocation Request

RM3 Project Information

Project Number	5
Project Title	Ferry Expansion Program
Project Funding Amount	\$300,000,000

Subproject Information (if different from overall RM3 project)

Subproject Number	5.7
Subproject Title	Three (3) 150-Passenger Electric Ferry Vessels
Subproject Funding Amount	\$18,000,000 (Allocation #25461404, 9/25/24) \$14,141,000 (pending allocation)
	Total RM3 = \$32,141,000

RM3 Allocation History (Add lines as necessary)

	MTC Approval Date	Amount	Phase
#1:	9/25/24	\$18,000,000	CON
#2			
#3			

Total: \$0.00

Current Allocation Request:

Request submittal date	Amount	Phase
12/16/24	\$14,141,000	CON

I. RM3 Allocation Request Information

- a. **Describe the current status of the project, including any progress since the last allocation request or IPR update, if applicable.**

This is the second RM3 allocation request for the project, which will support the construction phase of three (3) new small battery-electric vessels. These 150-passenger vessels will meet passenger demand for the short run routes and may additionally serve other terminals during off peak hours when a larger vessel is not required.

In April 2024, the WETA Board authorized the release of the RFP for construction, which was released in July 2024. The bids received in September 2024 revealed that the original budget of \$31.4 million was not sufficient to deliver the project. On December 12, 2024, SF Bay Ferry awarded the construction contract to All American Marine and increased the total project budget to \$58.4 million.

- b. **Describe the scope of the allocation request. Provide background and other details as necessary. The scope must be consistent with the RM3 statute. If the scope differs from the most recent IPR for this project, please describe the reason for any changes here; a revised IPR may be necessary.**

WETA is requesting a second allocation of \$14,141,000 in RM3 funds for the construction of three (3) all-electric 150-passenger ferry vessels that will support WETA's Rapid Electric Emission Free (REEF) Ferry Program. The vessels will provide regular ferry service connecting Downtown San Francisco with neighborhoods in Mission Bay and Treasure Island. To comply with the California Air Resources Board Commercial Harbor Craft regulations, vessels operating on short service routes of less than three nautical miles must be zero emissions. The vessels will use all-electric propulsion technology while utilizing newly developed shoreside infrastructure, including floats that will allow vessels to rapidly charge while the vessels are docked. Rapid charging is a key component to ensuring batteries are sufficiently re-charged for the vessels to complete the trips during the peak commute period.

- c. **Deliverable segment budget – please fill out attached Excel file. If the budget differs from the most recent IPR for this project, please describe the reason for any changes here; a revised IPR may be necessary.**

This request is for \$14,141,000 in RM3 funds.

The full project cost is \$58,407,000 to be funded as follows:

- *RM3 - \$32,141,000*
- *TIRCP - \$8,950,000*
- *FTA - \$14,954,000*
- *RM1 - \$2,362,000*

Please see attached Allocation excel form for budget details and cash flow.

The increase in the overall budget from \$31.4 to \$58.4 million is largely due to higher bid prices received from shipbuilders for this project. Based on a review of bid prices and prevailing market conditions in the industry, SF Bay Ferry concludes the higher vessel construction costs received from bidders are consistent with prevailing market conditions within the U.S. shipbuilding industry. Specifically, over the last five years shipyards have been significantly impacted by pandemic-related inflation, where supply chain impacts, higher cost of materials, and higher wages and labor supply shortages have greatly increased shipbuilding costs. In addition, higher demand for shipyards services in recent years and limited available supply of shipyard capacity has further contributed to higher shipbuilding and repair costs. These factors have combined to make shipbuilding significantly more expensive in recent years, which the initial budget did not fully capture. The budget has been adjusted to reflect these market conditions accordingly.

d. Schedule – what is the expected completion date of the phase for this allocation? Describe any significant milestones.

The following summarizes the anticipated date of preliminary acceptance for construction for each of the three vessels:

- Vessel 1: Quarter 1, 2027*
- Vessel 2: Quarter 3, 2028*
- Vessel 3: Quarter 4, 2028*

e. If the project received an RM3 Letter of No Prejudice, how much has been spent against the approved RM3 LONP amount? (Note: the scope and RM3 amount for this allocation request should match the approved LONP)

N/A

f. Request Details

Amount being requested	\$14,141,000
Project phase being requested	CON
Are there other fund sources involved in this phase?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Date of anticipated Implementing Agency Board approval of RM3 Allocation Request resolution for the allocation being requested	1/16/25

Month/year being requested for MTC commission approval of allocation	February 2025
--	---------------

Note: Allocation requests are recommended to be submitted to MTC staff for review sixty (60) days prior to action by the Implementing Agency Board

g. List any other planned bridge toll allocation requests in the next 12 months.

N/A

Regional Measure 3

Allocation Request

Funding Plan - Deliverable Segment - Fully funded phase or segment of total project

Project Title:	5. Ferry Expansion Program
Subproject Title:	Three (3) 149-Passenger Electric Ferry Vessels
Project/Subproject Number:	5.7
Total RM3 Funding:	\$ 32,141,000

(add rows as necessary)

RM3 Deliverable Segment Funding Plan - Funding by planned year of allocation

Funding Source	Phase	Prior	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	Future committed	Total Amount (\$ thousands)	Amount Expended (\$ thousands)	Amount Remaining (\$ thousands)
RM3	ENV												\$ -		\$ -
													\$ -		\$ -
													\$ -		\$ -
													\$ -		\$ -
													\$ -		\$ -
ENV Subtotal		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM 3	PSE												\$ -		\$ -
TIRCP	PSE												\$ -		\$ -
FTA	PSE					\$ 240							\$ 240		\$ 240
RM1	PSE					\$ 240							\$ 240		\$ 240
													\$ -		\$ -
													\$ -		\$ -
PSE Subtotal		\$ -	\$ -	\$ -	\$ -	\$ 480	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 480	\$ -	\$ 480
RM 3	ROW												\$ -		\$ -
	ROW												\$ -		\$ -
													\$ -		\$ -
													\$ -		\$ -
													\$ -		\$ -
ROW Subtotal		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM 3	CON						\$ 32,141						\$ 32,141		\$ 32,141
TIRCP	CON						\$ 8,950						\$ 8,950		\$ 8,950
FTA	CON						\$ 14,714						\$ 14,714		\$ 14,714
RM1	CON						\$ 2,122						\$ 2,122		\$ 2,122
													\$ -		\$ -
													\$ -		\$ -
													\$ -		\$ -
													\$ -		\$ -
													\$ -		\$ -
CON Subtotal		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 57,927	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 57,927	\$ -	\$ 57,927
RM 3 Funding Subtotal		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 32,141	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 32,141	\$ -	\$ 32,141
Capital Funding Total		\$ -	\$ -	\$ -	\$ -	\$ 480	\$ 57,927	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 58,407	\$ -	\$ 58,407

**Regional Measure 3
Allocation Request
Cash Flow Plan**

Project Title:	5. Ferry Expansion Program
Subproject Title	Three (3) 149-Passenger Electric Ferry Vessels
Project/Subproject Number:	5.7
Total RM3 Funding:	\$ 32,141,000

(please include all planned funding, add rows as necessary)

Please update the columns below based on your allocation month. The first six months of cash flow are monthly, followed by quarterly, then annually as long as you can reasonably estimate projected expenditures

RM3 Cash Flow Plan for Deliverable Segment - Funding by requested expenditure period

Funding Source(s)	Phase	Prior	2024 Q3 (July - Sept 2024)	2024 Q4 (Oct - Dec 2024)	2025 Q1 (Jan - March 2025)	2025 Q2 (April - June 2025)	2025 Q3 (July - Sept 2025)	2025 Q4 (Oct - Dec 2025)	2026 Q1 (Jan - March 2026)	2026 Q2 (April - June 2026)	2026 Q3 (July - Sept 2026)	2026 Q4 (Oct - Dec 2026)	2027 Q1 (Jan - March 2027)	2027 Q2 (April - June 2027)	2027 Q3 (July - Sept 2027)
RM 3	ENV														
ENV Subtotal		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM3	PSE	\$ -													
TIRCP	PSE	\$ -													
FTA	PSE	\$ 163,327		\$ 76,238											
RM1	PSE	\$ 221,205		\$ 19,059											
PSE Subtotal		\$ 384,532	\$ -	\$ 95,297	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM 3	ROW														
ROW Subtotal		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM3	CON				\$ 1,582,063	\$ 45,714	\$ 751,974	\$ 554,576	\$ 61,083	\$ 2,103,419	\$ 1,606,523	\$ 2,402,405	\$ 2,809,221	\$ 3,006,618	\$ 1,110,508
TIRCP	CON			\$ 94,808	\$ 418,781	\$ 12,101	\$ 199,052	\$ 146,800	\$ 16,169	\$ 556,787	\$ 425,256	\$ 635,931	\$ 743,617	\$ 795,870	\$ 293,958
FTA	CON				\$ 695,232	\$ 20,089	\$ 330,452	\$ 243,707	\$ 26,843	\$ 924,340	\$ 705,981	\$ 1,055,728	\$ 1,234,502	\$ 1,321,248	\$ 488,009
RM1	CON				\$ 41,057	\$ 1,186	\$ 19,515	\$ 14,392	\$ 1,585	\$ 54,587	\$ 41,692	\$ 62,346	\$ 72,904	\$ 78,026	\$ 28,819
CON Subtotal		\$ -	\$ -	\$ 94,808	\$ 2,737,133	\$ 79,090	\$ 1,300,993	\$ 959,475	\$ 105,680	\$ 3,639,133	\$ 2,779,451	\$ 4,156,410	\$ 4,860,244	\$ 5,201,762	\$ 1,921,295
RM 3 Funding Subtotal		\$ -	\$ -	\$ -	\$ 1,582,063	\$ 45,714	\$ 751,974	\$ 554,576	\$ 61,083	\$ 2,103,419	\$ 1,606,523	\$ 2,402,405	\$ 2,809,221	\$ 3,006,618	\$ 1,110,508
Capital Funding Total		\$ 384,532	\$ -	\$ 190,105	\$ 2,737,133	\$ 79,090	\$ 1,300,993	\$ 959,475	\$ 105,680	\$ 3,639,133	\$ 2,779,451	\$ 4,156,410	\$ 4,860,244	\$ 5,201,762	\$ 1,921,295

Notes: RM3 funds should be drawn down approximately proportionately with other funding sources in the same phase. The allocation expiration date will be the end of the final fiscal year in which RM3 funds are planned to be expended for the requested phase.

2027 Q4 (Oct - Dec 2027)	2028 Q1 (Jan - March 2028)	2028 Q2 (April - June 2028)	2028 Q3 (July - Sept 2028)	2028 Q4 (Oct - Dec 2028)	2029 Q1 (Jan - March 2029)	2029 Q2 (April - June 2029)	2029 Q3 (July - Sept 2029)	2029 Q4 (Oct - Dec 2029)	2030 Q1 (Jan - March 2030)	2030 Q2 (April - June 2030)	2030 Q3 (July - Sept 2030)	2030 Q4 (Oct - Dec 2030)	Future committed (if applicable)	Total Amount (\$ millions)	Amount Expended (\$ millions)	Amount Remaining (\$ millions)
														\$ -		\$ -
														\$ -		\$ -
														\$ -		\$ -
														\$ -		\$ -
														\$ -		\$ -
														\$ -		\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
														\$ -		\$ -
														\$ -		\$ -
														\$ 239,565	\$ 239,565	\$ -
														\$ 240,264	\$ 240,264	\$ -
														\$ -		\$ -
														\$ -		\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 479,829	\$ 479,829	\$ -
														\$ -		\$ -
														\$ -		\$ -
														\$ -		\$ -
														\$ -		\$ -
														\$ -		\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ 1,107,362	\$ 3,111,923	\$ 3,893,670	\$ 3,009,592	\$ 2,906,376	\$ 55,303	\$ 2,343,712	\$ 481,215	\$ 478,069	\$ 2,890	\$ 2,890				\$ 33,427,106		\$ 33,427,106
\$ 293,125	\$ 823,744	\$ 1,030,677	\$ 796,657	\$ 769,335	\$ 14,639	\$ 620,394	\$ 127,380	\$ 126,548	\$ 765	\$ 765				\$ 8,943,160	\$ 94,808	\$ 8,848,352
\$ 486,626	\$ 1,367,523	\$ 1,711,059	\$ 1,322,554	\$ 1,277,196	\$ 24,303	\$ 1,029,936	\$ 211,468	\$ 210,086	\$ 1,270	\$ 1,270				\$ 14,689,420		\$ 14,689,420
\$ 28,738	\$ 80,759	\$ 101,047	\$ 78,104	\$ 75,425	\$ 1,435	\$ 60,823	\$ 12,488	\$ 12,407	\$ 75	\$ 75				\$ 867,485		\$ 867,485
																\$ -
																\$ -
																\$ -
																\$ -
																\$ -
																\$ -
\$ 1,915,851	\$ 5,383,949	\$ 6,736,453	\$ 5,206,907	\$ 5,028,331	\$ 95,680	\$ 4,054,866	\$ 832,552	\$ 827,109	\$ 5,000	\$ 5,000	\$ -	\$ -	\$ -	\$ 57,927,171	\$ 94,808	\$ 57,832,363
\$ 1,107,362	\$ 3,111,923	\$ 3,893,670	\$ 3,009,592	\$ 2,906,376	\$ 55,303	\$ 2,343,712	\$ 481,215	\$ 478,069	\$ 2,890	\$ 2,890	\$ -	\$ -	\$ -	\$ 33,427,106	\$ -	\$ 33,427,106
\$ 1,915,851	\$ 5,383,949	\$ 6,736,453	\$ 5,206,907	\$ 5,028,331	\$ 95,680	\$ 4,054,866	\$ 832,552	\$ 827,109	\$ 5,000	\$ 5,000	\$ -	\$ -	\$ -	\$ 58,407,000	\$ 574,637	\$ 57,832,363

**Regional Measure 3
Allocation Request
Estimated Budget Plan**

Project Title:	5. Ferry Expansion Program
Subproject Title	Three (3) 149-Passenger Electric Ferry Vessels
Project/Subproject Number:	5.7
Total RM3 Funding:	\$ 32,141,000

1. Direct Labor of Implementing Agency (specify by name and job function)			
	Estimated Hours	Rate/Hour	Total Estimated cost
WETA Staff - Project Management/Admin			\$ 581
			\$ -
			\$ -
			\$ -
			\$ -
Direct Labor Subtotal			\$ 581
2. Overhead and direct benefits (specify)			
	Rate	x Base	
Overhead		\$ -	
		\$ -	
		\$ -	
		\$ -	
		\$ -	
		\$ -	
Overhead and Benefit Subtotal			\$ -
3. Direct Capital Costs (include engineer's estimate on construction, right-of-way, or vehicle acquisition)			
	Unit (if applicable)	Cost per unit	Total Estimated cost
Construction			\$ 46,360
			\$ -
			\$ -
			\$ -
Direct Capital Costs Subtotal			\$ 46,360
4. Consultants (Identify purpose and/or consultant)			
			Total Estimated cost
Design			\$ 357
Construction Management			\$ 1,332
Consultants Subtotal			\$ 1,689
5. Other direct costs			
			Total Estimated cost
Contingency			\$ 3,709
Legal			\$ 60
Sales Tax			\$ 6,008
Other Direct Costs Subtotal			\$ 9,777
Total Estimated Costs			\$ 58,407

Comments:

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

RESOLUTION NO. 2025-01

**RM3 IMPLEMENTING AGENCY RESOLUTION OF PROJECT COMPLIANCE –
ALLOCATION REQUEST**

Project Title: Project 5.7 – Three (3) 150-Passenger Electric Ferry Vessels

WHEREAS, SB 595 (Chapter 650, Statutes 2017), commonly referred as Regional Measure 3, identified projects eligible to receive funding under the Regional Measure 3 Expenditure Plan; and

WHEREAS, the Metropolitan Transportation Commission (MTC) is responsible for funding projects eligible for Regional Measure 3 funds, pursuant to Streets and Highways Code Section 30914.7(a) and (c); and

WHEREAS, MTC has established a process whereby eligible transportation project sponsors may submit allocation requests for Regional Measure 3 funding; and

WHEREAS, allocation requests to MTC must be submitted consistent with procedures and conditions as outlined in Regional Measure 3 Policies and Procedures (MTC Resolution No. 4404; and

WHEREAS, the San Francisco Bay Ferry Water Emergency Transportation Authority (WETA) is an eligible sponsor of transportation project(s) in the Regional Measure 3 Expenditure Plan; and

WHEREAS, the Three (3) 150-Passenger Electric Ferry Vessels Project is eligible for consideration in the Regional Measure 3 Expenditure Plan, as identified in California Streets and Highways Code Section 30914.7(a); and

WHEREAS, the Regional Measure 3 allocation request, attached hereto in the Initial Project Report and incorporated herein as though set forth at length, lists the project, purpose, schedule, budget, expenditure and cash flow plan for which WETA is requesting that MTC allocate Regional Measure 3 funds; now, therefore, be it

RESOLVED, that WETA, and its agents shall comply with the provisions of the Metropolitan Transportation Commission's Regional Measure 3 Policies and Procedures; and be it further

RESOLVED, that WETA certifies that the project is consistent with the Regional Transportation Plan (RTP); and be it further

RESOLVED, that the year of funding for any design, right-of-way and/or construction phases has taken into consideration the time necessary to obtain environmental clearance and permitting approval for the project; and be it further

RESOLVED, that the Regional Measure 3 phase or segment is fully funded, and results in an operable and useable segment; and be it further

RESOLVED, that WETA approves the allocation request and updated Initial Project Report, attached to this resolution; and be it further

RESOLVED, that WETA approves the cash flow plan, attached to this resolution; and be it further

RESOLVED, that WETA has reviewed the project needs and has adequate staffing resources to deliver and complete the project within the schedule set forth in the allocation request and updated Initial Project Report, attached to this resolution; and, be it further

RESOLVED, that WETA is an eligible sponsor of projects in the Regional Measure 3 Expenditure Plan, in accordance with California Streets and Highways Code 30914.7(a); and be it further

RESOLVED, that WETA is authorized to submit an application for Regional Measure 3 funds for the Three (3) 150-Passenger Electric Ferry Vessels Project in accordance with California Streets and Highways Code 30914.7(a); and be it further

RESOLVED, that WETA certifies that the projects and purposes for which RM3 funds are being requested is in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.) and if relevant the National Environmental Policy Act (NEPA), 42 USC Section 4-1 et. seq. and the applicable regulations thereunder; and be it further

RESOLVED, that there is no legal impediment to WETA making allocation requests for Regional Measure 3 funds; and be it further

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

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

RESOLVED, that WETA indemnifies and holds harmless MTC, BATA, and their Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of WETA, its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under this allocation of RM3 funds. WETA agrees at its own cost, expense, and risk, to defend any and all claims, actions, suits, or other legal proceedings brought or instituted against MTC, BATA, and their Commissioners, officers, agents, and employees, or any of them, arising out of such act or omission, and to pay and satisfy any resulting judgments. In addition to any other remedy authorized by law, so much of the funding due under this allocation of RM3 funds as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages, and be it further

RESOLVED, that WETA shall, if any revenues or profits from any non-governmental use of property (or project) that those revenues or profits shall be used exclusively for the public transportation services for which the project was initially approved, either for capital

improvements or maintenance and operational costs, otherwise the Metropolitan Transportation Commission is entitled to a proportionate share equal to MTC's percentage participation in the projects(s); and be it further

RESOLVED, that assets purchased with RM3 funds including facilities and equipment shall be used for the public transportation uses intended, and should said facilities and equipment cease to be operated or maintained for their intended public transportation purposes for its useful life, that the Metropolitan Transportation Commission (MTC) shall be entitled to a present day value refund or credit (at MTC's option) based on MTC's share of the Fair Market Value of the said facilities and equipment at the time the public transportation uses ceased, which shall be paid back to MTC in the same proportion that Regional Measure 3 funds were originally used; and be it further

RESOLVED, that WETA shall post on both ends of the construction site(s) at least two signs visible to the public stating that the Project is funded with Regional Measure 3 Toll Revenues; and be it further

RESOLVED, that WETA authorizes its Executive Director or his/her designee to execute and submit an allocation request for the design phase with MTC for Regional Measure 3 funds in the amount of \$14,141,000 for this allocation, which is in addition to \$18,000,000 from Allocation #1 for a total RM3 amount of \$32,141,000 for the project, purposes and amounts included in the project application attached to this resolution; and be it further

RESOLVED, that the Executive Director or his/her designee is hereby delegated the authority to make non-substantive changes or minor amendments to the allocation request or IPR as he/she deems appropriate.

RESOLVED, that a copy of this resolution shall be transmitted to MTC in conjunction with the filing of the WETA application referenced herein.

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 January 9, 2025.

YEA:

NAY:

ABSTAIN:

ABSENT:

/s/ Board Secretary

2025-01

END

MEMORANDUM

TO: Board Members

FROM: Seamus Murphy, Executive Director
Erin McGrath, Chief Financial Officer
Timothy Hanners, Director of Project Delivery & Engineering
Joseph Ramey, Project Development & Controls

SUBJECT: Authorize Fifth Amendment to Agreement with Mansfield Oil Company of Gainesville, Inc. for Fuel and Fuel Delivery Services

Recommendation

Authorize the Executive Director to execute the fifth amendment to SF Bay Ferry's agreement with Mansfield Oil Company of Gainesville, Inc. ("Supplier") to extend the term of the agreement by six months, with six additional one-month extensions if needed.

Background/Discussion

SF Bay Ferry entered into Agreement No. 21-029 with Mansfield Oil Company on January 19, 2022. The Agreement has been extended through January 18, 2025. With the term of the Agreement nearing expiration, SF Bay Ferry needs to extend the term of the Agreement for approximately six months while a competitive solicitation is prepared and issued. All terms and conditions of the agreement will remain unchanged during the extension period.

Fiscal Impact

The approved FY 2024-25 budget includes funding for fuel services and there is no fiscal impact from this action.

END

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

RESOLUTION NO. 2025-02

**AUTHORIZE FIFTH AMENDMENT TO AGREEMENT WITH MANSFIELD OIL COMPANY
FOR FUEL AND FUEL DELIVERY SERVICES**

WHEREAS, on January 19, 2022, SF Bay Ferry entered into Agreement No. 21-029 with Mansfield Oil Company for the procurement of fuel and fuel delivery services (Agreement); and

WHEREAS, the Agreement expires on January 18, 2025 unless the parties agree to extend the term; and

WHEREAS, the Executive Director recommends that the Board authorize a six-month extension, with up to six additional one-month extensions, to the Agreement's term, during which time SF Bay Ferry plans to prepare and issue a solicitation for a long-term agreement for fuel provision and delivery; now, therefore, be it

RESOLVED, that the Board of Directors authorizes the Executive Director to execute the fifth amendment to the Agreement with Mansfield Oil Company for Fuel and Fuel Delivery Services to extend the term by six months, with six additional one-month extensions if deemed in SF Bay Ferry's best interests.

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 January 9, 2025.

YEA:

NAY:

ABSTAIN:

ABSENT:

/s/ Board Secretary

2025-02

END

MEMORANDUM

TO: Board Members

FROM: Seamus Murphy, Executive Director
Lauren Gularte, Government & Regulatory Affairs Manager
Terence Candell, Government & Regulatory Affairs Specialist

SUBJECT: Approve WETA's 2025 Legislative Program

Recommendation

Approve WETA's 2025 Legislative Program.

Discussion

Staff with our state and federal legislative advocates, Shaw Yoder Antwih Schmelzer & Lange (Shaw-Yoder) and FBB Federal Relations to develop a state, regional and federal legislative program for 2025, provided as **Attachment A**. The program establishes the principles that will guide WETA's legislative and regulatory advocacy efforts during the calendar year. It is intended to be broad enough to cover the wide variety of issues that are likely to be considered during that time and flexible enough to allow WETA to respond swiftly and effectively to unanticipated developments. Adoption of the program will provide our state and federal delegation and regional partners with a clear statement of WETA's priorities and will provide a guide for staff and our legislative representatives in carrying out our legislative efforts.

The legislative program is structured to guide WETA's actions in support of the following general principles:

1. Build awareness about WETA programs and services among key regional, state and federal decision makers;
2. Preserve and enhance funding opportunities to maintain and expand WETA programs and services;
3. Seek regulatory reform that streamlines project delivery and maximizes WETA's ability to meet ferry service demands; and
4. Support WETA projects and programs including:
 - WETA 2050 Service Vision & Business Plan
 - Transition to zero emissions fleet
 - Mission Bay Terminal construction and service expansion
 - Treasure Island Service Expansion
 - Berkeley Service Expansion
 - Redwood City Service Expansion
 - Bay Area Maritime Industry Expansion
 - Emergency Response

Issues covered by the 2025 Legislative Program fit within two primary categories: 1) funding opportunities and 2) legislative, regulatory and administrative issues. These categories include a detailed list of legislative initiatives and a corresponding set of advocacy strategies that WETA will implement. To support the programs, WETA staff and legislative consultants will employ a variety of

engagement strategies including direct advocacy with policymakers and relevant agencies, coalition-based engagement and public communications to build awareness about specific issues. With the changing legislative landscape, WETA staff created the 2025 Legislative Program by updating the *strategies* under each *issue/background* section. These updates continue to be in line with the guiding principles and ensure that WETA's legislative strategies remain relevant and effective. Staff has added strategies to support the California Transit Association's (CTA) efforts to protect and increase Cap and Trade funding benefitting public transit, support efforts to further reform CEQA's statutory exemptions for the benefit of ferry systems, and work to expand membership of the Public Ferry Coalition (PFC) to include states and Congressional districts represented by Republican members of Congress. Staff has included information about the Surface Transportation Reauthorization Bill that will be a high priority work item in 2025, and outlined our strategies for increasing funding for passenger ferry projects through the reauthorization process.

WETA positions on issues not covered in the 2025 Legislative Program will be guided by the four principles listed above. Should recommendations emerge that call for advocacy on issues outside of these principles, WETA staff will confer with the Board Chair to determine appropriate direction, which may include bringing recommendations to the full Board for consideration. WETA's legislative representatives will provide monthly updates to the Board on the status of WETA positions, relevant issues, outreach activities, strategy, and results.

Staff is seeking Board approval for this final version of the 2025 legislative program.

Fiscal Impact

There is no fiscal impact associated with this informational item.

END

2025 Regional, State, and Federal Legislative Program San Francisco Bay Area Water Emergency Transit Authority

Introduction

The 2025 Legislative Program establishes the principles that will guide the San Francisco Bay Ferry's (SF Bay Ferry) legislative advocacy efforts through the 2025 calendar year. Legislative and regulatory actions have the potential to significantly benefit SF Bay Ferry's programs and services, but can also present challenges that threaten SF Bay Ferry's ability to meet ferry service demands.

The program is intended to be broad enough to cover the wide variety of issues that are likely to emerge and flexible enough to allow SF Bay Ferry to respond swiftly and effectively to unanticipated developments.

Principles

The 2025 Legislative Program is organized to guide SF Bay Ferry's actions and positions in support of four primary principles:

1. Build awareness about SF Bay Ferry programs and services among key regional, state and federal decision makers;
2. Preserve and enhance funding opportunities to maintain and expand SF Bay Ferry programs and services;
3. Seek regulatory reform that streamlines project delivery and maximizes SF Bay Ferry's ability to meet ferry service demands;
4. Support SF Bay Ferry projects and programs including:
 - SF Bay Ferry 2050 Service Vision & Business Plan
 - Transition to zero emissions fleet
 - Mission Bay Terminal
 - Treasure Island Service Expansion
 - Berkeley Service Expansion
 - Redwood City Service Expansion
 - Bay Area Maritime Industry Expansion
 - Emergency Response

Advocacy Process

Issues covered by the 2025 Legislative Program fit within two primary categories: 1) funding opportunities and 2) legislative, regulatory and administrative issues. These categories include a detailed list of legislative initiatives and a corresponding set of advocacy strategies that SF Bay Ferry will implement.

Attachment A

SF Bay Ferry positions on issues not covered in the categories below will be guided by the four principles listed above. Should recommendations emerge that call for advocacy on issues outside of these principles, SF Bay Ferry staff will confer with the Board Chair to determine appropriate direction, which may include bringing recommendations to the full Board for consideration. SF Bay Ferry's legislative representatives will provide monthly updates to the board on the status of SF Bay Ferry positions, relevant issues, outreach activities, strategy, and results.

SF Bay Ferry staff and legislative consultants will employ a variety of engagement strategies to support the 2025 Legislative Program, including:

Direct Advocacy: SF Bay Ferry will engage state and federal policy makers directly; submit correspondence and provide public testimony that communicates and advances SF Bay Ferry's legislative priorities and positions.

Coalition Engagement: SF Bay Ferry will engage relevant stakeholders to build coalitions of support that amplify SF Bay Ferry's advocacy efforts and expand SF Bay Ferry's influence beyond the Bay Area. These efforts will include engagement of transit advocacy organizations, suppliers and shipyards, employers, labor organizations and other stakeholders that would benefit from advancement of SF Bay Ferry's 2025 Legislative Program.

Public Communications: SF Bay Ferry will build public awareness about the agency's advocacy priorities by actively seeking media attention and maximizing the use of social media to highlight the need for actions consistent with the 2025 Legislative Program.

Regional and State Legislative Program

Funding Opportunities

<i>Issue / Background</i>	<i>Strategy</i>
<p>Regional Funding Measures</p> <p>In June 2018, 55% of Bay Area voters passed Regional Measure 3 (RM3), which increased bridge toll revenues to support transit and traffic relief improvements. RM3 included an expenditure plan that provided SF Bay Ferry with \$300 million in capital funds and \$35 million per year in operating subsidy. RM3 funding was not released until 2023 due to a lawsuit that upheld its distribution. While SF Bay Ferry now has access to RM3 funds, due to the loss of ridership and associated fare revenue from the multi-year COVID 19 pandemic and the rise of inflation, these funds have a shortened runway. Based on expansion plans in SF Bay Ferry’s Bay Ferry 2050 study, RM3 funding is anticipated to last until the mid 2030’s. It is critical to start advancing plans to secure the next round of funding to support regional ferry service.</p> <p>The region was unable to coalesce around a multicounty regional revenue measure proposed last year by Senator Scott Weiner. MTC has conducted a year long process to re-structure, gauge support and narrow down concepts for a regional measure to send to the state legislature. One of MTC’s proposed concepts is for a 30-year funding measure, which spans the timeframe that SF Bay Ferry is expected to hit its fiscal cliff.</p>	<ul style="list-style-type: none"> • Ensure that any regional transportation revenue measure that spans the timeframe of SF Bay Ferry’s fiscal cliff, includes funding to address SF Bay Ferry’s fiscal cliff. • Participate in the planning efforts for a regional funding measure to ensure that SF Bay Ferry programs and services are included. • Support planning for additional regional funding opportunities that maximize investment in SF Bay Ferry programs and services.

<i>Issue / Background</i>	<i>Strategy</i>
<p>State Transit Operations Funding</p> <p>While Congress stepped in within months of the onset of the COVID-19 pandemic to provide billions of dollars in COVID relief assistance, this assistance is running out and there will not be an appetite for additional aid in a divided Congress. Ridership, while on the upswing, is still below 2019 levels yet costs to run transit systems are subject to the same inflation pressures affecting the rest of the economy. Transit systems across California are facing multi-million-dollar shortfalls as most agencies have fully expended COVID relief funds. SF Bay Ferry fully expended its COVID relief funds in the beginning of FY 25. Due to receiving operations funding through Regional Measure 3, SF Bay Ferry is not anticipated to experience a deficit until FY 33 or 34. However, other transit agencies across the Bay Area are facing immediate deficits due to the sustained decrease in ridership. The State committed \$5.1 billion in multi-year funding in the 2023-2024 budget to provide bridge funding to transit agencies facing a deficit while the region considers a transportation ballot measure to put forward to voters in 2026 to provide long term operations funding. In 2024, the state’s multi-year funding was maintained in the 2024-2025 budget, but the appropriation timeline for the \$5.1 billion was updated. This funding will now flow to regions and transit agencies over four years – from FY 2023-24 through FY 2027-28 – and require annual appropriations in the state budget. Until this funding is fully appropriated and a plan for a regional measure is developed, SF Bay Ferry will support the annual appropriation of committed funding and continue to support strategies to seek short-term state funding for transit operations.</p>	<ul style="list-style-type: none"> • Work to ensure committed funding is included in the state budget and participate in state and regional efforts to award committed funds through the processes established in the 2024-25 budget. • In coordination with MTC, the California Transit Association, and other Bay Area transit agencies and advocacy groups, continue to advocate for additional short-term state funding to support transit operations to bridge the gap between the expenditure of federal COVID relief funds and the creation of new, permanent funding to support transit operations. • Continue to work with MTC and transit agency partners to ensure that MTC’s advocacy program includes long-term investment in transit operating funds for SF Bay Ferry’s continued operating needs. • Continue to participate in CalSTA’s Transit Transformation Task Force and support the California Transit Association’s efforts on the Task Force, including through the Association’s Transit Transformation Advisory Committee, to explore and identify long-term funding options. • Seek transit funding equity by ensuring water transit is eligible for all programs available to other transit modes.

<i>Issue / Background</i>	<i>Strategy</i>
<p>Enhancing Equity</p> <p>In July 2021, SF Bay Ferry implemented the Pandemic Recovery Program (PRP) guided by core principles focused on enhancing equity and access to ferry service and increasing service levels to expand access to transit dependent riders and incentivizing demand to support the region’s economic recovery. The PRP expanded service and temporarily reduced fares. In July of 2022 the SF Bay Ferry Board extended the PRP for an additional year, and in 2023 these lower fares were permanently adopted.</p>	<ul style="list-style-type: none"> • Work with transit coalitions to identify and advance opportunities for new operating funding to enhance equity and expand access to transit dependent riders. • Advocate for the preservation and expansion of current programs, including Clipper START, that make transit more affordable and accessible to low-income riders.
<p>SB 1 Gas Tax Funding</p> <p>In 2017, the State enacted SB 1, which authorized more than \$700m per year for public transit. This was the largest increase in dedicated transit funding in more than 40 yrs. In addition to augmenting the State Transit Assistance program, SB1 created new programs such as the State of Good Repair program that have benefitted SF Bay Ferry. Complimentary to SB 1 is ACA 5 (passed 6/2018), which protects new and existing sources of transit funding from future diversions by the Legislature.</p>	<ul style="list-style-type: none"> • Oppose the elimination or diversion of any State or regional funds that support SF Bay Ferry. • Identify and advocate for opportunities to secure investment from ongoing SB1 programs to support SF Bay Ferry’s priorities. • Monitor efforts to study, or advance, alternative funding mechanisms that would shift the state away from its reliance on fuel taxes to fund transit and transportation (e.g. VMT fees).
<p>State Transit Assistance Funds</p> <p>State Transit Assistance (STA) funds are generated by a sales tax on fuel and diesel fuel. The amount of money available for transit agencies varies from year to year based on fluctuations in diesel prices. STA funds are appropriated by the State Controller’s Office (SCO) and allocated to SF Bay Ferry through a grant agreement with MTC. The formula used by the SCO allocates 50% of the funds according to population and the remaining 50% is allocated according to operator revenues from the prior fiscal year.</p> <p>The Fiscal Years 2020-21, 2021-22, and 2023-24 State Budget included relief measures to ensure that STA funds are not decreased during the pandemic due to lower reported operating revenues due to reduced ridership. These relief measures will expire in FY 2025-26.</p>	<ul style="list-style-type: none"> • Participate in CalSTA’s Transit Transformation Task Force and support the California Transit Association’s efforts in the Task Force, including through the Association’s Transit Transformation Advisory Committee, to pursue TDA reform and the review of performance measures for transit. • Work with MTC and regional transit partners to secure continued STA funding that SF Bay Ferry is eligible to receive and oppose efforts to change the distribution formula in a way that disadvantages SF Bay Ferry service and/or capital programs.

Cap-and-Trade Revenues – Greenhouse Gas Reduction Fund

In 2012, the State began implementing the cap-and-trade market-based compliance system approved as a part of the California Global Warming Solutions Act of 2006 (AB 32). Since the program began selling allowances, the program has generated billions of dollars. In 2014, legislation was enacted creating a long-term funding plan for cap-and-trade which dedicates 60 percent of cap-and-trade revenues to transportation. The remaining 40 percent is subject to annual appropriation through the state budget process. In 2017, the legislature extended the program from 2020 to 2030. SF Bay Ferry is eligible for funding through the Low Carbon Transit Operations Program (LCTOP), the Transit and Intercity Rail Capital Program (TIRCP), and various new programs for zero-emission commercial harbor craft and ferries at the California Air Resources Board. TIRCP was created to fund capital improvements for transit agencies that significantly reduce emissions, vehicle miles traveled, and congestion. There have been seven cycles of TIRCP funding, awarding \$6.6 billion in funding throughout the state. SF Bay Ferry has been awarded three TIRCP grants, totaling \$50.3 million to support the agency's efforts to transition to zero emissions.

- Support the California Transit Association's efforts to protect and increase Cap and Trade funding benefitting public transit.
- Monitor, and support, efforts to extend the Cap and Trade program beyond 2030 and any impacts the 2030 date will have on upcoming TIRCP cycles.
- Work with the Administration to secure appropriation of cap-and-trade revenues to support SF Bay Ferry's capital needs, including the agency's efforts to transition to zero emission vessels.
- Support legislation and regional action that makes SF Bay Ferry's emissions-reducing projects and services eligible for investment from relevant programs.
- Work to direct additional revenues to programs that support SF Bay Ferry priorities, including efforts to secure funding from the remaining discretionary funds.
- Identify and develop a project related to the agency's efforts to transition to zero emissions and have it ready to submit for the next cycle of TIRCP funding and forthcoming funding opportunities at CARB.
- Continue to work with our legislative advocates to secure additional funding in future TIRCP cycles.

<i>Issue / Background</i>	<i>Strategy</i>
<p>Emergency Response Funding</p> <p>SF Bay Ferry’s enabling legislation directs the agency to provide comprehensive water transportation and emergency coordination services for the Bay Area region. Despite this mandate, no operating funds have been received by SF Bay Ferry to support this requirement. A new State Assembly Select Committee was created to evaluate how transportation infrastructure and systems are prepared to respond in emergencies. The committee is chaired by Assemblymember Lori Wilson, and SF Bay Ferry has worked productively with her office to discuss how the agency can be helpful in guiding the work of the committee.</p>	<ul style="list-style-type: none"> • Work with partner organizations to advocate for funding that enhances SF Bay Ferry’s ability to effectively carry out the responsibilities detailed in the agency’s Emergency Response Plan. • Advocate for the inclusion of enhanced emergency response capability to be included as criteria in relevant discretionary grant opportunities. • Continue to work with Asm. Lori Wilson and her office to advance SF Bay Ferry’s opportunities for emergency response funding.
<p>Other funding opportunities</p> <p>Transit agencies have increasingly partnered with private sector entities to create investment in infrastructure and enhanced or expanded services. SF Bay Ferry is poised to offer transit solutions that support new waterfront development, job growth, and congestion relief that local jurisdictions and private sector entities will benefit from.</p>	<ul style="list-style-type: none"> • Support policies that facilitate public private partnerships that advance the implementation of SF Bay Ferry capital projects and operation of enhanced services. • Advocate for policies and projects that benefit SF Bay Ferry priorities through the creation of transit-oriented development and first and last mile connections. • Support other innovative funding strategies and policies that will enhance investment opportunities and revenues that support SF Bay Ferry programs and services. • Collaborate the Bay Area Council Waterfront Development Committee to advance the creation of waterfront development in the Bay Area and incentivize occupancy of new developments with frequent, affordable and sustainable water transit.

Legislative, Regulatory and Administrative Issues	
<i>Issue / Background</i>	<i>Strategy</i>
<p>General</p> <p>Every year a variety of policies are pursued that would affect regulations governing transportation-related service operations, administration, planning and project delivery. In addition, opportunities exist to reform or update existing regulations that are outdated or can be improved to address potential burdens on transportation agencies without affecting regulatory goals.</p>	<ul style="list-style-type: none"> • Support opportunities to remove barriers to, and improve the ability to conduct, safe, efficient transportation operations, administration, planning and project delivery, including alternative project delivery methods that provide flexibility to the agency. • Oppose efforts to impose unjustified and burdensome regulations or restrictions on SF Bay Ferry’s ability to conduct efficient transportation operations, administration, planning and project delivery efforts. • Support state efforts to advocate against Dept. of Labor 13c related FTA funding delays.
<p>Streamlining Environmental Clearance & Permitting</p> <p>Projects located in or adjacent to the bay require permits from up to fourteen different regulatory agencies. Many of these agencies do not review permits concurrently which can add up to two years to the project timeline. The complexity of the permitting process creates time delays in the development of ferry projects. A modernized process would minimize unnecessary delays.</p> <p>In 2024, Asm. Buffy Wicks was appointed Chair of the Assembly Select Committee on Permitting Reform. This Select Committee has engaged a series of stakeholders, including transit agencies, on the state and local permitting challenges they face in the delivery of projects and services. The Select Committee is in the process of developing a report of policy recommendations for addressing these challenges, which is expected to be released in January 2025 and serve as the basis for new legislation advancing permitting reform.</p>	<ul style="list-style-type: none"> • Support efforts to further reform CEQA’s statutory exemptions for the benefit of ferry systems. • Explore opportunities to modernize the permitting process, without compromising the effectiveness of the review as an environmental protection policy. • Work with relevant partners and committees to streamline the permitting process for waterfront development. • Work with the Bay Area Council Waterfront Development Committee on permit streamlining for waterfront developments supported by water transit.

<i>Issue / Background</i>	<i>Strategy</i>
<p>Bolster the Bay Area Maritime Industry</p> <p>As SF Bay Ferry continues to expand its operations and the size of its fleet, the agency has relied on a number of shipyards to support vessel repair, maintenance, and procurement efforts. Bay Area shipyards typically bid only on maintenance and repair work, not on new vessel procurements. SF Bay Ferry’s use of federal formula funds for these activities precludes it from giving geographic preference when selecting a shipyard. In advancing SF Bay Ferry’s Rapid Emission Free Ferry Program (REEF), the agency has secured a significant amount of regional, state, and federal funding to invest in the next generation of maritime technology.</p> <p>As the global leader in technology and innovation, the Bay Area offers tremendous advantages for this new generation of maritime technology; it has unrivaled access to a workforce that is geared toward this work and access to capital. But the Bay Area also poses some significant hurdles including the affordability of labor and real estate, and a challenging regulatory environment that disincentivizes additional shipyards specializing in new vessel procurements from locating in the Bay Area. The agency recently initiated procurements for five state-of-the-art battery electric vessels and the SF Bay Ferry 2050 Service Vision contemplates an aggressive expansion of the fleet from 17 to as many as 40 vessels by 2035. Embracing strategies that support the expansion of the regional maritime industry will help ensure that these efforts are successful.</p>	<ul style="list-style-type: none"> • Meeting with Go Biz to explore incentives for regional and state maritime industry expansion • Advocating for incentive & permit streamlining that will result in expansion of the Bay Area maritime industry. • Work with the maritime community to increase the capacity and availability of local shipyard services.
<p>California Air Resources Board’s (CARB) Proposed Amendments to the Commercial Harbor Craft (CHC) Regulations</p> <p>CARB approved amendments to the Commercial Harbor Craft Regulations in March 2022. The regulations set standards to reduce toxic and criteria emissions to protect public health. The new regulations became effective January 1, 2023.</p>	<ul style="list-style-type: none"> • Continue to work with CARB to ensure implementation of the CHC regulations are operationally feasible and in line with SF Bay Ferry’s plan to comply with the CHC regulations by transitioning a portion of the fleet to zero emissions. • Work with CARB and the California Energy Commission to identify, expand, and streamline funding opportunities and grant requirements to implement SF Bay Ferry’s plan to comply with the CHC regulations.

<i>Issue / Background</i>	<i>Strategy</i>
<p>Bridge Toll Revenue Requirements</p> <p>SF Bay Ferry’s use of certain bridge toll revenues is subject to meeting and maintaining a minimum level of farebox recovery. Pandemic impacts and challenges during recovery have compromised the ability for all agencies to maintain pre-pandemic farebox recovery ratios. Additionally, efforts to refocus services on equity and enhancing access for riders from all income levels (permanent fare reductions) have led many agencies to reconsider the value of farebox recovery as a metric for the successful delivery of services.</p>	<ul style="list-style-type: none"> • Advocate for relaxed farebox recovery requirements tied to the use of regional bridge toll revenues. • Advocate for the creation of new funding to support the increased subsidy needed to maintain service levels with decreased fare revenue.
<p>Regional Transit Integration and Transformation Action Plan</p> <p>During the pandemic, MTC appointed a Blue Ribbon Task Force to facilitate transit survival and recovery, and to assess options for improving integration of the region’s transit network. The Task Force recommended proceeding with near-term, already underway efforts to improve integration and evaluating longer-term options for more transformational change.</p>	<ul style="list-style-type: none"> • Advocate that new funding be identified to support implementation of longer-term transformational policy recommendations. • Support efforts to better integrate and connect regional transit services.
<p>State Sales and Use Tax Exemption for the Purchase of Zero Emission Public Transportation Ferry Vessels</p> <p>SF Bay Ferry proposed legislation in 2024 that would amend Section 6377 of the Revenue and Taxation Code to exempt any zero-emission public transportation ferry technology sold to a city, county, city and county, transportation or transit district, or other public agency that provides transit services to the public, from state sales and use taxes on the technology’s sale, storage, use, or other consumption. Due to the state’s financial position and the loss of tax revenue, this bill was unsuccessful in 2024. The authoring Assemblymember is evaluating the reintroduction of this bill. The adoption of this bill would affect the replacement and conversion of half of SF Bay Ferry’s fleet, exempting and saving SF Bay Ferry millions in state sales and use tax.</p>	<ul style="list-style-type: none"> • Explore opportunities to sponsor legislation to exempt ferry procurements from state sales tax. • Petition transit allies that would benefit from this legislation to support and advocate for the State legislature to adopt the proposed legislation. • Lobby and work with the appropriate legislative bodies that can provide the best guidance and support for passing and enacting the proposed tax code amendment.

Federal Legislative Program	
Funding Opportunities and Challenges	
<i>Issue / Background</i>	<i>Strategy</i>
<p>Increase Funding for the Federal Highway Administration (FHWA) Construction of Ferry Boats and Ferry Terminal Facilities Formula Program (FBP) through the Surface Transportation Reauthorization Bill</p> <p>FHWA distributes funding to eligible public ferry systems based on a formula that accounts for the number of passengers and vehicles carried by each ferry system and the total route nautical miles serviced by each system. The Infrastructure Investment and Jobs Act (IIJA) increased funding for the FHWA formula program from \$80,000,000 per year to:</p> <p>\$110,000,000 for FY 22; \$112,000,000 for FY 23; \$114,000,000 for FY 24; \$116,000,000 for FY 25; and \$118,000,000 for FY 26.</p> <p>The House Transportation and Infrastructure (T&I) Committee and Senate Environment and Public Works (EPW) Committee will develop legislation during the 119th Congress (2025/26) to reauthorize programs funded through the IIJA. As part of the surface transportation bill reauthorization process, we will advocate for additional funding for the FHWA program. Because the Ferry Service Expansion Act, which SF Bay Ferry helped to develop, would increase funding for the FHWA program to \$160,000,000 per year, that will likely be our target.</p>	<ul style="list-style-type: none"> • SF Bay Ferry is a co-chair of the Public Ferry Coalition, an advocacy association of over 25 public ferry operators in the U.S. Through this leadership role work to expand the membership of the Public Ferry Coalition to include public ferry systems in states and Congressional districts represented by Republican members of Congress. • Work with Public Ferry Coalition members, organized labor, and other SF Bay Ferry advocates to build support for additional funding for the FHWA formula program amongst members of the House and Senate and encourage key Senators and House members to communicate support for additional funding to Congressional leadership and relevant Congressional committees. • Engage directly with Congressional leadership and relevant Congressional committees. • Coordinate outreach to Congressional leadership and relevant Congressional Committees by members of the California Congressional delegation.

<i>Issue / Background</i>	<i>Strategy</i>
<p>Increase Funding for the Federal Transit Administration (FTA) 5307(h) Passenger Ferry Grant Program through the Surface Transportation Reauthorization Bill</p> <p>The Infrastructure Investment and Jobs Act (IIJA) was supposed to include an additional \$1.25 billion for the FTA 5307(h) ferry grant program but the funding was omitted due to a drafting error. SF Bay Ferry’s Congressional champions sought out opportunities to include this funding in other legislation (including as part of the annual appropriations process), but lack of support from Congressional Republicans stalled the effort.</p> <p>The House Transportation and Infrastructure (T&I) Committee and Senate Banking Committee will develop legislation during the 119th Congress to reauthorize programs funded through the IIJA. As part of the surface transportation bill reauthorization process, we will advocate for additional funding for the FTA 5307(h) program.</p>	<ul style="list-style-type: none"> • Work to expand membership of the Public Ferry Coalition to include public ferry systems in states and Congressional districts represented by Republican members of Congress. • Work with Public Ferry Coalition members, organized labor, and other SF Bay Ferry advocates to build support for additional funding for the FTA 5307(h) ferry grant program amongst members of the House and Senate and encourage key Senators and House members to communicate support for additional funding to Congressional leadership and relevant Congressional committees. • Engage directly with Congressional leadership and relevant Congressional committees. • Coordinate outreach to Congressional leadership and relevant Congressional Committees by members of the California Congressional delegation.
<p>Increase Funding for the Federal Transit Administration (FTA) 5307(h) Passenger Ferry Grant Program through the Annual Appropriations Process and Build Support for SF Bay Ferry Grant Applications</p> <p>The FTA 5307(h) ferry grant program provides competitive funding for passenger ferry projects. Program funding was unfortunately not increased as part of the Infrastructure Investment and Jobs Act (IIJA), and annual funding remains at \$30,000,000. SF Bay Ferry seeks funding from the FTA ferry grant program every year.</p> <p>Because of our advocacy through the annual appropriations process, Congress has provided increased funding for the Passenger Ferry Grant Program in each of the past five years. We will continue pressing for additional funding for this program through the appropriations process going forward, regardless of what happens with the surface transportation reauthorization bill.</p>	<ul style="list-style-type: none"> • Work to expand membership of the Public Ferry Coalition to include public ferry systems in states and Congressional districts represented by Republican members of Congress. • Work with Public Ferry Coalition members, organized labor, and other SF Bay Ferry advocates, to encourage key Senators and House members to advocate for this funding through the annual appropriations process. • Engage directly with Congressional leadership and House and Senate Appropriations Committees. • Coordinate outreach to Congressional leadership and House and Senate Appropriations Committees by members of the California Congressional delegation. • Work with SF Bay Ferry staff to identify projects and work with the Congressional delegation to support future SF Bay Ferry grant applications.

<i>Issue / Background</i>	<i>Strategy</i>
<p>Increase Funding for the Electric or Low-Emitting Ferry Grant Program through the Annual Appropriations Process and the Surface Transportation Reauthorization Bill SF Bay Ferry</p> <p>Section 71102 of the Infrastructure Investment and Jobs Act (IIJA) created an electric or low-emitting ferry pilot program to provide grants for the purchase of electric or low-emitting (methanol, natural gas, liquefied petroleum gas, hydrogen, coal-derived liquid fuels, biofuels) ferries. The program is referred to as the “Lo/No Ferry Program”. The IIJA includes an advanced appropriation for FY24 of \$50 million and authorized an additional \$50 million in FY24, subject to appropriations. SF Bay Ferry seeks funding from the Electric or Low-Emitting Ferry Grant Program every year.</p> <p>The House Transportation and Infrastructure (T&I) Committee and Senate Environment and Public Works (EPW) Committee will develop legislation during the 119th Congress (2025/26) to reauthorize programs funded through the IIJA. As part of the surface transportation bill reauthorization process, we will advocate to extend the Lo/No Ferry Program (and make the program permanent) and advocate for additional funding for the Lo/No Ferry Program. Through the appropriations process, we will continue pressing for additional funding for this program regardless of what happens with the surface transportation reauthorization bill.</p>	<ul style="list-style-type: none"> • Work to expand membership of the Public Ferry Coalition to include public ferry systems in states and Congressional districts represented by Republican members of Congress. • Work with Public Ferry Coalition members, organized labor, and other SF Bay Ferry advocates to build support for additional funding through both the Surface Transportation Reauthorization Bill and the annual appropriations process for the Lo/No Ferry Program amongst members of the House and Senate and encourage key Senators and House members to communicate support for additional funding to Congressional leadership and relevant Congressional committees. • Engage directly with Congressional leadership and relevant Congressional committees. • Coordinate outreach to Congressional leadership, House and Senate Appropriations Committees and relevant Congressional Committees by members of the California Congressional delegation. • Work with SF Bay Ferry staff to identify projects and work with the Congressional delegation to support future SF Bay Ferry grant applications.
<p>Funding Opportunities Through Other Competitive Grant Programs</p> <p>The Infrastructure Investment and Jobs Act (IIJA) provides funding for various other transit grant programs for which SF Bay Ferry is eligible.</p>	<ul style="list-style-type: none"> • Identify possible projects for which to seek funding. • Develop coalitions of support for SF Bay Ferry grant applications.
<p>Funding for Emergency Response</p> <p>The Transit Security Grant Program is an annual competitive grant program through the Department of Homeland Security and the Federal Emergency Management Agency (FEMA) which funds transportation infrastructure security activities. SF Bay Ferry is an eligible recipient of this program.</p>	<ul style="list-style-type: none"> • Identify possible projects for which to seek FEMA grant program funding. • Develop coalitions of support for SF Bay Ferry grant applications.

<i>Issue / Background</i>	<i>Strategy</i>
<p>Avoiding Cuts to Transit Funding The "Rostenkowski" rule (Sec. 9503(e)(4) of the Internal Revenue Code of 1986) requires the Treasury secretary to withhold transit money from states and transit agencies if the amount of unfunded transit authorizations exceeds projected Highway Trust Fund receipts for the next four years. Waivers have been needed in previous years in order to avert cuts to transit programs. Funding included in the Infrastructure Investment and Jobs Act (IIJA) has likely addressed this issue in the near term.</p>	<ul style="list-style-type: none">• Support legislation, as needed, to waive the Rostenkowski rule.

Legislative, Regulatory, and Administrative Issues	
<i>Issue / Background</i>	<i>Strategy</i>
<p>General</p> <p>Monitor legislation or regulatory action that will affect SF Bay Ferry’s ability to provide ferry service, implement its program of projects, administration or funding from federal agencies.</p> <p>Take advantage of opportunities to reform or update existing regulations or processes that are outdated or can be improved to address potential burdens on transportation agencies without affecting regulatory goals.</p>	<ul style="list-style-type: none"> • Support opportunities to remove barriers to and improve the ability to conduct, safe, efficient transportation operations, administration, planning and project delivery. • Oppose efforts to impose unjustified and burdensome regulations or restrictions on the SF Bay Ferry’s ability to conduct efficient transportation operations, administration, planning and project delivery efforts.
<p>U.S. Department of Labor Section 13(c) Determination</p> <p>On October 28, 2021 the United States Department of Labor (USDOL) released a letter, nullifying their previous 2019 determination on the impact of PEPRA on collective bargaining rights and prohibiting the further certification of federal transit grants owed to California transit agencies.</p> <p>The State of California, with support by the California Transit Association, secured temporary injunctive relief against implementation of the United States Department of Labor’s October 28 determination, permitting federal transit grants to continue to flow to California transit agencies. As of the drafting of this program, this injunctive relief remains in place. SF Bay Ferry has not been previously impacted by this issue due to the agency having no represented public employees.</p>	<ul style="list-style-type: none"> • Support State and California Transit Association efforts to secure long-term relief to ensure FTA funding remains available to California agencies.

<p>Bolster the Bay Area Maritime Industry</p> <p>As SF Bay Ferry continues to expand its operations and the size of its fleet, the agency has relied on a number of shipyards to support vessel repair, maintenance, and procurement efforts. Bay Area shipyards typically bid only on maintenance and repair work, not on new vessel procurements. SF Bay Ferry’s use of federal formula funds for these activities precludes it from giving geographic preference when selecting a shipyard. In advancing SF Bay Ferry’s Rapid Emission Free Ferry Program (REEF), the agency has secured a significant amount of regional, state, and federal funding to invest in the next generation of maritime technology.</p> <p>As the global leader in technology and innovation, the Bay Area offers tremendous advantages for this new generation of maritime technology; it has unrivaled access to a workforce that is geared toward this work and access to capital. But the Bay Area also poses some significant hurdles including the affordability of labor and real estate, and a challenging regulatory environment that disincentivizes additional shipyards specializing in new vessel procurements from locating in the Bay Area. The agency recently initiated procurements for five state-of-the-art battery electric vessels and the SF Bay Ferry 2050 Service Vision contemplates an aggressive expansion of the fleet from 17 to as many as 40 vessels by 2035. Embracing strategies that support the expansion of the regional maritime industry will help ensure that these efforts are successful.</p>	<ul style="list-style-type: none"> • Advocate for federal legislation that allows the flexibility to include local preferences for vessel procurements and projects. • Advocate for incentive & permit streamlining that will result in expansion of the Bay Area maritime industry.
<p>Permitting</p> <p>Any SF Bay Ferry project on the water requires permits from numerous regulatory agencies. Several federal agencies review such permits sequentially and not concurrently, adding months and sometimes years to project timelines and associated cost for time spent managing the permit review process.</p>	<ul style="list-style-type: none"> • Identify strategies to streamline the federal permitting review process. • Work with permitting agencies and the Congressional delegation to seek resolution of specific issues that are causing delay to important projects.

<i>Issue / Background</i>	<i>Strategy</i>
<p>Disadvantaged Business Enterprise Program</p> <p>In accordance with the U.S. Department of Transportation (DOT) Disadvantaged Business Enterprise (DBE) regulations, 49 Code of Federal Regulations (CFR) Part 26.21, a recipient of more than \$250,000 of federal funding per fiscal year and, is required to have a DBE Program.</p> <p>DBEs are for-profit small business concerns where socially and economically disadvantaged individuals own at least a 51% interest and control management and daily business operations. The purpose of the DBE Program is to create a level playing field on which DBEs can compete fairly for DOT-assisted contracts by removing barriers to DBEs participating in the bidding, award, and administration of federally funded contracts.</p>	<ul style="list-style-type: none"> • Support changes to the DBE regulations that address specific requirements of ferry operations. • Implement strategies to increase the participation of DBEs.

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

RESOLUTION NO. 2025-03

APPROVE STATE AND FEDERAL LEGISLATIVE PROGRAMS FOR 2025

WHEREAS, staff has worked with SF Bay Ferry's state and federal legislative representatives, Shaw Yoder Antwih Schmelzer & Lange (Shaw-Yoder) and FBB Federal Relations (FBB), to develop state, regional, and federal legislative programs for 2025; and

WHEREAS, these legislative programs were presented to the Board of Directors and establish the principles that will guide SF Bay Ferry's legislative and regulatory advocacy efforts during the calendar year; and

WHEREAS, adoption of these legislative programs will provide SF Bay Ferry's state and federal delegation and transportation partners with a clear statement of SF Bay Ferry's priorities and will provide a guide for SF Bay Ferry staff and consultants in carrying out WETA's legislative efforts; now, therefore, be it

RESOLVED, that the Board of Directors hereby approves the state and federal legislative programs for 2025 included as attachments to the Staff Report that accompanies 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 January 9, 2025.

YEA:

NAY:

ABSTAIN:

ABSENT:

/s/ Board Secretary

2025-03

END