

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**

Tuesday, June 10, 2025 at 1:00 p.m.

**Hanson Bridgett
425 Market Street, 26th Floor
San Francisco, CA**

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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
 - b. Review of Financial Statements
 - c. Federal Legislative Report
 - d. State Legislative Report
 - e. Ridership Report
 - f. Service Reliability Report
 - g. Quarterly Review of Capital Program
6. CONSENT CALENDAR **Action**
 - a. Approve Board Meeting Minutes – May 8, 2025
 - b. Approve Revised FY 2025-2027 Title VI Program
 - c. Approve Contract Award to Argos Construction for North Bay Office Remodel
 - d. Approve Sole Source Contract Award to Pacific Power Group, LLC for Main Engine and Gear Preventative Maintenance and Repair Services
7. AB 2561 VACANCY RATE REPORTING: ANNUAL INFORMATIONAL REPORT **Public Hearing**

**San Francisco Bay Ferry / Water Emergency Transportation Authority
June 10, 2025 Meeting of the Board of Directors**

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|---|-------------------------|
| 8. <u>APPROVE CONTRACT AWARD TO AECOM TECHNICAL SERVICES, INC. FOR EMERGENCY OPERATIONS PLANNING SUPPORT SERVICES</u> | Action |
| 9. <u>APPROVE CONTRACT AWARD TO MANSFIELD OIL COMPANY FOR PURCHASE AND DELIVERY OF R99 FUEL FOR SF BAY FERRY OPERATIONS</u> | Action |
| 10. <u>APPROVE PROPOSED FISCAL YEAR 2025/26 BUDGET AND SALARY SCHEDULE AND RELATED RESOLUTIONS</u> | Action |
| 11. <u>GREEN MARINE PROGRAM UPDATE</u> | Information |
| 12. <u>TRANSPORTATION PLANNING INTERNSHIP CAPSTONE PROJECT</u> | Information |
| 13. <u>PUBLIC COMMENTS FOR NON-AGENDA ITEMS</u> | |
| 14. <u>RECESS INTO CLOSED SESSION</u>
a. Public Employee Performance Evaluation; Conference with Labor Negotiator Pursuant to Government Code Sections 54957(b)(1) and 54957.6
Title: Executive Director
Agency Designated Representative: James Wunderman | To Be Determined |
| 15. <u>REPORT OF ACTIVITY IN CLOSED SESSION</u> | To Be Determined |

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@sfbayferry.com 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@sfbayferry.com 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: Board Members

FROM: Seamus Murphy, Executive Director

DATE: June 10, 2025

RE: Executive Director's Report

All Aboard Bay Area Transit Day

On May 6, the Metropolitan Transportation Commission, organized All Aboard Bay Area Transit Day in partnership with Bay Area transit agencies and the Bay Area Air District to encourage residents to ride the bus, take the train or travel by ferry. The effort was highlighted by a media event hosted by SF Bay Ferry at the Downtown San Francisco terminal featuring general managers from the region's transit agencies and other regional transportation and air quality officials.

KRON 4 Focus on Transit Week

Beginning on May 12 The Bay Area's KRON4 new station featured a week of stories about how Bay Area residents and visitors get moving around the region, and they started the week with a focus on San Francisco Bay Ferry.

Coverage included an exclusive look at what it takes for [crews to get vessels ready for morning commute service](#), a [question-and-answer session with Executive Director Seamus Murphy](#), and interviews with passengers on their evening commutes home.

"It's just the best commute," said everyday rider, Annie, who travels from Alameda's Seaplane Terminal. "The people who work on the ferry are just phenomenal."

Deckhand Chris Allard shared the joy of his job. "There's two kinds of jobs – 'get tos' and 'got tos,' and a lot of people got to go to work. We get to go to work every day," he said.

Regional Revenue Measure

In January 2025, State Senators Wiener and Arreguin introduced Senate Bill (SB) 63, legislation authorizing a transportation revenue measure to be placed on the November 2026 ballot to address transit operating deficits faced by AC Transit, BART, Caltrain and San Francisco Muni. SB 63 authorizes a 10 to 15-year transportation revenue measure of up to one percent in Alameda, Contra Costa and San Francisco counties with a provision that San Mateo and Santa Clara counties may opt in. Revenues would be restricted to funding operating expenses. The bill includes provisions that seek more effective, coordinated and cost-effective transit services. Specifically, SB 63 would create a Transportation Revenue Measure District (District), an authorizing body managed by the Metropolitan Transportation Commission (MTC).

An agreement on the details such as the tax rate and expenditure plan must be settled no later than mid-August. SF Bay Ferry is coordinating with the authors of the bill to explore ways that the legislation can help address the agency's operating shortfall over the life of the measure.

SB 63 has made considerable progress passing the following milestones to date:

- Senate Transportation Committee on April 22 with 11 ayes and 3 noes
- Senate Revenue & Taxation Committee on April 23 with 4 ayes and 1 noe
- Senate Appropriations Committee on May 23 with 4 ayes and 1 noe

- Senate Floor on June 2 with 28 ayes and 10 noes

Now that it has passed through the Senate it is expected to follow the same path in the Assembly, first to policy committees including Transportation and Revenue & Taxation by July 18, and then to Appropriations by August 29. The last day the bill can be amended is on or before September 9 and it must pass the Legislature by September 12. The Governor has until October 12 to act on bills.

Vallejo Low Tide Events

The Vallejo Ferry Terminal basin was last dredged in 2023. Another maintenance dredging episode is planned for fall 2025. Increased sedimentation in the basin has required some weekday morning service changes during extreme low tide events in April and May. The agency moved several southbound departures and northbound arrivals on each of eight days from Vallejo to Mare Island to avoid potential grounding events. Shuttle buses were provided for riders on each of the trips as well as key afternoon Vallejo arrivals to help passengers return to their vehicles parked at Mare Island.

Staff implemented a robust communications plan to notify passengers of these disruptions in advance, leveraging the BayAlerts system as well as guest assistance representatives at the terminal and captains' announcements.

Staff continues to work closely with the contract operator to plan for extreme low tide events until the dredging episode is completed. The proposed Vallejo Terminal Reconfiguration Project has been designed to eliminate these disruptions. The project is advancing through the environmental permitting and design phases. The project is on track for delivery in 2026.

BAYEX 2025 Disaster Preparedness Exercise

On May 14, the agency and its contract operator Blue & Gold Fleet successfully participated in BAYEX 2025. BAYEX is an annual five-day regional emergency exercise across the Bay Area organized by the U.S. National Guard's 95th Weapons of Mass Destruction Civil Support Team to enhance disaster preparedness and response across agencies. During the maritime segment of the exercise, SF Bay Ferry hosted hands-on interoperability drills aboard MV Peralta at the Central Bay Maintenance and Operations Facility and Seaplane Lagoon, with participation from the U.S. Coast Guard, Federal Bureau of Investigations, Alameda County Fire Department, Alameda Fire Department, and Tiburon Fire Department. Participants gained valuable experience in vessel boarding procedures, victim triage, patient evacuation to rescue vessels, and specialized search operations for chemical explosive devices. This exercise reinforced the agency's ongoing proactive role in regional safety and emergency readiness and bolsters the agencies' preparedness to respond to disasters going forward.

MTC Functional Emergency Response Exercise

On May 20, staff participated in the 2025 MTC Functional Exercise, a regional drill designed to test emergency response coordination among Bay Area transportation agencies. The scenario involved a series of simulated explosive attacks and infrastructure sabotage, prompting agencies to activate emergency protocols and suspend services. SF Bay Ferry used the event to activate its Virtual Emergency Operations Center (EOC), allowing staff to rehearse coordination and decision-making in a hybrid environment. Team members practiced drafting and distributing simulated public communications, including press releases and service suspension notices, while operating under Incident Command System (ICS) guidelines. The agency also joined the Regional Coordination Call hosted by MTC and had Public Information Officers participate in the Joint Information Center (JIC) to support regional messaging efforts. The exercise provided a valuable opportunity to test internal procedures, reinforce use of virtual coordination tools, and strengthen the agency's integration within the regional emergency response network.

Federal Advocacy

Over the last several weeks, SF Bay Ferry staff participated in federal advocacy efforts organized by the California Transit Association, the American Public Transportation Association, the Passenger Vessel Association, the Bay Area Council, and the Metropolitan Transportation Commission. Staff joined dozens of meetings with key Republican and Democrat policy makers, administration officials, and committee staff. Staff used these opportunities to build awareness about how SF Bay Ferry priorities are aligned with bipartisan goals, and to communicate the Public Ferries Coalition's Surface Transportation Reauthorization priorities, including maintaining funding for federal ferry programs at levels authorized by the Infrastructure Investment & Jobs Act (IIJA). Staff will continue to monitor the reauthorization process and leverage the PFC to ensure these funding programs continue to be funded at existing levels.

Released Request for Proposals

Procurements Posted in the month of May:

- Treasure Island Construction Materials: Released May 9
- Vallejo Ferry Terminal Dredging: Released May 8

END

MEMORANDUM

TO: Board Members

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

SUBJECT: Review of FY 2024/25 Financial Statements Ending April 30, 2025

Recommendation

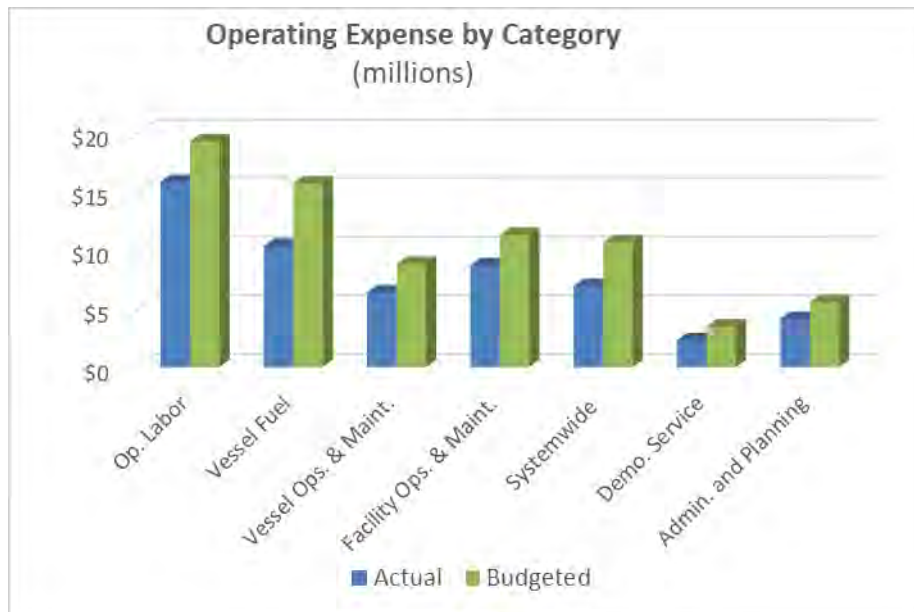
There is no recommendation associated with this informational item.

Financial Summary

This report provides a summary and review of financial activity against budget through April 2025.

Operating Budget:

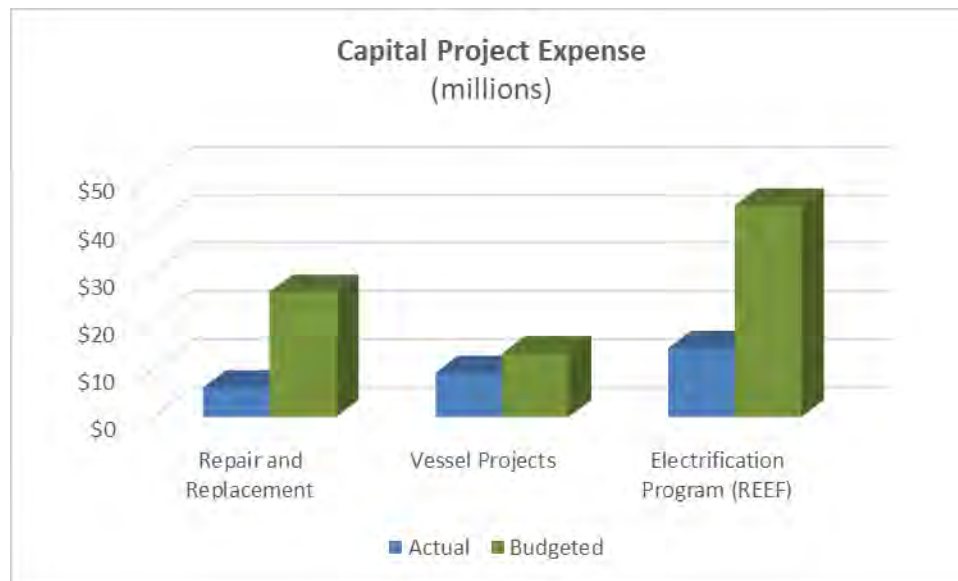
There are currently no budgetary challenges anticipated for the close of the Fiscal Year in June. Total revenue and expense to date for operations is \$54.6 million, with 73% of the budget expended and 83% of the fiscal year completed. Most components of the budget such as labor, vessel and system expenses are tracking on budget. Labor costs are 82% expended and are anticipated to be fully expended by June 30. Fuel costs are under budget and only 66% expended due to lower diesel prices in the past few months. If this continues then some savings are anticipated at year end in this category. However we continue to monitor this volatile input and will report back any concerns should they arise.



Revenue accruals of \$54.6 million are also on budget. As discussed in prior reports, different funding sources are utilized at different rates depending on whether those funds are required to be used within the fiscal year or not. Most operating revenue is driven by expense, and Bridge Tolls are only recorded when a corresponding expense is recorded. The graphic below shows progress against budgeted revenue sources.

Capital Program Expense

Capital Budget expenses are summarized by category in the graph shown. Expenses through April are \$29.8 million. Significant payments were processed last month for milestones related to the first 400 passenger electric ferry and for various engine overhauls and improvements. More detailed capital project data is provided on the last page of this report and a more narrative update is provided in the quarterly report by the Chief Capital Officer.



Investment Report

The total monthly balance held in both the Local Agency Investment Fund (LAIF) and our commercial bank as of April 30 is \$19.6 million as shown below.

	April 2025
Bank of America (Checking)	\$ 782,535
Bank of America (Measure B/BB)	7,244,771
Local Agency Investment Fund (LAIF)	11,569,963
Total	\$ 19,597,268

Fiscal Impact

There is no fiscal impact associated with this informational item.

Attachment A – Monthly Financial Statements

END

San Francisco Bay Ferry (WETA)
Operating & Administration Monthly Budget Report FY 2024/25
Through the Month Ending 4/30/2025

% of Year Elapsed 83%

	Month Apr. 2025 Actual	Year - To - Date		Total FY2024-25 Budget	% Budget
		FY2023-24 Actual	FY2024-25 Actual		
OPERATING REVENUE					
Fare Revenue	\$1,410,099	\$10,338,732	11,677,148	\$14,065,234	83%
Revenue Transfer to Reserve	(840,867)	-	(6,757,408)	(8,439,141)	80%
Federal Operating Assistance		23,240,684	-	-	-
Regional - Bridge Toll	5,315,878	11,367,546	34,000,332	50,606,165	67%
State Operating Assistance	93	1,600,054	11,955,728	11,664,129	102%
Local	343,803	3,134,764	3,662,266	4,307,450	85%
Other Revenue	2,500	25,717	40,494	2,545,000	2%
Total Operating Revenue	\$6,231,506	\$ 49,707,498	\$ 54,578,560	\$ 74,748,837	73%
OPERATING EXPENSE					
Harbor Bay Ferry Service					
Operations Labor	\$176,396	\$1,427,816	1,545,586	\$1,688,425	92%
Vessel Fuel	82,699	822,452	724,251	1,254,960	58%
Vessel Operations & Maintenance	68,457	620,227	640,212	1,023,362	63%
Facility Operations & Maintenance	69,813	666,316	568,713	760,837	75%
Systemwide Expense	78,603	619,639	632,545	966,188	65%
Total Harbor Bay Farebox Recovery	\$475,967	\$4,156,450	\$ 4,111,307	\$ 5,693,772	72%
	23%	20%	23%	19%	
Alameda/Oakland Ferry Service					
Operations Labor	\$450,789	\$3,394,532	\$3,645,627	\$4,408,474	83%
Vessel Fuel	236,283	2,307,124	2,069,713	2,823,660	73%
Vessel Operations & Maintenance	221,366	920,511	1,364,512	1,646,620	83%
Facility Operations & Maintenance	174,089	1,723,586	1,466,430	1,926,387	76%
Systemwide Expense	213,081	1,664,452	1,664,371	2,541,987	65%
Total Alameda/Oakland Farebox Recovery	\$1,295,607	\$ 10,010,206	\$ 10,210,653	\$ 13,347,128	77%
	24%	25%	26%	24%	
Vallejo Ferry Service (Vallejo)					
Operations Labor	\$568,386	\$3,954,410	\$4,321,971	\$5,851,832	74%
Vessel Fuel	519,822	5,355,711	4,553,368	\$6,745,410	68%
Vessel Operations & Maintenance	143,706	1,264,356	1,701,439	\$2,506,542	68%
Facility Operations & Maintenance	440,786	3,307,846	4,053,802	5,194,472	78%
Systemwide Expense	273,513	2,010,909	2,135,754	3,151,145	68%
Total Vallejo Farebox Recovery	\$1,946,213	\$ 15,893,233	\$ 16,766,334	\$ 23,449,402	72%
	34%	29%	31%	27%	
South San Francisco Ferry Service (SSF)					
Operations Labor	\$176,396	\$1,324,620	\$1,412,066	\$1,706,808	83%
Vessel Fuel	59,071	735,041	517,280	941,220	55%
Vessel Operations & Maintenance	32,814	783,764	685,176	1,129,078	61%
Facility Operations & Maintenance	61,114	633,822	594,491	719,434	83%
Systemwide Expense	64,031	444,152	476,956	800,037	60%
Total South San Francisco Farebox Recovery	\$393,426	\$ 3,921,400	\$ 3,685,969	\$ 5,296,577	70%
	16%	7%	15%	13%	
Richmond Ferry Service (Richmond)					
Operations Labor	\$352,791	\$2,623,314	\$2,844,952	\$3,384,571	84%
Vessel Fuel	165,398	1,611,705	1,448,947	2,196,180	66%
Vessel Operations & Maintenance	75,205	879,875	1,280,461	1,520,044	84%
Facility Operations & Maintenance	152,757	1,419,962	1,314,842	1,742,897	75%
Systemwide Expense	153,104	1,047,300	1,196,501	1,911,368	63%
Total Richmond Farebox Recovery	\$899,254	\$ 7,582,157	\$ 8,085,703	\$ 10,755,060	75%
	14%	12%	13%	12%	

(continued on next page)

San Francisco Bay Ferry (WETA)
Operating & Administration Monthly Budget Report FY 2024/25
Through the Month Ending 4/30/2025

% of Year Elapsed 83%

	Month Apr. 2025 Actual	Year - To - Date		Total FY2024-25 Budget	% Budget
		FY2023-24 Actual	FY2024-25 Actual		
OPERATING EXPENSE (continued)					
Seaplane Lagoon Ferry Service					
Operations Labor	\$235,194	\$1,849,276	\$2,035,088	\$2,251,233	90%
Vessel Fuel	118,141	1,117,460	1,035,005	1,725,570	60%
Vessel Operations & Maintenance	54,844	577,507	714,228	980,217	73%
Facility Operations & Maintenance	87,361	892,611	712,298	952,132	75%
Systemwide Expense	105,504	798,653	823,250	1,278,319	64%
Total Seaplane Lagoon Farebox Recovery	\$601,044 24%	\$ 5,235,506 23%	\$ 5,319,869 23%	\$ 7,187,472 17%	74%
Subtotal Operations (Regular Service)	\$5,611,510	\$ 46,798,953	\$ 48,179,835	\$ 65,729,411	73%
<i>Farebox Recovery (exclud. Admin.)</i>	<i>25%</i>	<i>22%</i>	<i>24%</i>	<i>21%</i>	
Hydrogen Demonstration Project (Sea Change)	\$14,886	330,082	\$ 1,576,320	\$2,143,724	74%
Alameda - Oakland Demonstration Project (Woodstock)	\$98,289	\$38,135	709,812	\$1,330,000	53%
Subtotal Ferry Operations (All)	\$5,724,685	\$ 47,167,170	\$ 50,465,967	\$ 69,203,135	73%
Planning and Administration					
Wages and Fringe Benefits	\$318,513	\$1,825,293	\$2,476,278	\$2,991,281	83%
Professional & Other Services	147,444	1,081,145	1,197,545	1,983,648	60%
Information Tech., Office, Supplies	10,939	21,812	73,968	99,000	75%
Utilities/Communications	3,022	17,819	23,821	25,632	93%
Insurance	1,941	23,319	21,063	28,059	75%
Dues, Memberships, Misc.	3,305	131,154	112,053	148,268	76%
Leases and Rentals	21,657	213,484	207,865	269,816	77%
Admin Overhead Expense Transfer		(773,698)	-		
Subtotal Planning & Administration	\$506,822	\$2,540,328	\$ 4,112,593	\$ 5,545,703	74%
Total Operating Expense	\$6,231,506	\$ 49,707,498	\$ 54,578,560	\$ 74,748,838	73%
Systemwide Farebox Recovery (Regular Service, incl. Admin.)			22%		

San Francisco Bay Ferry (WETA)
FY 2024/25 Capital Revenue and Expense
Year-to-Date Through April 30, 2025

	Total Project Revenue/Expense	Prior Years	FY 2024/25 Budget (revised)	Year-To-Date FY2024/25 Actual	Total Future Year	% of Project Budget
CAPITAL REVENUE						
Federal Funds	\$ 166,951,683	\$ 17,266,907	\$ 37,035,764	\$ 19,828,532	112,649,012	22%
State Funds	78,802,033	25,932,860	22,204,389	1,265,517	30,664,784	35%
Regional - Bridge Toll	95,216,567	11,073,223	22,320,841	8,170,760	61,822,502	20%
Local /Other	6,590,000	707,943	1,856,893	538,772	4,025,164	19%
Total Revenue	\$ 347,560,283	\$ 54,980,933	\$ 83,417,887	\$ 29,803,580	\$ 209,161,463	
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	9,251,628	3,504,864	81%
Repair and Replacement Program: Vessels						
Vessel Mid-Life Reburishment - Gemini	4,488,000	20,275	4,213,000	188,129	254,725	5%
Vessel Waterjet Upgrade - Pyxis Class Vessels	700,000	214,429	360,528	159,086	125,043	53%
Vessel Mid-Life Refurbish. & Engine Overhaul - Pisces	4,679,000	8,381	4,670,000	17,766	619	1%
Water Jet Equipment	940,000	198,223	739,075	-	2,702	21%
Engine Overhauls and Improvements	9,425,000	249,824	9,175,176	3,310,936	-	38%
Component Improvements/Dry Dock	3,412,000	-	3,412,000	2,145,110	-	63%
Repair and Replacement Program: Facilities						
Vallejo Terminal Reconfiguration	16,696,000	451,663	600,000	173,848	15,644,337	4%
Passenger Floats Rehabilitation - Pier 9	1,362,000	-	1,362,000	-	-	0%
Vallejo Ferry Terminal Dredging	3,520,000	-	165,000	134,788	3,355,000	4%
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	6,084,575	48,463,256	11%
New Electric Vessels (Two - 400 PX)*	77,351,393	985,262	13,827,237	6,152,582	62,538,894	9%
Facility Electrification						
Central Bay Terminal	6,946,000	8,041	75,000	5,409	6,862,959	0%
Downtown San Francisco	28,315,432	848,878	12,447,141	910,118	15,019,413	6%
Treasure Island	6,798,681	-	2,593,681	392,781	4,205,000	6%
Main Street	5,689,830	-	640,313	-	5,049,518	0%
Seaplane Lagoon	11,189,000	-	780,313	275,670	10,408,688	2%
Harbor Bay	12,656,693	-	3,099,134	341,857	9,557,559	3%
Richmond Terminal	4,687,500	-	200,000	-	4,487,500	0%
Mission Bay Project	700,000	57,285	125,000	40,606	517,715	14%
Berkeley Pier/Ferry Project	3,000,000	-	200,000	91,256	2,800,000	3%
Oakland Ferry Terminal	16,913,670	-	550,000	81,404	16,363,670	0%
Total Expense	\$ 347,560,283	\$ 54,980,933	\$ 83,417,887	\$ 29,803,580	\$ 209,161,463	

*Adjusted to reflect March Board Action



TO: SF Bay Ferry Board Members

FROM: Ray Bucheger, Mana Shim and Madison Hite
SF Bay Ferry Federal Legislative Representatives

SUBJECT: SF Bay Ferry Federal Legislative Board Report – June, 2025

This report covers the following topics:

- Update on FY26 Federal Appropriations Process
- Surface Transportation Reauthorization Advocacy

Update on FY26 Federal Appropriations Process

House Appropriations Committee Chairman Tom Cole (R-OK) announced the mark-up schedule for the FY26 appropriations process. The Appropriations Committee is comprised of 11 subcommittees that each fund a part of the federal government. The Transportation-HUD subcommittee, which provides funding for Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) programs, is scheduled to take up and pass its FY26 spending bill on July 14. We do not expect bill text to be released until a few days before that.

The Senate Appropriations Committee has not yet released its own mark-up schedule. While the House Appropriations Committee is aiming to complete its work by the end of July, and although the full House of Representatives is likely to start taking up and passing individual appropriations bills in July, we expect the Senate to start their process a little later. While it is possible Senate Appropriations subcommittees could start taking up individual FY26 appropriations bills in July, if the past several years are any indication, it is more likely that much of the Senate process will slip to September.

While Federal Fiscal Year 2026 begins on October 1, and although Congress *should* take up and pass all 11 appropriations bills by that time, the last time Congress finished its work by this deadline was in the 1990s. We fully expect Congress to pass a Continuing Resolution (CR) in September to keep the federal government running until House and Senate leaders can come to agreement, which will not happen until December, at the earliest.

In addition to advocating for Congressionally Directed Spending (CDS) for phase one of the Oakland Ferry Terminal Modernization Project (funding will be used to prepare the Oakland Ferry Terminal for future zero-emission electric ferries), SF Bay Ferries is advocating for increased funding for two federal grant programs that are dedicated to public ferries:

- ***Electric or Low-Emitting Ferry Pilot Program authorized by Section 71102 of the Infrastructure Investment and Jobs Act (IIJA)***: The IIJA provided advanced appropriations for this program (\$50 million per year for five years for a total of \$250 million) and authorized additional funding which is subject to annual appropriations. SF Bay Ferry has requested that Congress fund the entire authorized amount for FY25, which is \$50 million.
- ***FTA 5307(h) ferry program***: SF Bay Ferry has received numerous grants through this competitive grant program, which is funded at \$30 million per year. SF Bay Ferry has requested that the Appropriations Committee “plus-up” the FTA 5307(h) ferry program by at least \$20 million. The FY21, FY22, FY23 and FY24 Transportation-HUD Appropriations bills all provided additional money for the FTA program, thanks in part to SF Bay Ferry’s advocacy.

We have been successful in “plussing-up” the FTA 5307(h) ferry program the past several years, which has increased the amount of money available to SF Bay Ferry and other systems by tens of millions of dollars.

Surface Transportation Reauthorization Advocacy

Along with other members of the Public Ferry Coalition, SF Bay Ferry has submitted its priorities to the House Transportation and Infrastructure (T&I) and Senate Environment and Public Works (EPW) Committees. Committee leaders had a formal process last month to solicit requests, which will inform how these committees construct their portions of the next surface transportation bill. The Senate EPW Committee has jurisdiction over FHWA and House T&I has jurisdiction over FHWA and FTA. The Senate Banking Committee, which has jurisdiction over FTA, has not yet initiated a formal process for soliciting requests.

In addition to submitting our funding requests through the formal process, SF Bay Ferry staff has also met over the past few months with Democratic and Republican staff for all the relevant committees and have met with members of the Bay Area Congressional delegation to brief them on SF Bay Ferry and Public Ferry Coalition priorities. SF Bay Ferry staff also met with staff for Washington Congressional delegation members to talk about how funding through the FTA and FHWA ferry programs supports shipbuilding in their state.

House T&I Committee members and staff will spend the next several months writing the new surface transportation law, with a goal of having a bill through committee by the end of the year. We don’t expect to see Senate committees work product until early next year. The current surface transportation (funding and program authorizations) expires in late 2026.

Respectfully Submitted,
Ray Bucheger, Mana Shim and Madison Hite



1415 L Street
Suite 1000
Sacramento
CA, 95814
916-446-4656

May 30, 2025

TO: Board of Directors - San Francisco Bay Area Water Emergency Transportation Authority

FM: Matt Robinson, Partner
Michael Pimentel, Partner

RE: **STATE LEGISLATIVE UPDATE – June 2025**

General Update

The Legislature's fiscal committees met on May 23 for their suspense file hearings. As part of these marathon hearings, the committees acted on 1,098 bills, holding 32% of them in committee. Bills that advance to the Assembly or Senate Floor have until June 6 to pass (House of Origin Deadline). For information about key legislative and budget deadlines, please see the 2025 Legislative Calendar available [here](#).

Governor Releases May Revise

Governor Newsom released his "May Revise" on May 14. The May Revise serves as the Governor's mid-year update to his Proposed Fiscal Year 2025-26 budget, which was released on January 10. You may recall that the Governor's proposed budget in January presented a balanced budget with a modest surplus of \$363 million. However, since then, the state has experienced a series of significant events, resulting in a notably worsened fiscal outlook. The May Revise now projects an estimated state budget deficit of \$12 *billion* for FY 2025-26. To address this shortfall, the Governor has proposed a variety of spending reductions, delays, fund shifts, and withdrawals from the State's rainy-day fund.

In a break from the January budget, the May Revise would reduce the planned investment in the Transit Intercity Rail and Capital Program (TIRCP) for Fiscal Year 2025-26, as established by the Budget Act of 2023 (AB 102 / SB 125), from \$1 billion to \$812 million. This proposed funding reduction reflects broader proposed changes to the Cap-and-Trade program described below, which will be subject to negotiation between the Governor's Administration and Legislature as part of Cap-and-Trade reauthorization. Said differently, there remains a possibility that this proposed funding reduction will not materialize.

The May Revise does not include \$2 billion in new money for transit as proposed by Senator Jesse Arreguin of Berkeley and Assemblymember Mark Gonzalez of Los Angeles, and supported by a broad coalition of stakeholders, including the California Transit Association. This is not surprising given this proposal is a *legislative* priority. It will continue to be discussed as part of final budget negotiations between the Governor and the Legislature. As a reminder, the Legislature has until June 15 to send a balanced budget to the Governor.

Below is a table showing how the State Transit Assistance program is expected to finish FY 2024-25, while also looking ahead to FY 2025-26.

REVENUE ESTIMATES FOR FY 2025-26 @ MAY REVISE (MAY 14)			
FUNDING SOURCE	FY 2024-25 (MR)	FY 2025-26 (GB)	FY 2025-26 (MR)
STA			
Base Rate (2.375%)	\$262,800	\$262,472	\$264,049
Incremental Rate (1.75%)	\$178,183	\$177,657	\$179,104
SB 1 Rate (3.5%)	\$356,366	\$355,314	\$358,208
STA SOGR (30% of TIF)	\$135,913	\$137,953	\$137,953
Total	\$933,262	\$933,396	\$939,314
Intercity & Commuter Rail			
Base Rate (2.375%)*	\$262,800	\$262,472	\$264,049
SB 1 Rate (0.5%)	\$50,909	\$50,759	\$51,173
Total	\$313,709	\$313,231	\$315,222
TIRCP			
Cap & Trade (10% of GGRF)**	\$376,000	\$374,000	\$0
SB 1 (70% of TIF)	\$317,130	\$321,890	\$321,890
Total	\$693,130	\$695,890	\$321,890
LCTOP			
Cap & Trade (5% of GGRF)**	\$188,000	\$187,000	\$0
LTF			
Local Sales and Use Tax (.25%)	\$2,462,563	\$2,425,270	\$2,425,270
<small>*Funds used for additional Caltrans purposes</small>			
<small>**Amounts in FY 2025-26 (MR) reflect Governor's proposal to zero-out the GGRF program</small>			

Governor Lays Groundwork for Cap-and-Trade Re-Authorization

One of the biggest proposals announced by the Governor in the May Revise is his desire to extend California’s Cap-and-Trade program, renamed the *Cap-and-Invest* program by Governor Newsom. This program provides billions of dollars annually to the Greenhouse Gas Reduction Fund (GGRF) and funds a variety of transit programs (TIRCP, LCTOP, ZETCP). While the Governor is asking the Legislature to extend the program to 2045 to provide greater market certainty and align with California’s existing 2045 carbon-neutrality goal, it is our understanding it is his desire to eliminate all current GGRF expenditures and programs starting in FY 2025-26 and work with the Legislature to rebuild the GGRF expenditure program from the ground up.

As part of his opening salvo, the Governor is proposing to shift \$1.5 billion from the General Fund to the GGRF on an ongoing basis to support CAL FIRE, while also guaranteeing the high-speed rail project \$1 billion annually from the GGRF (in lieu of a percentage).

Said differently, this “plan” would eliminate future continuous appropriations to the Low Carbon Transit Operations Program (LCTOP) and the Transit Intercity Rail and Capital Program (TIRCP), as well as eliminate \$188 million in FY 2025-26 funding for the formula-based TIRCP (as described above) and \$700 million in out-year funding for the Zero-Emission Transit Capital Program (ZETCP) committed in FYs 2026-27 through 2027-28. Continuous appropriations to the transit / housing Affordable Housing Sustainable Communities (AHSC) program would also be eliminated. In public forums, the Administration has stated its intent to continue to fund transit, but to be clear, these programs, or any alternative transit funding program(s) from the GGRF, would be subject to budget negotiations.

CalSTA Holds Tenth Transit Transformation Task Force Meeting

The California State Transportation Agency's Transit Transformation Task Force met for its tenth time in San Francisco on April 25. The meeting included a new discussion on the process and timeline for

completing the Task Force's report to the Legislature by October 30, 2025, and afforded Task Force members the opportunity to review the draft staff reports on recommendations for Transportation Development Act reform, new transit funding, and improving transit capital construction costs and timelines.

As we have highlighted for you in our last few reports, the California Transit Association (the trade organization to which WETA belongs) continues to lead engagement in the Task Force discussions on behalf of California transit agencies. To inform the positions it takes at Task Force meetings, the Association continues to engage its membership on the challenges / barriers they face in delivering improvements to transit service and has convened an internal Transit Transformation Advisory Committee to develop policy recommendations (for breaking past these challenges) for submittal to the Task Force. The next Task Force meeting will take place on June 10 in Los Angeles.

Governor Newsom Appoints New CARB Member

On April 25, Governor Newsom announced the appointment of Riverside Mayor Patricia Lock Dawson to the California Air Resources Board (CARB). Dawson will serve as the board's member from the South Coast Air Quality Management District, replacing attorney Gideon Kracov, who stepped down from CARB and SCAQMD earlier this month. Dawson was picked by cities in Riverside County to represent their region on SCAQMD in March 2023. She previously ran a consulting firm and was a wildlife biologist at the Bureau of Land Management.

Speaker Rivas Makes Change at Coastal Commission

On May 16, Assembly Speaker Robert Rivas announced that he is appointing Monterey County Supervisor Chris Lopez to the California Coastal Commission, replacing current California Coastal Commission Chair and Santa Cruz County Supervisor Justin Cummings. Supervisor Lopez, a longtime local colleague of Speaker Rivas, was first elected to the Board of Supervisors in 2018.

Bills of Interest

SB 63 (Wiener) Regional Measure – SUPPORT, IF AMENDED

SB 63 seeks to generate additional revenue to support the Bay Area's public transit systems by way of a regional transportation measure. The bill would authorize a citizens' initiative, which may only require a simple majority vote, for a sales tax of one-half cent in Alameda and Contra Costa Counties, and up to one cent in San Francisco County. These taxes would be applied for 10-15 years. As noted, the bill is currently a three-county measure (Alameda, Contra Costa, San Francisco), but provides a path for San Mateo and Santa Clara counties to opt-in before July 2025. The bill would allocate revenues to AC Transit, BART, Caltrain, and Muni, and may only be used for transit operations. The measure would also provide up to 10 percent of the revenues for transit transformation to be controlled by the Metropolitan Transportation Commission (MTC) and up to 1 percent of revenues for administration for MTC. Any remaining funds could be used for East Bay bus operators that provide feeder service to BART. The bill will also require performance audits of the four major transit systems facing fiscal cliffs (AC Transit, BART, Caltrain, SF Muni), and an operational cost-sharing analysis, as well as provisions for stronger regional network management. The bill also authorizes a regional network manager to implement the network management framework in exchange for access to SB 63 funds.

SB 71 (Wiener) CEQA Exemptions for Transit Projects – SUPPORT

Co-Sponsored by the California Transit Association, this bill would extend indefinitely the current January 1, 2030 sunset date established by SB 922 (Wiener, 2022) for statutorily authorized CEQA exemptions for transit and transportation projects, add additional project-types to the list of exemptions (ferry terminals, transit operational analysis, bus stops, bus shelters), and make substantive procedural changes surrounding board actions (i.e. board process for establishing a project's cost estimate).

SB 79 (Wiener) Transit Oriented Development – WATCH

This bill would require that a residential development proposed within one-half or one-quarter mile of a transit-oriented development stop be an allowed use on any site zoned for residential, mixed, commercial, or light industrial development, and further requires that the development be eligible for streamlined, ministerial approval. SB 79 also exempts from CEQA residential, commercial, and mixed-use projects on land owned by a public transit agency. The bill further exempts from CEQA projects for rail facilities, including the “construction, reconfiguration, or rehabilitation of stations, terminals, rails, platforms, or existing operations facilities, which will be exclusively used by zero-emission or electric trains.” If a project done pursuant to this exemption requires the construction of off-site storage and maintenance facilities distinct from the principal project site, the project would be separate and not exempt.

SB 239 (Arreguín) Brown Act Teleconferencing Advisory Bodies – WATCH

This bill would authorize a subsidiary body to use alternative teleconferencing provisions and would impose requirements for notice, agenda, and public participation. The bill would require the subsidiary body to post the agenda at the primary physical meeting location. The bill would require the members of the subsidiary body to visibly appear on camera during the open portion of a meeting that is publicly accessible via the internet or other online platform and would require the subsidiary body to list a member of the subsidiary body who participates in a teleconference meeting from a remote location in the minutes of the meeting. The bill would require the legislative body that established the subsidiary body electing to use teleconferencing pursuant to these provisions to establish the subsidiary body by charter, ordinance, resolution, or other formal action to make specified findings by majority vote, before the subsidiary body uses teleconferencing for the first time and every 12 months thereafter. The bill would require the subsidiary body to approve the use of teleconference by two-thirds vote before using teleconferencing.

AB 259 (Rubio) Brown Act Teleconferences – WATCH

Existing law authorizes local agencies to use teleconferencing for board/council members under certain circumstances (illness, caring for others, travel, etc.) as long as a quorum of the members participate in person from the same location identified on the agenda and that the location is open to the public and in within the local agency's jurisdiction. Existing law establishes limits on the number of meetings members may participate in via teleconference to two meetings per year if the legislative body regularly meets once per month or less. These provisions sunset on January 1, 2030. This bill would remove the sunset date and extend the alternative teleconferencing procedures indefinitely.

AB 394 (Wilson) Transit Safety – SUPPORT

Co-Sponsored by the California Transit Association, this bill would enhance the safety and security of California's public transportation systems by strengthening protections for transit operators, employees,

and passengers. The bill accomplishes this goal by expanding existing law (Penal Code Section 243.3) to protect all transit employees against battery. Further, AB 394 would empower agencies to seek a court-issued temporary restraining order against a perpetrator for a violation of Penal Code Section 243.3. The Amalgamated Transit Union and the Teamsters are co-sponsors of this bill.

AB 939 (Schultz) Transportation Bond – WATCH

This bill would enact the Safe, Sustainable, Traffic-Reducing Transportation Bond Act of 2026 which, subject to voter-approval, would authorize \$20 billion in General Obligation bonds to finance transit and passenger rail improvements, local streets and roads and active transportation projects, zero-emission vehicle investments, transportation freight infrastructure improvements, and grade separations and other critical safety improvements. The bill still needs additional substantive amendments, but it sets aside \$6 billion for transit capital improvements, \$4 billion for intercity, regional, and commuter passenger rail improvements, and \$3 billion for zero-emission vehicle investments, including rolling stock, battery electric technology vehicles, and hydrogen technology vehicles. **This bill is dead.**

MEMORANDUM

TO: Board Members

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

SUBJECT: Ridership Report – June 2025

Background

The agency's 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. SF Bay Ferry 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.

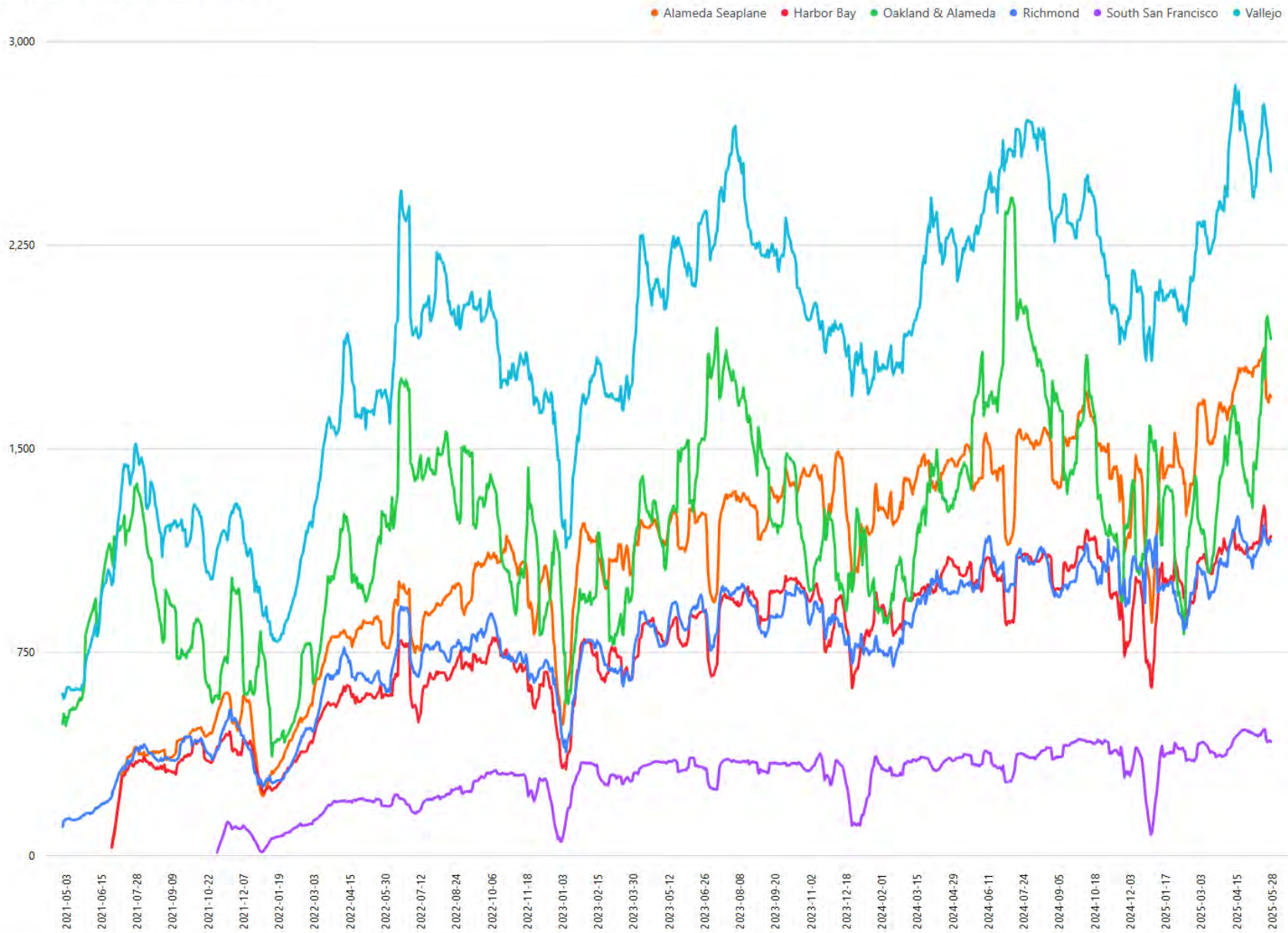
Discussion

This report includes ridership data for May. SF Bay Ferry had over 279,000 boardings in May. Compared to the same months in 2019, ridership was 101% of pre-pandemic May. Year-over-year ridership growth is 21% compared to May 2024 led by exceptionally strong weekend ridership and steady Tuesday-Thursday growth—nearing 2019 weekday ridership levels. SF Bay Ferry continues to outperform in terms of ridership recovery relative to other regional transit operators. BART and Caltrain are at between 46% and 58% of pre-pandemic ridership respectively for the last month of available data.

Appendix A. Ridership Data Summary

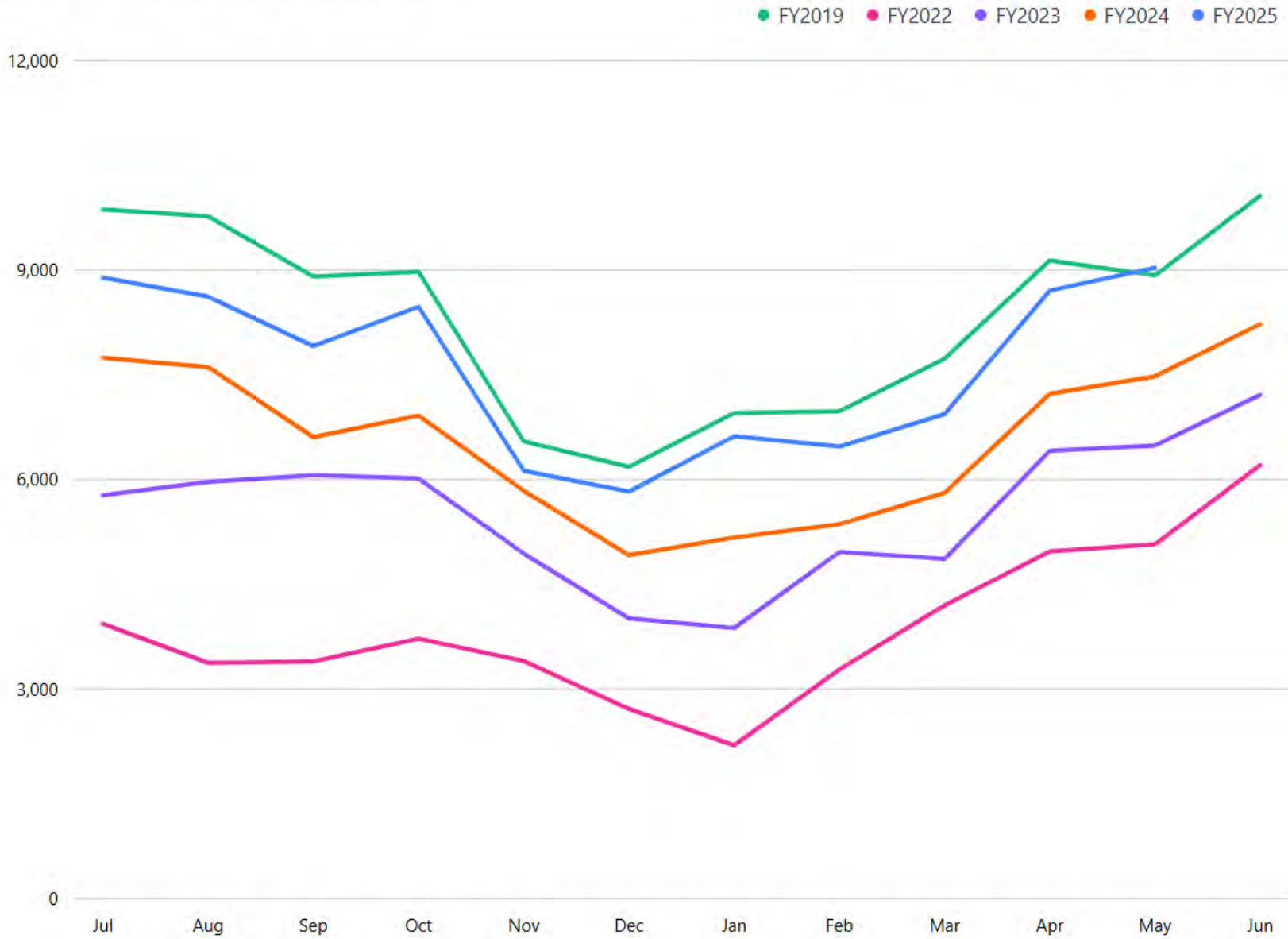
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10-Day Weekday Average Ridership



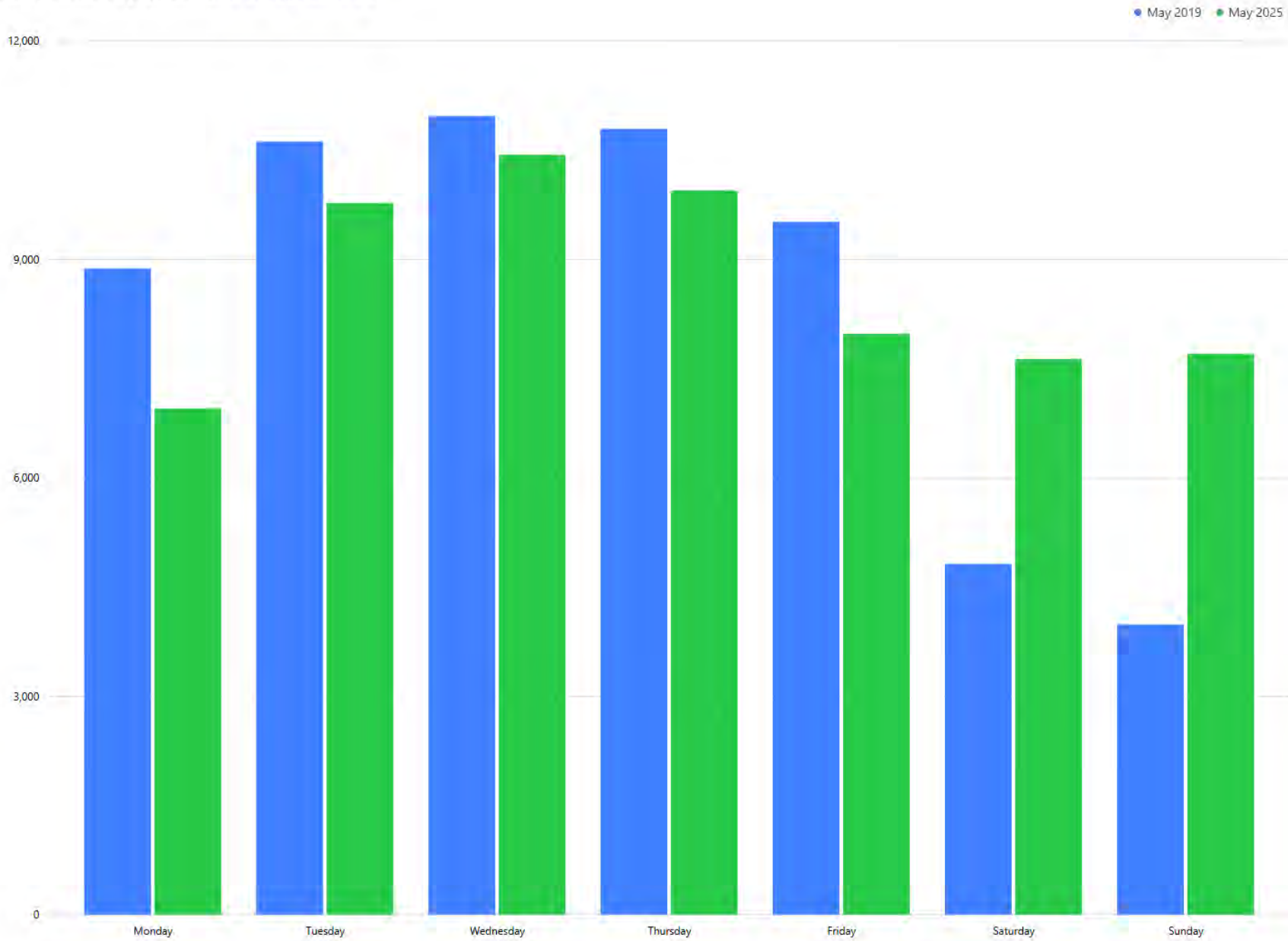
Ridership from other routes and event ridership is excluded.

Average Daily Ridership By Month



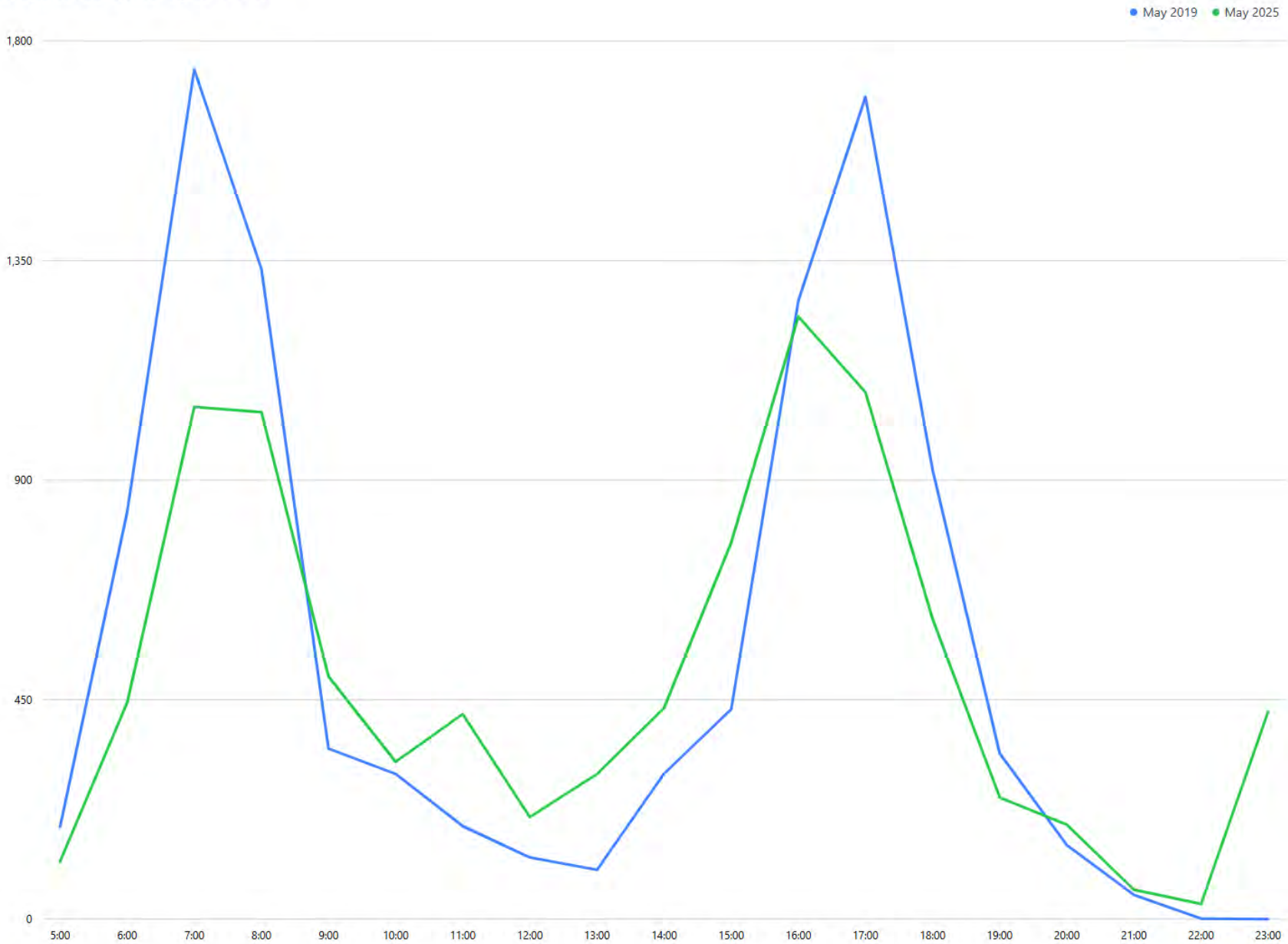
Event ridership is included.

Average Ridership by Day of Week Systemwide



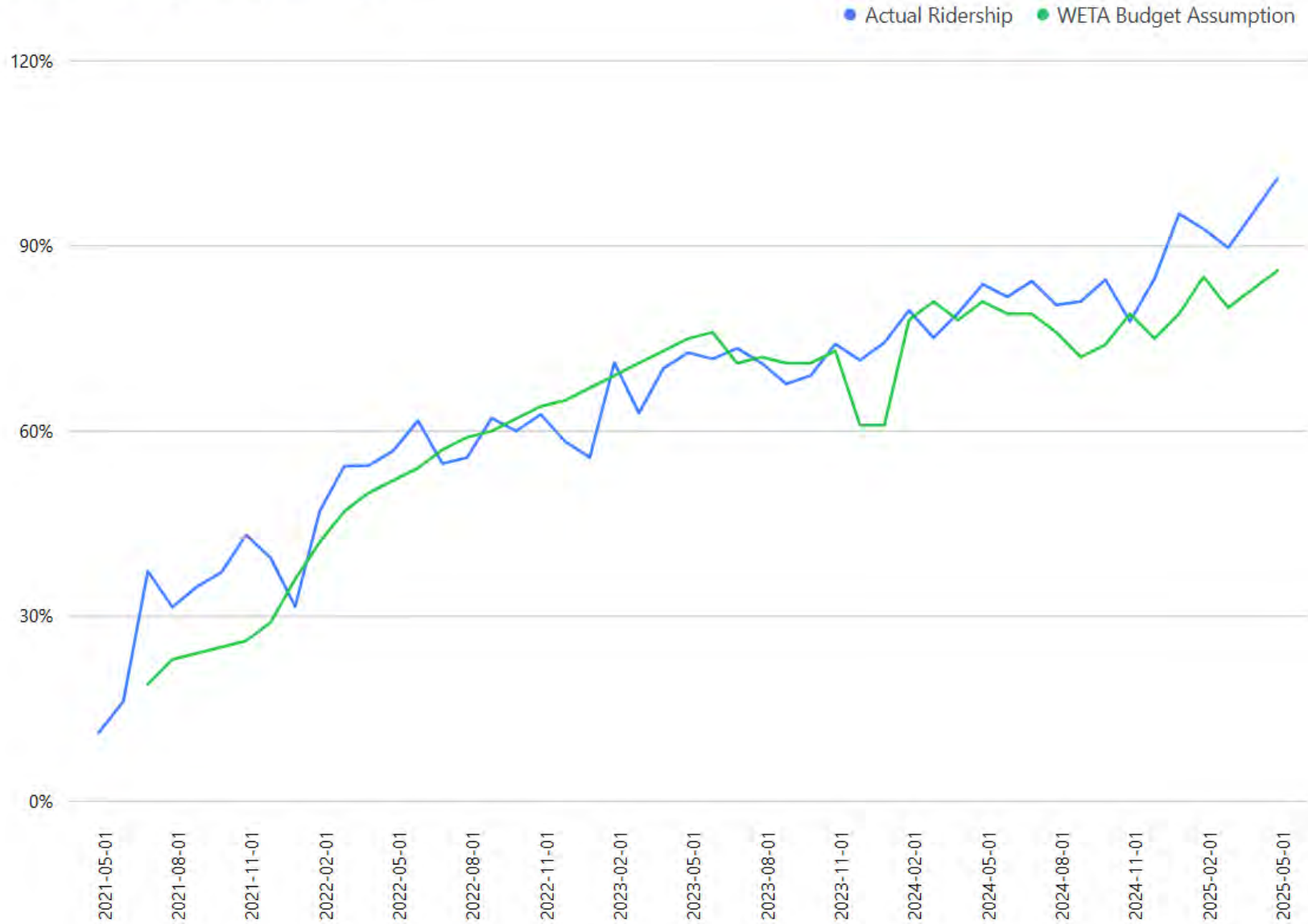
Event ridership is excluded. Holidays with no service are excluded.

Average Weekday Hourly Ridership



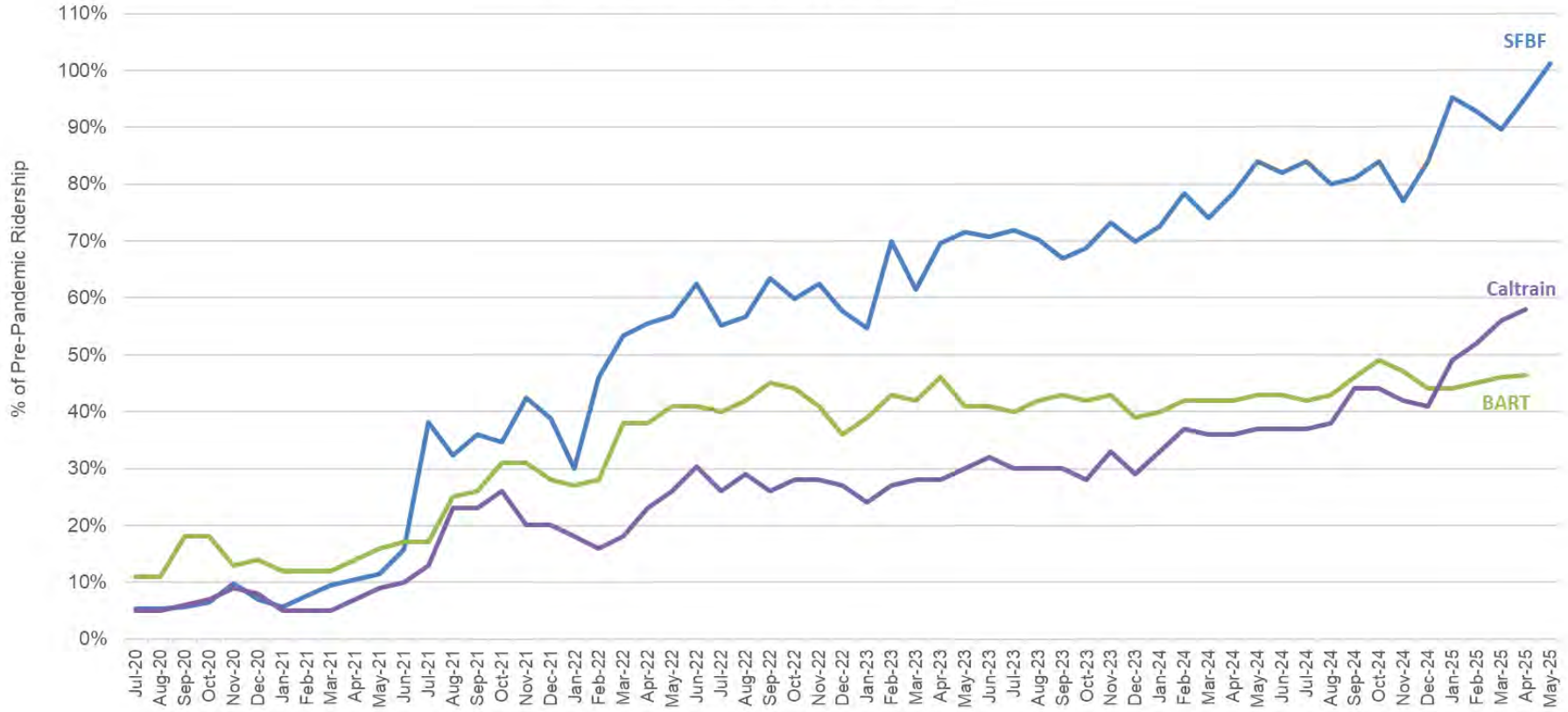
Event ridership is excluded. Scheduled trip segment start time is used.

Actual vs Budgeted Ridership



Event ridership is included.

Regional Transit Ridership



Event ridership is included.

Operational Statistics

	Oakland & Alameda	Richmond	Harbor Bay	South San Francisco	Alameda Seaplane	Vallejo	Oakland Alameda Water Shuttle	Ballpark (Oakland & Alameda)	Chase Center	Ballpark (Vallejo)	RCHBALLPARK	Systemwide
Total Ridership May 2025	73,211	32,107	25,408	9,422	38,519	76,836	10,856	6,048	2,867	3,699	157	279,881
Total Ridership April 2025	59,298	31,409	25,509	9,831	38,614	75,759	9,600	4,890	2,608	3,406	0	261,184
Percent Change	23.5%	2.2%	-0.4%	-4.2%	-0.2%	1.4%	13.1%	23.7%	9.9%	8.6%	Infinity%	7.2%
Total Ridership May 2025	73,211	32,107	25,408	9,422	38,519	76,836	10,856	6,048	2,867	3,699	157	279,881
Total Ridership May 2024	62,509	26,484	23,495	8,083	33,023	68,144	0	3,967	0	1,902	0	231,761
Percent Change	17.1%	21.2%	8.1%	16.6%	16.6%	12.8%	Infinity%	52.5%	Infinity%	94.5%	Infinity%	20.8%
Total Ridership FY2025 to date	651,422	306,171	245,927	89,503	355,435	725,789	93,972	27,242	19,630	17,317	157	2,549,696
Total Ridership FY2024 to date	556,210	255,689	219,524	75,117	325,075	652,989	0	21,731	16,081	12,696	0	2,160,623
Percent Change	17.1%	19.7%	12%	19.2%	9.3%	11.1%	Infinity%	25.4%	22.1%	36.4%	Infinity%	18%
Average Weekday Ridership May 2025	1,725	1,136	1,210	449	1,834	2,556	359	429	589	149		9,331
Weekdays Operated in May 2025	22	22	21	21	21	22	14	8	4	8	0	22
Average Weekend Ridership May 2025	3,918	789				2,290	648	654	510	626	157	8,289
Weekend Days Operated in May 2025	9	9	0	0	0	9	9	4	1	4	1	9
Ridership Per Hour May 2025	150	78	132	70	150	99	86	463	453	221	126	116
Ridership Per Mile May 2025 [†]	10.6	4.3	6.4	3.9	9.6	3.7	39.9	40.4	40.7	7.7	∞	6
Revenue Hours May 2025	487	409	192	134	257	773	127	13	6	17	1	2,419
Revenue Hours FY To Date	5,366	4,107	2,176	1,457	2,405	8,229	1,284	60	60	77	1	25,395
Revenue Miles May 2025 [†]	6,929.6	7,473	3,973.2	2,406.6	3,992.8	20,631.5	272	149.6	70.5	482.1	0	46,429.2
Revenue Miles FY To Date [†]	76,119.5	74,963.2	43,180.6	25,801.2	39,883.2	222,229.6	2,435.5	682.6	719.1	2,192.5	0	490,986.9
% of planned trip segments May 2025	100%	99.7%	100%	99.7%	99.9%	100%	99.4%	100%	100%	100%	100%	99.8%
% of trip segments on time May 2025 [*]	99.6%	99.7%	97.3%	99.6%	99.6%	97.6%						99%

[†]Statute miles.

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

MEMORANDUM

TO: Board Members

FROM: Seamus Murphy, Executive Director
Thomas Hall, Director of Operations & Customer Experience
Joseph Ramey, Project Development & Controls

SUBJECT: Service Reliability Report – April 2025

Background

The following metrics are included in this report:

- **On-Time Trips:** Trips arriving early, on-time, or less than five minutes after the scheduled arrival time.
- **Late Trips:** Trips arriving five minutes or more past the scheduled arrival time.
- **Cancelled Trips:** Cancelled trips not replaced by a substitute (backup) vessel.
- **On-Time Performance (OTP):** The percentage of total trips that arrived early, on-time, or less than five minutes after the scheduled arrival time.
- **Service Reliability:** The percentage of scheduled trips that were operated, after adjusting for trips cancelled.
- **Max-Out Trips:** Trips with passenger counts at least 98% of maximum capacity based on the vessel assigned.

Every six months, staff will provide reliability metric comparisons to other public ferry operators.

The findings of this report will also inform potential initiatives that staff can pursue to improve on-time performance and reliability along with input from the Board and others. SF Bay Ferry's average on-time performance and service reliability goals for 2025 are both 95% for the system as a whole.

Discussion

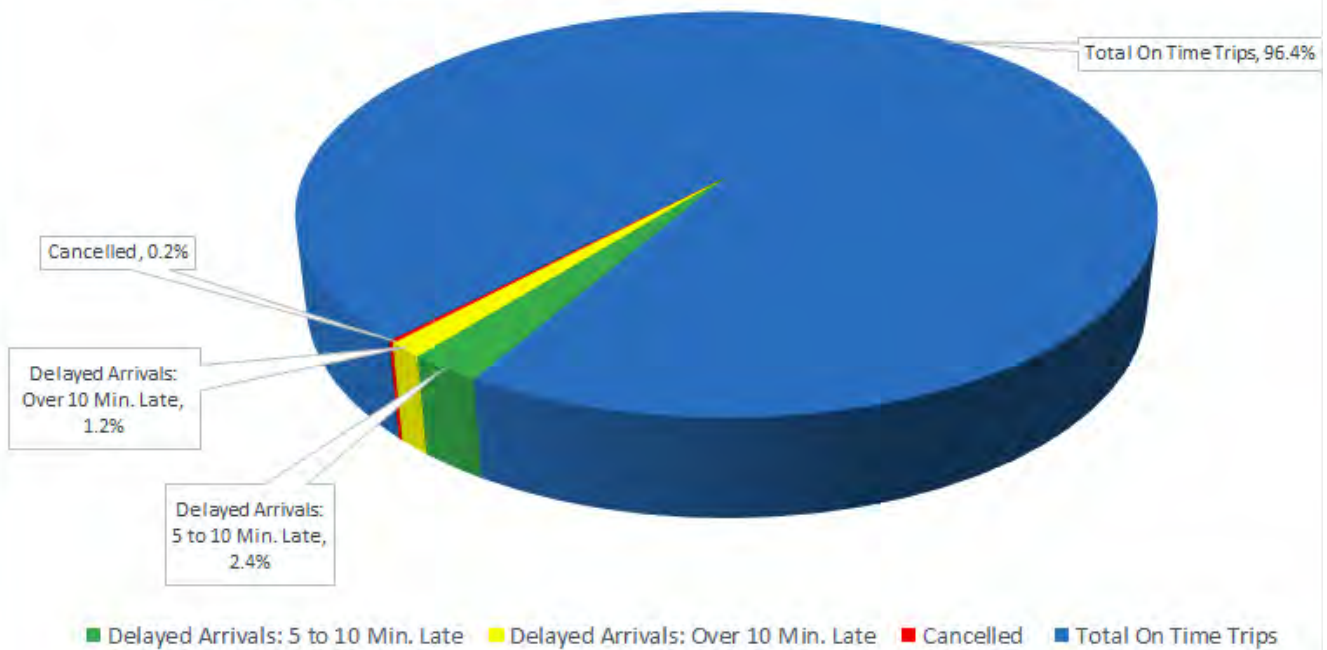
All charts presented include data through April 30, 2025.

These are highlights for the service's reliability and on-time performance for April 2025.

- **Reliability:** SF Bay Ferry completed 4,221 of 4,226 trips in April, for a reliability rate of 99.9%. The five trips cancelled were all due to mechanical issues.
- **On-time performance:** In April, 97% of SF Bay Ferry's trips were considered on-time.
- **Max-Outs:** Sixteen transbay trips hit 98% of maximum capacity in April. Thirteen of those trips were on days with San Francisco Giants afternoon games. Eight of those 13 were on weekdays, where the agency does not currently offer any direct ballpark service. The other three max-outs were on Harbor Bay trips on April 3.

Appendix A. Operations Data Summary

On-Time Vs. Delayed & Cancelled Trips: Jan. - Apr., 2025

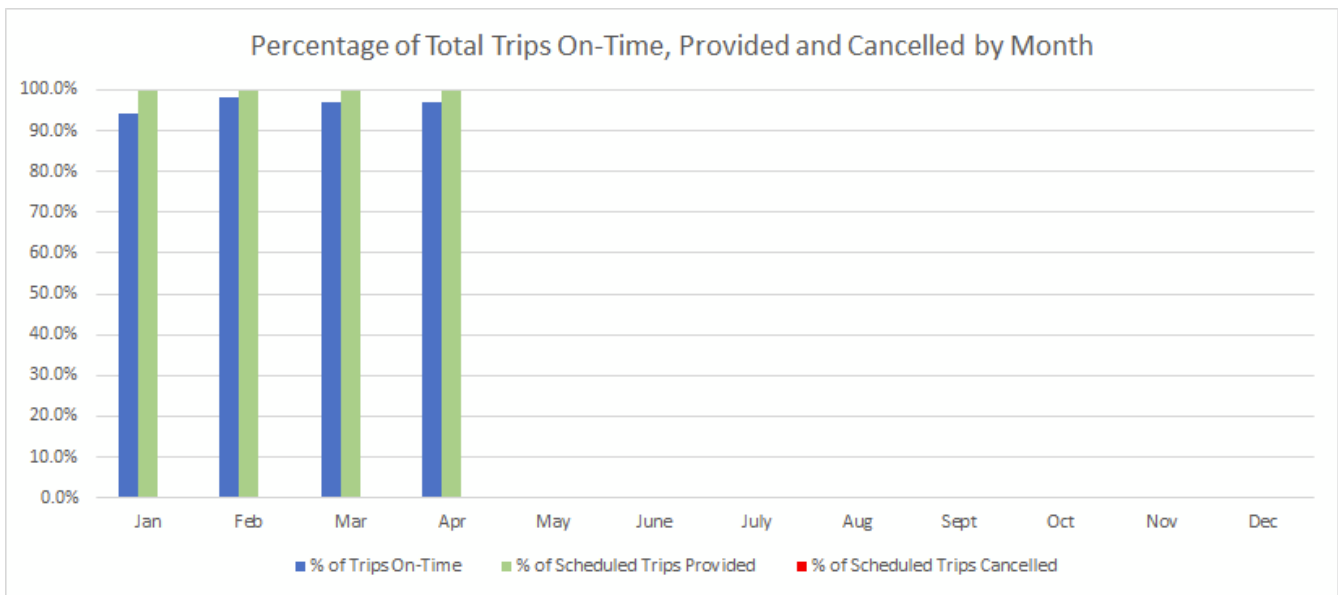
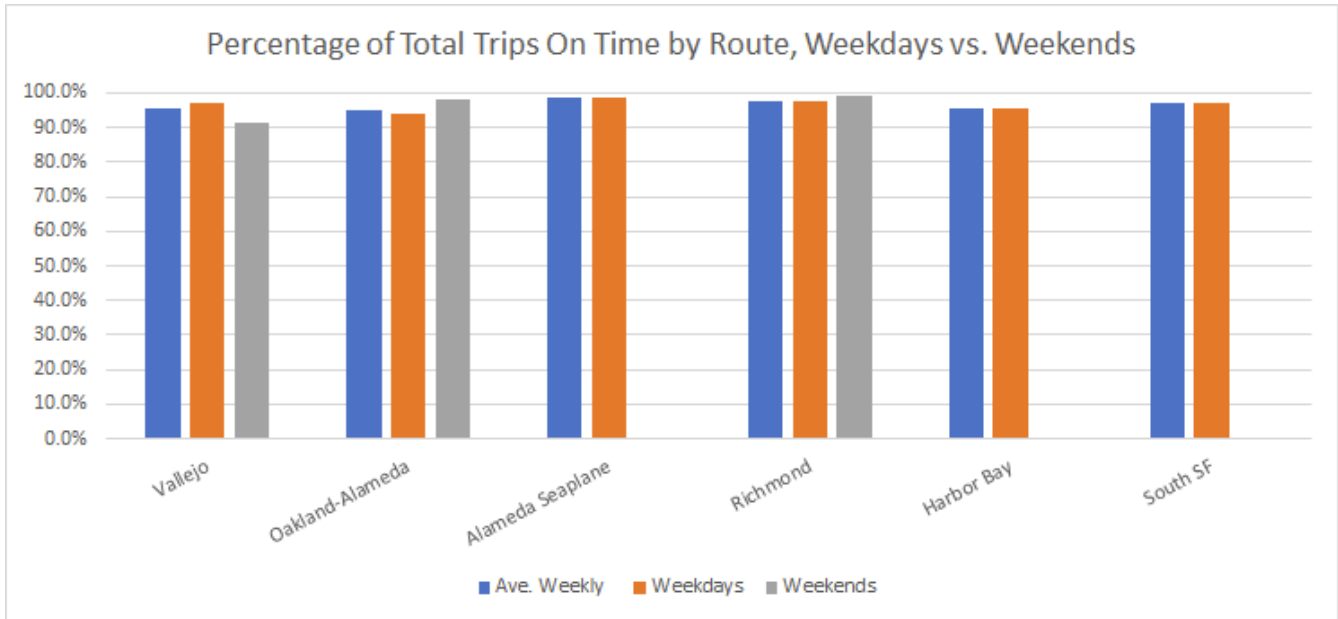


On-Time Performance: On Time Vs. Delayed & Cancelled Trips (Arrivals)

Route	Total Trips Provided*	Delayed Arrivals: 5 to 10 Min. Late	Delayed Arrivals: Over 10 Min. Late	Cancelled	Total On Time Trips
Vallejo	2,702	79	35	3	2,588
Oakland-Alameda	5,685	187	86	11	5,412
Alameda Seaplane	2,521	18	10	0	2,493
Richmond	2,488	38	15	6	2,435
Harbor Bay	1,754	40	42	6	1,672
South SF	1,087	23	6	6	1,058
Total System	16,237	385	194	32	15,658
% Distribution	100.0%	2.4%	1.2%	0.2%	96.4%

* Excludes trips with Unknown Arrival Status

On-Time Performance & Reliability by Month			
	% of Trips On-Time	% of Scheduled Trips Provided	% of Scheduled Trips Cancelled
Jan	94.1%	99.8%	0.2%
Feb	98.0%	99.7%	0.3%
Mar	96.8%	99.8%	0.2%
Apr	97.0%	99.9%	0.1%
May			
June			
July			
Aug			
Sept			
Oct			
Nov			
Dec			
Year-to-Date Average	96.4%	99.8%	0.2%



*** END ***

MEMORANDUM

TO: Board Members

FROM: Seamus Murphy, Executive Director
Gary Griggs, Chief Capital Program Officer
Joseph Ramey, Project Development & Controls

SUBJECT: Quarterly Review of FY 2024/25 Capital Program Ending March 31, 2025

Recommendation

There is no recommendation associated with this informational item.

Performance Summary

The capital program consists of the repair, replacement, and expansion of the SF Bay Ferry system including conversion to zero-emissions operations. Major accomplishments through the quarter ending March 31, 2025 include:

- Recruited the remaining project management staff to complete the Capital Program organization staffing.
- Executed the agreement with All American Marine for three 150-passenger battery-electric vessels.
- Received Board award authorization and executed the contract for the two 400-passenger battery-electric vessels to Nichols Brothers Boat Builders.
- Issued the Request for Proposal and received three proposals for the new universal charging floats.
- Received delivery and put into operation the MV *Karl* which is the third of the four-vessel order including the two new low emissions vessels.
- Issued the Request for Proposal, received 40 proposals, and obtained Board award authorization for the multi-bench on-call professional services contracts.
- Completed contract documents including plans, specifications, and estimates for the landside portion of the Treasure Island Terminal Electrification Project.
- Issued a Request for Quote for the procurement of the Treasure Island long-lead electrical equipment.
- Executed the Memorandum of Understanding for the Mission Bay Ferry Landing Project.
- Advanced electrification planning and design work for the Downtown San Francisco, Mission Bay, Seaplane, Oakland, and Harbor Bay terminals.
- The Port of SF awarded the Mission Bay marine demolition and sediment cap contract.
- Advanced permitting and design for the Vallejo Terminal Reconfiguration Project.
- Issued an Invitation for Bid for the Vallejo Dredging Project.
- Updated the Capital Program projects scopes, budgets, schedules for FY 2025/26.
- Conducted the quarterly risk management workshop and updated the risk register for risk monitoring and mitigation.
- Developed the Capital Program Planning Assumptions and Execution Plan as a basis of program development.
- Continued discussions with SFPUC regarding energy service to the Treasure Island, Mission Bay, and Downtown San Francisco Terminals.

Schedule Performance

Following is the program schedule showing scheduled performance timelines for major activities along with the critical path as of the end of the reporting period. The Schedule Performance Index (SPI) for the overall program is the ratio of the aggregate of the individual projects actual schedule completion divided by planned schedule completion and is 0.7 indicating that the program is behind schedule as of the end of the reporting period.

Calendar Year	2024	2025	2026	2027	2028	2029	2030
Vessels: Dorado Class							
• High Speed	—————						
• Replacements	—————						
Repair/Replace: Vessels							
• Midlife – Gemini		—————					
• Waterjet - Pyxis	—————						
• Midlife - Engine	—————						
• Water Jet Equip	—————						
• Engine Overhauls	—————						
• Comp Improve		—————					
Repair/Replace: Facilities							
• Vallejo Reconfig	—————						
• Float Rehab – Pier 9		—————					
• Vallejo Dredging	—————						
• Pkg Lot - SSF		—————					
• NOBMF Fuel Farm		—————					
• Office Reconfig		—————					
• Multiuse Float (TBD)		—————					
Electrification (REEF)							
• Vessels							
○ 150 Vessels	—————				—————		
○ 400 Vessels	—————				—————		
• Facilities							
○ Central Bay		—————					
○ Downtown SF	—————						
○ Treasure Island	—————						
○ Main Street*		—————					
○ Seaplane	—————						
○ Harbor Bay	—————						
○ Richmond*		—————					
○ Mission Bay	—————						
○ Berkeley*		—————					
○ Oakland*		—————					

Notes: REEF Phase 1 Critical Path: ——— (Through March 31, 2025)

REEF Phase 2 Critical Path: - - - - -

Facilities include the Charging Floats

* Schedule To Be Determined

Cost Performance

The following are the estimated project budgets, commitments to date, and expenditures as of the end of the reporting period. The projected cost is based on the earned value which is equal to the estimated physical percent complete divided by the financial percent complete. The Cost Performance Index (CPI) for the overall program based on the aggregate sum of the individual projects is 1.1 indicating that the overall program cost is slightly under budget as of the end of the reporting period.

Project	Budget Estimate	Committed to Date	Expended to Date	Budget Remaining	Projected
Vessel Projects					
High Speed (Dorado/Delphinus)	\$30.4	\$30.4	\$30.2	\$0.2	\$30.4
Replacements (Karl/Zalophus)	\$37.9	\$37.9	\$30.0	\$7.9	\$37.9
Repair and Replacement Program: Vessels					
Midlife Refurb/MV Gemini	\$4.5	\$4.5	\$0.2	\$4.3	\$4.5
Waterjet Upgrade/Pyxis	\$0.7	\$0.7	\$0.4	\$0.3	\$0.7
Midlife Refurb/Engine Overhaul	\$4.7	\$4.7	\$0.0	\$4.7	\$4.7
Waterjet Equipment	\$0.9	\$0.9	\$0.2	\$0.7	\$0.9
Engine Overhaul/Improve	\$9.4	\$9.4	\$2.7	\$6.7	\$9.4
Component Improve/Dry Dock	\$3.4	\$3.4	\$2.1	\$1.3	\$3.4
Repair and Replacement Program: Facilities					
Vallejo Terminal Reconfiguration	\$16.7	\$16.7	\$0.6	\$16.1	\$16.7
Floats Rehab – Pier 9	\$1.4	\$1.4	\$0.0	\$1.4	\$1.4
Vallejo Terminal Dredging	\$3.5	\$3.5	\$0.1	\$3.4	\$3.5
Parking Lot - SSF	\$0.2	\$0.2	\$0.0	\$0.2	\$0.2
NOBMF Fuel Farm Upgrades	\$0.4	\$0.4	\$0.0	\$0.4	\$0.4
Mare Island - Pier 9 Office	\$0.6	\$0.6	\$0.0	\$0.5	\$0.6
Multiuse Emergency Float	\$0.2	\$0.2	\$0.0	\$0.2	\$0.2
Electrification Program (REEF)					
Vessels					
New Electric (3-150PX)	\$58.4	\$58.4	\$6.4	\$52.0	\$58.4
New Electric (400PX/Intintoli)	\$41.1	\$41.1	\$1.3	\$39.8	\$41.1
New Electric (400PX/Mare Island)	\$36.3	\$36.3	\$0.0	\$36.3	\$36.3
Facilities					
Central Bay	\$6.9	\$6.9	\$0.0	\$6.9	\$6.9
Downtown San Francisco	\$28.3	\$28.3	\$1.6	\$26.8	\$28.3
Treasure Island	\$6.8	\$6.8	\$0.2	\$6.6	\$6.8
Main Street	\$5.7	\$5.7	\$0.0	\$5.7	\$5.7
Seaplane Lagoon	\$11.2	\$11.2	\$0.3	\$10.9	\$11.2
Harbor Bay	\$12.7	\$12.7	\$0.3	\$23.0	\$12.7
Richmond	\$4.7	\$4.7	\$0.0	\$4.7	\$4.7
Mission Bay	\$0.7	\$0.7	\$0.1	\$0.6	\$0.7
Berkeley Pier	\$3.0	\$3.0	\$0.1	\$2.9	\$3.0
Oakland	\$16.9	\$16.9	\$0.1	\$16.8	\$16.9

\$ Millions (Through March 31, 2025)

Note: Based on FY 2024/25 Budget

Risk Management

The following are the major risks being tracked and managed based on the standard risk level assessments of probability and impact. The up and down arrows indicate an increase or decrease in the risk level from the last quarterly report. The risk assessment is used to determine the level of unallocated contingency.

Probability	High	Medium Risk	High Risk	High Risk
	Medium	Low Risk	Medium Risk	High Risk
	Low	Low Risk	Low Risk	Medium Risk
		Low	Medium	High
Impact				

Risk ID	Risk Description	Mitigation	Level
R1	Funding Uncertainty	Continue to seek all funding sources	High
R2	Cost Escalation	Develop contingency plans	High ↑
R3	Schedule Delays	Utilize schedule incentives	Medium
R4	Technical Challenges	Seek service proven experience	Medium
R5	Sufficient Utility Capacity	Coordinate with the utilities	Medium ↓
R6a	Customer Service Impacts	Develop transition plans	Medium
R6b	CARB Regulations Compliance	Follow the ACE Plan	Medium
R6c	Operating Cost Escalation	Develop contingency plans	High ↑
R7	Environmental Challenges	Work closely with resource agencies	Low
R8	Code Compliance	Clarify applicable codes	Medium
R9	Construction Impacts	Manage construction activity	Low
R10	Stakeholder Support	Continue strong engagement	Low

Look Ahead Summary

The following major activities are planned during the next quarter.

- Execute the MOU for the Treasure Island Terminal Electrification Project.
- Execute the multi-bench on-call professional services agreements.
- Complete the design of the Treasure Island Terminal Electrification Project.
- Procure the long-lead electrical equipment for the Treasure Island Electrification Project.
- Advance the design of the Downtown San Francisco Terminal Electrification Project.
- Advance Seaplane Lagoon Terminal Electrification Project design.
- Advance the planning, preliminary engineering, and environmental work for the Oakland and Harbor Bay Terminal Modernization Projects.
- Continue discussions with the utility providers regarding energy availability and rates.
- Develop plans for the Alameda Main Street Terminal.
- Advance Phase 1 of the Central Bay Operations and Maintenance Facility electrification.
- Continue the coordination activity for the Berkeley Terminal Electrification Project.
- Conduct permitting and design for the Vallejo Terminal Reconfiguration Project.
- Continue planning for the Redwood City Terminal.

Fiscal Impact

There is no fiscal impact associated with this informational item.

END

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

[May 8, 2025]

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 1:03 p.m.

2. ROLL CALL/PLEDGE OF ALLEGIANCE

Chair James Wunderman, Director Jessica Alba, Director Jeffery DelBono, 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 commented on Senate Bill 63, the Connect Bay Area Act, which aims to strengthen and stabilize public transportation in the Bay Area. He stated that staff would be meeting with US Representative Rick Larsen from Washington State who is the ranking member of the House Transportation and Infrastructure Committee.

Chair Wunderman said that he participated in a San Francisco Peninsula advisory group discussing ways to improve transportation in San Mateo County.

4. REPORTS OF DIRECTORS

Director Alba reported that she had the pleasure of welcoming the MV *Karl* along with California Air Resources Board (CARB) Chair Liane Randolph and US Representative John Garamendi staff at the concluding Climate Week. She said that the tier 4 engine with the diesel particulate filter represents the most advanced diesel emissions technology currently available for marine vessels adding that it provides a 50 percent reduction in smog producing emissions and 80 percent reduction of particulate matter.

5. REPORTS OF STAFF

Executive Director Seamus Murphy thanked the team for organizing the christening of the MV *Karl*.

Mr. Murphy said that he had received emails from San Mateo County officials who were anxious to talk about concepts for ferry expansion. He invited Government and Regulatory Affairs Manager Lauren Gularte to talk about the Public Ferry Coalition (PFC) and the PFC website.

Transportation Planner Gabriel Chan shared encouraging news on the ridership report.

Mr. Murphy provided written reports and offered to answer questions.

6. CONSENT CALENDAR

Director DelBono made a motion to approve the consent calendar:

- a. Approve Board Meeting Minutes – March 13, 2025
- b. Authorize Purchase of Insurance Policies for Fiscal Year 2025/26
- c. Authorize the Filing of an Application with the Metropolitan Transportation Commission for \$25,300,000 in Regional Measure 3 Capital Funds
- d. Authorize Submission of an Allocation Request to the California Department of Transportation for FY 2024/25 Low Carbon Transit Operations Program Grant Funds

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

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

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

7. ALAMEDA FERRY TERMINALS MEMORANDUM OF UNDERSTANDING

Mr. Murphy presented this item recommending authorizing the Executive Director to execute a Memorandum of Understanding (MOU) with the City of Alameda for the Alameda Ferry Terminals.

Mr. Murphy said the agreement would address the traffic/transportation improvement funds (TIF) and security service levels at the Alameda Ferry Terminals in addition to the implementation of parking fees.

The Directors commented on the fee structure and demand pricing.

Director Alba made a motion to adopt Resolution No. 2025-13 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, DelBono, Dew, Wunderman. Nays: None. Absent: Moyer.

8. APPROVE CONTRACT AWARD TO ALLIANT INSURANCE SERVICES, INC. FOR INSURANCE BROKERAGE AND RISK MANAGEMENT SERVICES

Chief Financial Officer Erin McGrath presented this item recommending approving contract award to Alliant Insurance Services, Inc. (Alliant) for Insurance Brokerage and Risk Management Services.

Ms. McGrath stated that SF Bay Ferry had discussions during the interview process to prepare for the future of electrification and that Alliant was ready for the challenge and also represents Washington State Ferries.

Alliant Senior Vice President Seth Cole thanked SF Bay Ferry for its support and appreciated the partnership.

Director Dew made a motion to adopt Resolution No. 2025-14 approving this item.

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

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

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

9. AWARD ON-CALL PROFESSIONAL SERVICES CONTRACTS

Senior Project Manager Jeffery Powell presented this item recommending the following:

1. Approve contract awards to multiple firms to establish a “bench” of on-call consultants to support the capital program, subject to the Executive Director’s successful negotiation of terms and conditions with the selected firms; and
2. Authorize the Executive Director to enter into agreements with the selected firms, and subsequently to authorize task orders for specific scope(s) of work, so long as the task orders are within the Board-authorized budget.

Mr. Powell said that SF Bay Ferry issued a Request for Proposals (RFP) to establish a “bench” of qualified consultant firms in each of the following six categories: Planning, Permitting, and Environmental; Marine Vessel Engineering; Marine Facilities Engineering; Landside Facilities Engineering; Marine Vessel Construction Management; and Facilities Construction Management.

Director Alba inquired about the Disadvantaged Business Enterprise (DBE) and Small Business Enterprise (SBE) firms.

Director Alba made a motion to adopt Resolution No. 2025-15 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, DelBono, Dew, Wunderman. Nays: None. Absent: Moyer.

10. SOUTH SAN FRANCISCO SERVICE STUDY

Director of Operations and Customer Experience Thomas Hall presented this informational item on the South San Francisco Service Study.

Mr. Hall said that the proposed South San Francisco Service Study seeks to identify a preferred service and funding plan to ensure the financial feasibility of water transit serving South San Francisco, increase service productivity, and establish a sustainable runway of operating funds. He said that the study would be through a collaborative process involving identified Working Group partners and public outreach.

The Directors inquired about the effects of working remotely and private ferry and bus service, and options for the future of the service, including private subsidies and smaller boats.

PUBLIC COMMENT

Member of the Public and former South San Francisco Ferry Rider Isabel shared her experiences about the service.

Inlandboatmen’s Union of the Pacific (IBU) National President Robert Estrada asked if SF Bay Ferry had received any help or approached Genentech and the City of South San Francisco for financial assistance.

Mr. Murphy replied that the employers at Oyster Point value the service and said that staff are having continued conversations with Oyster Point employers analyzing possible private investments to make the service financially sustainable. He said that San Mateo County has programs to provide operating assistance for new regional transit. He stated that he thought that

the outcome would be through a combination of different strategies including employer contributions.

Chair Wunderman offered to reach out to Bay Area Council member employers through the Water Transit Committee.

11. SF BAY FERRY LONG-TERM FINANCIAL OUTLOOK

Mr. Murphy presented this informational item on the SF Bay Ferry long-term financial outlook and shared his presentation.

Mr. Murphy stated that the anticipated increase to the fiscal year (FY) 2025/26 budget was largely due to crew labor, fleet expansion, and fuel and provided various assessments for a fiscal cliff and near and long-term strategies to minimize the impact.

Chair Wunderman suggested approaching waterfront developers to provide ferry service as part of their project.

Director DelBono suggested merging efforts with the other ferry system on the bay to enhance and provide a better service as a way to gain more support and bring in more revenue.

Director Dew commented that public transportation dollars are going to a city entity to lease unused space that could be used for public transit.

The Directors were in support of the regional measure.

12. REVIEW PROPOSED FISCAL YEAR 2025/26 BUDGET AND SALARY SCHEDULE

Ms. McGrath presented this informational item on reviewing the proposed FY 2025/26 budget and salary schedule and shared her presentation.

The Directors thanked Ms. McGrath for her report and the presentation.

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

13. PUBLIC COMMENTS FOR NON-AGENDA ITEMS

Member of the Public Isabel suggested service between non-San Francisco terminals.

14. RECESS INTO CLOSED SESSION

- a. Public Employee Performance Evaluation
Pursuant to Government Code Section 54957
Title: Executive Director

Chair Wunderman recessed the meeting at 3:03 p.m., and the Directors met in closed session.

Upon returning to open session at 3:35 p.m., Chair Wunderman reported that no action was taken.

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

With all business concluded, Chair Wunderman adjourned the meeting at 3:35 p.m.

- Board Secretary

END

MEMORANDUM

TO: Board Members

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

SUBJECT: Approve Revised FY 2025-2027 Title VI Program

Recommendation

Approve the revised FY 2025-2027 Title VI Program and authorize the Executive Director to submit it to the Federal Transit Administration.

Background

Title VI of the Civil Rights Act of 1964 (Title VI) prohibits discrimination on the basis of race, color, or national origin in programs receiving federal financial assistance. As a recipient of Federal Transit Administration (FTA) funding, WETA is required to submit a Title VI Program every three years, subject to Board approval.

Discussion

The FY 2025–2027 Title VI Program (Program) was approved by the WETA Board in Spring 2024. Staff recommend revising the Program’s Public Participation Plan to clarify, and provide WETA with more flexibility in, the public comment process for fare and service changes consistent with FTA’s Title VI implementation guidance in FTA Circular 4702.1B and the United States Department of Transportation’s Title VI regulations. In particular, these revisions clarify that a formal public notice, comment and hearing process is required only when WETA is proposing to increase fares or implement a major service reduction, as defined in the Program. This update is consistent with previously adopted Board policy and FTA Circular 4702.1B, and it will allow WETA to more efficiently implement the Program while continuing to meet all Title VI obligations. No other changes have been made to the program. A redline showing these changes is included as **Attachment A** to this report.

FTA requires that all Program revisions be approved by the Board and submitted to FTA. Staff recommends the Board approve the revised FY 2025–2027 Title VI Program.

Fiscal Impact

There is no fiscal impact associated with this report.

END

SAN FRANCISCO BAY AREA WATER EMERGENCY
TRANSPORTATION AUTHORITY (WETA)

2025-2027 Title VI Program

FY 2025-2027



Table of Contents

	Page
1 INTRODUCTION.....	1
OVERVIEW.....	1
TITLE VI COMPLIANCE.....	1
2 DESCRIPTION OF TRANSIT SERVICE.....	2
AGENCY BACKGROUND.....	2
WETA GOVERNANCE & STAFF.....	3
TRANSIT SERVICES PROVIDED AND AREAS SERVED.....	5
DEFINING WETA’S SERVICE AREA.....	7
FLEET INFORMATION.....	8
SYSTEM PERFORMANCE.....	9
3 GENERALREPORTING REQUIREMENTS.....	10
SUB-RECIPIENTS.....	10
ANNUAL TITLE VI CERTIFICATIONAND ASSURANCE.....	10
REQUIRED SUBMISSION OF TITLE VI PROGRAM / ADDITIONAL INFORMATION UPON REQUEST.....	10
NOTIFYING BENEFICIARIES OF PROTECTION UNDER TITLE VI.....	12
TITLE VI COMPLAINT PROCEDURES.....	12
RECORD OF TITLE VI INVESTIGATIONS, COMPLAINTS, AND LAWSUITS.....	12
PUBLIC PARTICIPATION PLAN.....	12
CURRENT OUTREACH AND PUBLIC INVOLVEMENT ACTIVITIES.....	13
PROVIDING MEANINGFUL ACCESS TO LIMITED ENGLISH PROFICIENT (LEP) INDIVIDUALS.....	17
MINORITY REPRESENTATION ON PLANNING ANDADVISORY BODIES.....	18
DETERMINATION OF SITE OR LOCATION OF FACILITIES.....	19
4 PROGRAM SPECIFIC REQUIREMENTS.....	20
REQUIREMENT TO SET SYSTEMWIDE SERVICE STANDARDS AND POLICIES.....	20
MAJOR SERVICE CHANGE POLICY.....	23
DISTRIBUTION OF TRANSIT AMENITIES AND VEHICLE ASSIGNMENT POLICIES.....	23
Appendix A WETA Organizational Chart	
Appendix B Procedures for Filing, Tracking, and Investigating Title VI Complaints & Log of Title VI Complaints	
Appendix C WETA Limited English Proficiency (LEP) Plan - 2018	
Appendix D Title VI Policy Statement, Information Request Procedures, Complaint Filing Notice	
Appendix E Sample Public Notices	
Appendix F WETA Onboard Survey	
Appendix G WETA Public Participation Plan	
Appendix H WETA Board Resolution Approving 2025-2027 Title VI Program	

Table of Figures

	Page
Figure 2-1 San Francisco Bay Ferry Routes as of May 2024.....	4
Figure 2-2 Summary of WETA Service Fleet by Route as of May 2024.....	8
Figure 2-3 Summary of Operating Statistics, February 2024	9
Figure 3-1 LEP Persons within WETA Service Area.....	18
Figure 4-1 Summary of Performance Measures and Standards.....	21

1 INTRODUCTION

OVERVIEW

The San Francisco Bay Area Water Emergency Transportation Authority (WETA) is the public agency responsible for operating the San Francisco Bay Ferry system that serves Oakland (Jack London Square), Alameda (Harbor Bay, Seaplane Lagoon and Main Street/Gateway), Richmond, San Francisco (Downtown Ferry Building and Pier 41), South San Francisco (Oyster Point Marina), and Vallejo. WETA also manages seasonal service to Oracle Park (previously known as AT&T Park).

TITLE VI COMPLIANCE

Title VI of the Civil Rights Act of 1964 specifies that “no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” Executive Order 12898 and the subsequent guidelines issued by the Department of Transportation (DOT) and the U. S. Environmental Protection Agency require consideration of the impacts on minority and low-income populations. Federal Transit Administration (FTA) Circular 4702.1B provides guidance under Title VI for transit agencies and other federal funding recipients to ensure that services are provided in a manner that is nondiscriminatory and without respect to the minority or income status of its current or potential riders.

WETA is a recipient of federal funds, pursuant to Title 49 U.S.C. Chapter 53, under FTA sections 5307 and 5309. As a recipient of federal funds, WETA has prepared its FY 2025-2027 Title VI Program in accordance with FTA Circular 4702.1B, dated October 1, 2012. WETA understands its responsibility to ensure that all transit service and access to its facilities are equitably distributed and provided without regard to race, color or national origin, including English language capabilities. Furthermore, WETA strives to ensure that equal opportunities are afforded to all individuals in its service area without regard to race, color or national origin as they relate to community participation in local transit planning, and policy and decision-making processes.

2 DESCRIPTION OF TRANSIT SERVICE

This chapter provides a brief overview of WETA and the services it provides as well as a summary of the history of WETA and its development over the past 14 years. This chapter also includes an overview of the WETA governance structure, a description of specific ferry services provided, WETA's service area, and a summary of recent service performance.

AGENCY BACKGROUND

In October 1999, the California State legislature formed the San Francisco Bay Area Water Transit Authority (WTA), a regional agency mandated to create a long-term plan for new and expanded water-transit and related services on the San Francisco Bay. The enabling legislation (Senate Bill 428) directed the WTA to prepare an Implementation and Operations Plan (IOP) in order to evaluate ridership demand, cost-effectiveness, and the environmental impact of expanded water transit services. In July of 2003, the legislature approved this plan and authorized the WTA to operate a comprehensive public water transit system of ferries, back-up buses, and terminals.

Effective January 1, 2008, a new state law (SB 976 as amended by SB 1093) dissolved the WTA and replaced it with the San Francisco Bay Area Water Emergency Transportation Authority (WETA). WETA was made responsible for consolidating and operating existing public ferry services in the Bay Area, planning new service routes, and coordinating ferry transportation response to emergencies or disasters affecting the Bay Area transportation system. The creation of WETA responded to a need for more comprehensive water transportation and emergency services which emphasize a regional approach to significantly increase the Bay Area's emergency response capabilities and contribute significantly to a more robust and environmentally friendly public transit system.

From 2008 to 2012, WETA worked with the cities of Alameda and Vallejo to transition the City of Alameda's two ferry services and the City of Vallejo's ferry service to WETA. In June of 2012 WETA opened its first expansion ferry route from Alameda/Oakland to South San Francisco.

Under the San Francisco Bay Ferry brand, WETA carries over 3 million passengers annually on five ferry routes, utilizing a fleet of 15 high speed passenger-only ferry vessels. San Francisco Bay Ferry currently serves the cities of Alameda, Oakland, Richmond, San Francisco, South San Francisco and Vallejo.

As a result of the COVID-19 pandemic and the multi-county health orders prohibiting most businesses from continuing operations, ridership on San Francisco Bay Ferry's system plummeted by 95%. In the wake of the Covid-19 pandemic, WETA implemented a Pandemic Recovery Program in July 2021 which temporarily lowered fares by 30% systemwide, widened the window of operating hours, enhanced off-peak service to meet the need of Bay Area travelers and built relevance for the San Francisco Bay Ferry system. Ridership doubled overnight and has consistently increased. Over a two-year testing period, WETA made these changes permanent in July of 2023 in the form of the 2024-28 Fare Program.

The 2024-28 Fare Program was developed to preserve WETA's fare structure implemented by the Pandemic Recovery Program, which reduced fares on all services to eliminate the cost difference between the ferry and other regional transit options in the same corridor in order to attract more riders. The new fare policy included several core principles set forth by the Pandemic Recovery Program, such as promoting equity, diversity, affordability, and regional integration. Staff developed a multiyear fare program with small annual increases to maintain fare parity and keep pace with inflation. Special event fares were considered, with potential dynamic pricing. As a result of the

increased service frequency, fare reduction and focus on customer facing initiatives, as of May 2024 San Francisco Bay Ferry has achieved 80% of its pre-covid ridership and a 99% customer satisfaction rating.

Several new projects have started, been completed or progressed over the last three years including:

- In July of 2021, new ferry service from Alameda Seaplane Lagoon Ferry Terminal to Downtown San Francisco began.
- In 2021 WETA was awarded a grant from the California Energy Commission to develop a blueprint to transition San Francisco Bay Ferry operations to zero emissions. This blueprint detailed a 4 phased approach, transitioning the shortest routes to zero emissions in phase 1, medium length routes in phase 2, and longer routes in phase 3. Phase 4 includes the longest routes (24-26 nautical miles) provided by San Francisco Bay Ferry and is currently infeasible using the zero emission technology available today. In 2022, WETA made a commitment to shift at least 50% of its vessel operations to zero emissions by 2035 – one of the most aggressive timelines for a transit system in the country. Work has continued since 2021, and WETA has secured over \$127 million to support implementation of phases 1 and 2. WETA estimates that the cost of transitioning 50% of its vessel fleet to zero emissions by 2035 is in the range of \$500-750 million.
- The Treasure Island developer has constructed a ferry terminal and is providing ferry service through a private ferry operator. This service will be transferred to WETA in 2026 and will use zero emission vessels.
- The Port of San Francisco is in the process of constructing a terminal in Mission Bay. Once construction is complete, WETA will commence ferry service from Downtown San Francisco using an all-electric vessel.
- Environmental reviews are underway for both a Berkeley to San Francisco ferry service and an east bay/San Francisco to Redwood City ferry service, which are both expected to be complete in 2025. In 2021, WETA began developing the 2050 Service Vision & Business Plan, a long-term service vision based on input from agency stakeholders, the public, and other parties with an interest in the future of the agency. The goal of this project is to create clear direction for the agency and its staff concerning future expansion efforts, prioritize the use of limited funds, identify resource needs, and help build a broad coalition to advocate for future investment in the regional ferry network. During an initial stakeholder and public outreach effort in 2021, staff identified six focus areas for consideration in the Business Plan, including regional ferry network, emergency response, environmental stewardship, community connections, organizational capacity, financial capacity. The WETA Board of Directors adopted the 2050 Service Vision and Expansion Policy in Spring 2024. Over the next year staff will be developing a Business Plan that will detail implementation strategies to achieve the 2050 Service Vision.

WETA GOVERNANCE & STAFF

WETA Board

As directed by SB 976 (as amended by SB 1093), the WETA Board is comprised of five members each with six year terms. Members of the Board are appointed as follows:

FY 2025-2027 TITLE VI PROGRAM

- Three members are appointed by the Governor, including the Chair and Vice Chair, subject to confirmation by the Senate.
- One member is appointed by the Senate Committee on Rules.
- One member is appointed by the Speaker of the Assembly.

Each Board member has one vote. The Board holds regular meetings once a month and additional meetings as required. Its meetings are subject to prior public notice and are open to the public in accordance with California state law.

WETA Staff

WETA staff currently consists of 33 regular employees including the Executive Director. The agency is divided into five departments including Project Delivery & Engineering; Operations & Customer Experience; Planning and Development; Finance and Administration; and Government & Regulatory Affairs. WETA's organizational chart is included as Appendix A of this report.

TRANSIT SERVICES PROVIDED AND AREAS SERVED

WETA contracts with a private ferry operator, currently Blue and Gold Fleet (B&GF) to provide operation and maintenance services for the entire WETA system. B&GF is responsible for the daily operation and management of WETA’s ferry transit system, which includes vessel operations and basic maintenance, equipment and facilities management, terminal operations, personnel management (with contract employees), communications, dispatching and notification systems, provision of fueling and lubricants, fare collection, and provision of on-board services such as food and beverage services. San Francisco Bay Ferry currently operates five primary ferry routes from the cities of Alameda, Oakland, Richmond, San Francisco, South San Francisco and Vallejo.¹

Figure 2-1 San Francisco Bay Ferry Routes as of May 2024



Alameda/Oakland Service

The Alameda/Oakland Ferry Service was started after the Loma Prieta Earthquake on October 17, 1989, in direct response to the collapse of a section of the San Francisco–Oakland Bay Bridge and the nearly month-long closure that followed. In May 2011 the responsibility and ownership of the Alameda/Oakland service was transferred from the City of Alameda to WETA. The Alameda/Oakland Ferry Service provides all-day weekday and weekend service between the Alameda Main Street and Oakland terminals in the East Bay, and the downtown Ferry Terminal, Pier 41 Terminals in San Francisco. Local “Short Hop” service is provided between Alameda and Oakland and between downtown San Francisco and Pier 41. Special event service is provided to Oracle Park/China Basin terminal for select San Francisco Giants games and other events. New special event service for select Warriors games and concerts from Alameda/Oakland to a temporary facility at Pier 48 1/2 near the Chase Center began in late 2019. The Alameda/Oakland service had an annual ridership of approximately 597,937 in Fiscal Year (FY) 2022–23.²

¹ A full description of the schedules and fares for each route can be found at <https://sanfranciscobayferry.com/>.

² FY 18-19 is the last full year of ridership information unaffected by the 2020 global COVID-19 pandemic that resulted in an initial 97% reduction in passengers due to Bay Area-wide shelter-in-place orders.

Alameda Harbor Bay Service

The Alameda Harbor Bay Ferry Service began service in March 1992 in conjunction with development of Harbor Bay Island near the Oakland International Airport. In January 2012 the responsibility and ownership of the Harbor Bay service was transferred from the City of Alameda to WETA. The Alameda Harbor Bay Ferry Service provides commute-only weekday service between the Alameda Harbor Bay Terminal and the downtown San Francisco Ferry Terminal. A pilot program for weekday commute service between Alameda Harbor Bay and the South San Francisco Terminal began in 2018. The Alameda Harbor Bay service had an annual ridership of approximately 187,185 in FY 2022–23.

Vallejo Ferry Service

The Vallejo Ferry Service began operations in 1986 with limited commuter ferry service to San Francisco and midday service from San Francisco to Marine World/Vallejo. In July 2012 the responsibility and ownership of the Vallejo service was transferred from the City of Vallejo to WETA. The Vallejo service provides all-day weekday and weekend service between Mare Island, Vallejo terminal, downtown San Francisco Ferry Building and San Francisco Pier 41 terminal. Local “Short Hop” service is provided between downtown San Francisco and Pier 41 and between Mare Island and Vallejo. Special event service is provided to Oracle Park/China Basin for select San Francisco Giants games and other events. The Vallejo service had an annual ridership of approximately 657,647 in FY 2022–23.

South San Francisco Ferry Service (SSF)

The South San Francisco Ferry Service was launched by WETA in June 2012 and provides commute-only weekday service between the Alameda Main Street and Oakland terminals in the East Bay and the South San Francisco terminal at Oyster Point. The limited midday service between the South San Francisco terminal and downtown San Francisco Ferry terminal was discontinued in 2018 due to low ridership. The South San Francisco service had an annual ridership of approximately 142,400 in FY 2022–23.

Richmond Ferry Service

The Richmond Ferry Service was launched by WETA in January 2019; it provides commute-only weekday service between the Richmond terminal and the downtown San Francisco Ferry terminal. In August 2019 WETA added a summer weekend pilot service between the Richmond terminal and the downtown San Francisco Ferry Terminal. The Richmond service had a ridership of approximately 238,811 in FY 2022–23.

Alameda Seaplane Service

The Alameda Seaplane Ferry Service was launched by WETA in July of 2021 and provides commute-only weekday service between the Seaplane Lagoon and San Francisco terminals. With the addition of the Seaplane service, the Alameda/Oakland service was changed to focus all commute trips to the Oakland terminal, and the Seaplane service provides the commute service to Alameda, providing six commute trips to and from the San Francisco terminal daily. The Seaplane service had a ridership of approximately 271,720 in FY 2022–23.

DEFINING WETA'S SERVICE AREA

Given the nature of ferry transit service and the difficulty of defining a service area based on ferry routes that do not traverse through census tracts, WETA has always defined its service area by utilizing passenger survey responses to identify home/origin census tracts.

In July 2024, WETA administered an onboard survey to riders asking a series of questions on travel patterns, rider demographics, rider attitudes, and rating of various services. The survey was conducted as a self-administered questionnaire distributed and collected onboard each of WETA's ferry routes in operation at the time, similar to a previous onboard survey administered by WETA in 2014 and 2017. For each service, the trips selected for surveying were scheduled to achieve a representative cross-section of riders during all time periods, including weekday peak, weekday off-peak, and weekends. In total, 1,744 surveys were completed and processed.

Using the valid responses from this survey, a service area was defined and demographic data was analyzed by census tract. The specific steps in the methodology are outlined below:

1. Based on survey responses, trip origins by ZIP Code were mapped.
2. Any origin ZIP Code with only one response was not included. Many of these "low-response" ZIP Codes fell outside of what was believed to be a reasonable definition of WETA's service area (i.e. Sacramento).
3. ZIP Code geographies were converted into geographies defined by census tracts so that demographic data from the U.S. Census and American Community Survey (ACS) could be utilized. Because the geographies of ZIP Codes and census tracts do not necessarily match, a "best fit" methodology was used to determine which tracts to include.

Key findings from the 2024 on-board survey regarding where San Francisco Bay Ferry passengers originate from, include the following:

- San Francisco terminals primarily serve downtown San Francisco and secondarily serve other parts of San Francisco, Angel Island, Treasure Island, Tiburon, Daly City, and Pacifica.
- Oakland and Alameda terminals primarily serve Oakland, Alameda, Harbor Bay, and Berkeley and secondarily serve other parts of the East Bay, including Concord, Walnut Creek, Dublin, San Ramon, Orinda, and Lafayette.
- Service area of the Harbor Bay terminal primarily includes Harbor Bay, Alameda, San Leandro, and Oakland.
- The Vallejo terminal has the largest service area, covering Vallejo, Benicia, Fairfield, Vacaville, other parts of Solano County, Sonoma County, and Napa County.
- About 13% of passengers on the Vallejo and Oakland/Alameda routes are visitors to the Bay Area. The South San Francisco and Harbor Bay routes, as commute service-only routes, serve low proportions of visitors, at about 3%.

FLEET INFORMATION

Figure 2-2 provides a summary of the WETA service fleet and the basic characteristics of each vessel by route. WETA provides similar vessels for each route in terms of vessel type and on-board amenities. There are slight differences between the size and speed of the vessels by route, but these differences are predominantly due to the specific service needs of each route. For example, the fastest vessels have been assigned to the Vallejo route because of the greater distance and large span of open water between the Vallejo terminal and San Francisco.

Figure 2-2 Summary of WETA Service Fleet by Route as of May 2024

Service	Vessel Name	Year Built	Vessel Type	Passenger Capacity[3]	Speed (Knots)	Restrooms	Snack Bar
Alameda / Oakland	Carina	2018	Aluminum Catamaran	400	27	3	Yes
	Argo	2018		400	27	3	Yes
	Hydrus	2017		400	27	3	Yes
	Cetus	2017		400	27	3	Yes
Harbor Bay	Bay Breeze	1994		250	27	2	Yes
	Peralta	2001		331	25	3	Yes
South San Francisco	Taurus	2009		225	25	2	Yes
	Pisces	2009		225	25	2	Yes
Vallejo	Intintoli	1997		349	34	3	Yes
	Pyxis	2017		445	34	4	Yes
	Vela	2019		445	34	4	Yes
	Lyra	2020		445	34	4	Yes
	Mare Island	1997		330	34	3	Yes
Richmond	Gemini	2008		225	25	2	Yes
	Scorpio	2009	225	25	2	Yes	
Spare Vessel	Dorado	2022	320	32	2	Yes	
	Delphinus	2024	320	32	2	Yes	

Source: WETA

SYSTEM PERFORMANCE

Figure 2-3 provides an overview of the operating statistics for the different ferry services for the month of February 2024. As a result of WETA’s Pandemic Recovery Program which featured a 30% reduction in fares systemwide and an increase in service frequency and service hours, ridership has steadily increased over the last two years. As of May 2024 ridership has returned to 80% of pre-pandemic levels.

Figure 2-3 Summary of Operating Statistics, February 2024

Monthly Operating Statistics Report

February 2024		Oakland & Alameda*	Vallejo*	Richmond	Harbor Bay	Alameda Seaplane	South San Francisco**	Systemwide	
Boardings	Vs. last month	Total Passengers February 2024	36,833	46,003	19,928	18,377	27,375	6,528	155,044
		Total Passengers January 2024	39,543	47,542	20,063	19,199	27,527	5,940	159,814
		Percent change	-6.85%	-3.24%	-0.67%	-4.28%	-0.55%	9.90%	-2.98%
	Vs. same month last year	Total Passengers February 2024	36,833	46,003	19,928	18,377	27,375	6,528	155,044
		Total Passengers February 2023	37,846	42,678	17,127	13,814	21,477	6,004	138,946
		Percent change	-2.68%	7.79%	16.35%	33.03%	27.46%	8.73%	11.59%
	Vs. prior FY to date	Total Passengers Current FY To Date	437,139	472,879	181,450	152,903	231,800	52,310	1,528,481
		Total Passengers Last FY To Date	382,812	410,405	148,323	112,432	166,976	42,852	1,263,800
		Percent change	14.19%	15.22%	22.33%	36.00%	38.82%	22.07%	20.94%
	Avg Daily Ridership February 2024	1,315	1,643	712	656	978	233	5,537	
Ops Stats	Passengers Per Hour February 2024	78	68	45	105	146	66	75	
	Revenue Hours February 2024	472	679	446	175	187	99	2,059	
	Revenue Miles February 2024	6,633	19,463	5,977	3,612	3,097	3,082	41,863	

Source: WETA

3 GENERAL REPORTING REQUIREMENTS

Chapter III of FTA Circular 4702.1B describes the general reporting requirements required of WETA and its sub-recipients to ensure that their activities comply with Title VI regulations and/or the DOT Order on Environmental Justice and the DOT Guidance on Limited English Proficiency (LEP). Summaries of these requirements and WETA’s efforts in meeting them are outlined below.

SUB-RECIPIENTS

Currently, WETA does not have any sub-recipients.

ANNUAL TITLE VI CERTIFICATION AND ASSURANCE

To ensure accordance with 49 CFR Section 21.7, applicants shall submit their annual Title VI assurance as part of their annual Certification and Assurance submission to FTA. Recipients shall collect Title VI assurances from sub-recipients prior to passing through FTA funds.

WETA annually submits its Certifications and Assurances in the Transit Award Management System (TrAMS) within 90 days from the date on which the Certifications and Assurances are printed in the Federal Register. The Executive Director and WETA Legal Counsel individually and electronically certify the Certifications and Assurances using a secret Personal Identification Number (PIN) within TEAM. The WETA Executive Director and Legal Counsel last certified on March 12, 2024 and March 13, 2024, respectively.

REQUIRED SUBMISSION OF TITLE VI PROGRAM / ADDITIONAL INFORMATION UPON REQUEST

To ensure compliance with 49 CFR Section 21.9(b), FTA requires that all recipients document their compliance by submitting a Title VI Program to FTA’s regional civil rights officer once every three years.

WETA submitted its most recent Title VI report to the FTA in May 2022. Since that time, several service, fare and fleet changes have occurred, including:

1. Fiscal Year 2024-28 Fare Program

WETA implemented the Fiscal Year 2024-28 Fare Program in July 2023. The 2024-28 Fare Program was developed to preserve WETA’s fare structure from the Pandemic Recovery Program, which reduced fares on all services (by about 30%) to eliminate the cost difference between the ferry and other regional transit options in the same corridor to attract more riders. The new fare policy included several core principles set forth by the Pandemic Recovery Program, such as promoting equity, diversity, affordability, and regional integration. Staff developed a multiyear fare program with small annual increases to maintain fare parity and keep pace with inflation. Special event fares were considered, with potential dynamic pricing. An update to the WETA Fare Policy aligned with the Pandemic Recovery Program’s principles was developed. It aimed to guide fare decisions, including the FY 2024-28 Fare Program. The Fare Program outlined annual fare adjustments and one-time adjustments for special event services. WETA conducted a widespread

public outreach process during March and April 2023 to ensure awareness of the proposed program and to solicit and consider input from the public in WETA's service area. Outreach methods included virtual open house events, social media posts, website content posted in English, Spanish, Chinese and Tagalog, and notices posted on each vessel. A summary of the proposed fare program and a description of the fare changes are posted on the San Francisco Bay Ferry website. The page on the San Francisco Bay Ferry website with the fare program proposal received 4,507 views through April 19. Social media posts on San Francisco Bay Ferry channels regarding the proposed fare program received a total of more than 21,000 views through that date. WETA received 40 comments on the proposed fare program through email and social media.

2. New Vessels – 2021 to April 2024

In 2018 WETA started a project to construct two new 320-passenger high speed 36-knot propeller vessels to support the increased demand on the Vallejo service and to ensure that there are sufficient vessels systemwide to provide needed back-up capacity. In March of 2023, WETA accepted delivery of the MV Dorado, WETA's fastest vessel designed to support all service routes. In March of 2024, WETA accepted delivery of the MV Delphinus, which will operate primarily on the Vallejo route.

3. Estuary Water Shuttle Pilot Project.

In November 2023, WETA entered into a project agreement with the City of Alameda establishing roles and responsibilities for planning and implementing the Estuary Water Shuttle Pilot Project. The Estuary Project is a free water shuttle service, funded by the Alameda Transportation Management Association, linking locations along Alameda's northern waterfront to Jack London Square. This service will operate throughout the day, will be free of charge, and is oriented around new developments in Alameda that have smaller, recreational docks. The Project is intended to be a two-year pilot service, with the goal of proving a concept for permanent operation after the pilot has concluded. The service is anticipated to start in Summer 2024.

4. Sea Change

The Sea Change is the world's first hydrogen passenger ferry vessel fully powered by fuel cells. San Francisco Bay Ferry has leased the vessel from SWITCH maritime in order to demonstrate hydrogen technology along the San Francisco waterfront for a 6 month period. Funding for the operation of this public-private partnership demonstration project has been provided by the Golden Gate Bridge, Highway and Transportation District, Blue & Gold Fleet, and United Airlines among others that will be announced at a later date. The MV Sea Change will operate between the Downtown San Francisco Ferry Terminal and Pier 41 Marine Terminal starting in June 2024 and feature educational information about zero emission technology in the maritime industry.

NOTIFYING BENEFICIARIES OF PROTECTION UNDER TITLE VI

In order to comply with 49 CFR 21.9(d), recipients and sub-recipients shall provide information to beneficiaries regarding their Title VI obligations and appraising beneficiaries of the protections against discrimination afforded to them by Title VI.

WETA has established a statement of rights, per Title VI, for those who are benefiting from services and/or contracts funded with federal assistance. WETA has made that statement of rights available to the public. WETA has also made available to the public:

- A policy statement addressing its commitment to avoid discrimination on the basis of race, color, or national origin
- A description of procedures for how to request more information on the obligations of WETA to fulfill Title VI obligations
- A public notice that informs beneficiaries of their right to file Title VI complaints, and the process for doing so, should they feel that discrimination has occurred
- A statement in traditional Chinese and Spanish that information in these languages are available by calling our administrative office

These notices are posted on all vessels and at our facilities, including Pier 9, North Bay Operations & Maintenance Facility, Central Bay Operations & Maintenance Facility, as well as posted on the San Francisco Bay Ferry website. Additionally, WETA's Title VI notice, policy statement and complaint form are provided in Traditional Chinese and Spanish languages on San Francisco Bay Ferry's website. Documentation of the statement of rights, WETA's policy statements, and public notification of rights are included in Appendix D.

TITLE VI COMPLAINT PROCEDURES

In order to comply with 49 CFR 21.9(b), recipients and sub-recipients shall develop procedures for investigating and tracking Title VI complaints filed against them and make their procedures for filing a complaint available to members of the public upon request.

WETA has developed procedures for filing, tracking, and investigating Title VI complaints. The procedures are included as Appendix B and D of this document and are provided in English, Spanish and Chinese languages.

RECORD OF TITLE VI INVESTIGATIONS, COMPLAINTS, AND LAWSUITS

In order to comply with 49 CFR 21.9(b), recipients and sub-recipients shall prepare and maintain a list of any active investigations conducted by entities other than FTA, lawsuits, or complaints naming the recipient and/or sub-recipient that allege discrimination on the basis of race, color, or national origin.

WETA received two Title VI complaints since WETA's last Title VI Program submission in May 2022. WETA's list of Title VI Complaints/Lawsuits is included in Appendix B.

PUBLIC PARTICIPATION PLAN

WETA's Public Participation Plan is provided as Appendix G. A summary of public outreach and involvement activities undertaken in the last three years and a description of steps taken to ensure that minority and low-income persons had meaningful access to these activities is contained in various portions of this Report, including WETA's Public Participation Plan in Appendix G, the Limited English Proficiency Plan in Appendix B, as well as the list and description of service and fare changes and public outreach efforts within the Section 3 – General Reporting Requirements.

CURRENT OUTREACH AND PUBLIC INVOLVEMENT ACTIVITIES

WETA conducts outreach and involvement opportunities for the public as new planning efforts are initiated, as new fares are considered, as service changes are considered, and when new services are implemented. Most of WETA's outreach has been through stakeholder and community meetings, public hearings and Board of Directors meetings, as described above. The following section summarizes additional key projects and policies that have involved public meetings, hearings and outreach during the period covered by this report.

Special Public Activities, Events, and Outreach Efforts

1. Berkeley Ferry Terminal Project

The San Francisco Bay Area Water Emergency Transportation Authority (WETA) is working with the City of Berkeley to explore the feasibility of constructing a new dual-purpose pier at the Berkeley waterfront. The Berkeley Ferry Terminal project began with a feasibility study conducted by WETA in 2019. The determination of which routes to evaluate in this Study was guided by several factors: (1) broad commute pattern data to/from Berkeley and ridership potential; (2) primary markets served (e.g., commuter trips, recreational trips, special event trips); (3) operational considerations (e.g., length of travel time, number of vessels required); and (4) equity considerations (e.g., improving transit access and job access). Over the course of the project's development, WETA has held numerous workshops and meetings with Berkeley residents, City of Berkeley Councilmembers, Berkeley Transportation Commission, Berkeley Waterfront Commission, Berkeley Energy Commission, several focus groups, Berkeley Police Department and various other stakeholders.

2. Disadvantaged Business Enterprise (DBE) and Small Business Enterprise (SBE) Goals for FFY 2023 through FFY 2025 – Approved November 11, 2022

As a recipient of federal transportation funding, WETA is required to have a diversity program for the participation of DBE firms in WETA contracting opportunities. DOT requires federal grant recipients to set overall DBE goals on a three-year basis. WETA developed and submitted a new goal for FFY 2023-2025 to the Federal Transit Administration.

DOT Regulations require that the maximum feasible portion of the overall DBE goal be achieved using race-neutral means such as programs and initiatives that assist small businesses in general and that are not limited to minority or women-owned firms. WETA's efforts in this area are facilitated through active participation in educational and outreach events organized by the San Francisco Bay Area Regional Business Outreach Committee (BOC); a committee comprised of over 20 Bay Area transit and transportation agencies. In April 2019, the BOC sponsored a consultation and public participation meeting with trade, business organizations and DBE firms on the agency's DBE goal setting process for Federal Fiscal Years (FFY) 2023-2025 and upcoming contracting opportunities detailed in the DBE Goal Analysis Report. The public participation meeting consisted of two parts: a meeting focused on consulting with and receiving comments from various trade groups, minority, women's and general contractor groups, community organizations, and other representatives to discuss how to increase availability of disadvantaged, minority and women owned businesses and a second session with owners and representatives of DBE firms. The WETA Board of Directors approved WETA's FFY 2023-2025 Overall DBE goal of 0.48% in December of 2022.

3. 2050 WETA Service Vision and Business Plan

Throughout calendar year 2022: Development of the business plan with public and stakeholder outreach. 2023: WETA's Service Vision and Business Plan guides the numerous service changes WETA plans to implement over the next few years, including many new terminals and service routes. Staff held 18 outreach and engagement meetings/workshops to refine stakeholder input on San Francisco Bay Ferry's 2050 Service Vision and Business Plan. Staff held 9 sessions with community-based organizations, meetings with advisory groups, meetings with six county working groups, and conducted an online public survey with 4,568 responses to gather input. Information about the Plan and outreach conducted can be found on our website: <https://www.bayferry2050.org/>.

4. Community Events & Outreach

- 2022-24: WETA attended monthly Chamber of Commerce meetings and events in each of the cities WETA provides service. Chamber meetings and events provided WETA with an opportunity to keep apprised of community needs and priorities and provide these communities with updates on WETA services and events.
- February 2022: WETA sponsored the Black Joy Parade in Oakland.
- May 2022: WETA hosted the MTC Leadership Academy on a WETA ferry trip to the City of Vallejo.
- May 2022: WETA hosted an energizer station at the Alameda Seaplane Lagoon Ferry Terminal for Bike East Bay's Bike to Workday celebration.
- June 2022: WETA sponsored the Pista Sa Nayan Festival in City of Vallejo and provided special shuttle service between the Vallejo and Mare Island terminals.
- June 2022: WETA hosted a Ferry Fest at the Richmond terminal to celebrate the Richmond waterfront and ferry service on the Bay. Attendees had the opportunity to experience riding the ferry (for free). One of the goals of the event was to ensure that those who don't use the ferry to commute daily, or don't have the opportunity to use the ferry often, know it's a convenient and accessible transportation option. Other attractions at the outdoor festival included:
 - Free ferry rides around the bay
 - Food and drinks
 - Local vendors
 - Live music
 - Raffles and giveaways
 - Children's activities
 - Bike Rodeo safety class for kids offered by Bike Eastbay
- September 2023: WETA participated in the inaugural Rosie Ride event and encouraged riders from San Francisco to experience the Rosie the Riveter WWII Home Front National Historical Park near the Richmond terminal.
- January 2024: State of SF Bay Ferry event: WETA hosted an event to showcase San Francisco Bay Ferry's annual report. WETA's Board Chair and Executive Director provided an update on progress made to develop a world-class ferry system in the Bay Area, ferry expansion plans, as well as an overview of advancing WETA's commitment to transition at least 50% of our vessel fleet to zero emissions by 2035. Over 100 stakeholders attended the event, including representatives from WETA's state and federal legislative delegations, elected officials and staff from cities with ferry service as well as cities being considered for future expansion, funding and regulatory agency staff, regional stakeholders, business community members and many others.
- March 2024: WETA held a public christening event of our newest vessel, the MV Delphinus, and provided a free ride to the public on the newly christened vessel.

FY 2025-2027 TITLE VI PROGRAM

- Working Waterfront Coalition: WETA is a partner of the Working Waterfront Coalition (WWC), an industry-led workforce development initiative inclusive of unions, workforce boards, and community groups, aiming to establish a skilled workforce pipeline and address the shortage of maritime professionals crucial for the operation and expansion of comprehensive regional ferry service. The WWC developed a website to host information about the program, filmed and produced 'TikTok' videos on WETA vessels to showcase various maritime positions, and performed targeted outreach to re-entry populations in the Bay Area to participate in the program.
- On June 1, 2024 WETA hosted the first annual Oakland Ferry Fest, a celebration of ferries and the Oakland community at Jack London Square. The event featured music, food, games & activities, community booths, free ferry rides and a kids activity area sponsored by Children's Fairyland.

Ongoing Community Participation/Partnerships

In addition to the community outreach and events, WETA staff regularly works with a variety of regional and community organizations and participates on special community advisory committees. Regularly attended regional planning, community, business outreach and emergency response meetings include the following:

- San Francisco County Transportation Authority
- Alameda County Transportation Authority Technical Advisory Working Group
- Metropolitan Transportation Commission Transit Sustainability Project Steering Committee
- Bay Area Partnership Board
- Clipper Executive Board
- Regional Transportation Plan/Sustainable Community Strategy Meetings
- Metropolitan Transportation Commission TransResponse Plan Steering Committee
- City and County of San Francisco Lifelines Council
- Regional Transportation Agency Emergency Coordinator Workshops
- Harbor Safety Committee
- Harbor Safety Committee Ferry Operations Work Group
- San Francisco Bay Area Maritime Security Committee
- Port of San Francisco Maritime Commerce Advisory Committee
- Port of San Francisco Waterborne All-Hazard Response Plan Steering Committee
- Port of San Francisco Northeastern Waterfront Advisory Group (NEWAG)
- Regional Business Outreach Committee Monthly Meetings
- Bay Conservation & Development Commission (BCDC) and Port of San Francisco Waterfront Planning Working Group
- City of Alameda Disaster Council
- City and County of San Francisco's Emergency Support Function #1 Transportation Working Group
- Metropolitan Transportation Commission's annual Table Top Exercise for emergency response
- Fleet Week Emergency Response Exercise Planning meetings
- San Mateo County Transportation Authority Community Advisory Committee
- TRANSPLAN Eastern Contra Costa County Communities
- West Contra Costa County Transportation Advisory Committee
- SPUR, International Transportation Engineers (ITE), APTA technical tours
- Working Waterfront Coalition
- Bay Planning Coalition
- Regional Network Manager Council
- Chambers of Commerce (Alameda, Vallejo, Redwood City, Berkeley, Oakland)
- Blue Ribbon Task Force, Metropolitan Transportation Commission

PROVIDING MEANINGFUL ACCESS TO LIMITED ENGLISH PROFICIENT (LEP) INDIVIDUALS

Title VI and its implementing regulations require that FTA recipients take responsible steps to ensure meaningful access to the benefits, services, information, and other important portions of their programs and activities for individuals who are Limited English Proficient (LEP).

Appendix C includes WETA's 20124 LEP Plan, which provides a detailed analysis of LEP persons within the WETA service area and the agency's plan to reach these individuals.

As mentioned in Chapter 2, WETA defines its service area by utilizing passenger survey responses to identify home/origin census tracts that together make up the service area. In July 2024, WETA conducted its first passenger survey since ridership has returned to near pre-pandemic levels. WETA was required to submit its revised Title VI program on June 1, 2024 and therefore could not include the results of its July 2024 survey results. In consultation with FTA, WETA has updated the June 2024 Title VI plan with the results of the onboard survey and resubmitted it by September 30, 2024.

English proficiency and languages spoken within the 2024 WETA service area were evaluated in WETA's LEP Plan. The results are summarized below.

As defined by Chapter I of the FTA Circular 4702.1B, LEP persons are defined as those that reported to the U.S. Census that they speak English less than "very well," "not well" or "not at all." Within the WETA service area, 15.5% of the population speaks English "less than very well," "not well" or "not at all" (Figure 3-1). The American Community Survey (ACS) categorizes those individuals into one of four major language groups: Spanish, Other Indo-European, Asian and Pacific Islander, and Other. Each of these groups include multiple languages, in fact both the Asian and Pacific Islander and Other Language categories includes over 20 distinct languages and the Other Indo-European category includes over 40 different languages. Identifying specific languages within these four umbrella categories requires further analysis. However, this data is not available from the American Community Survey at the census tract level.

Figure 3 -1 LEP Persons within WETA Service Area

Data Category	Number	Percentage
Total Population over 5 years	477,199	100.00%
Total Population Speaking Only English	279,222	58.52%
Total Population Speaking Another Language and Speaking English "Very well"	120,886	25.34%
Population over 5 years Speaking English "well," "not well," or "not at all":	76,110	15.95%
<i>Asian and Pacific Island Languages</i>	35,648	7.47%
<i>Spanish Language</i>	29,937	6.27%
<i>Other Indo-European Languages</i>	7,536	1.58%
<i>Other Languages</i>	2,989	0.63%

Source: American Community Survey, 5 year Estimate – 2022. Age by Language Spoken at Home by Ability to Speak English for the Population 5 Years and Older.

Relying on the ACS data alone does not provide the information to determine which specific languages meet DOT’s Safe Harbor Threshold and require translations of WETA’s vital documents. Federal guidance provides that the greater number or proportion of LEP individuals from a particular language group served or encountered by a recipients’ program, the more likely language services are needed.

WETA’s LEP monitoring activities clearly indicate the presence of Spanish and Chinese LEP individuals:

- WETA’s Onboard survey reported that of the 8% of WETA riders that speak English less than “very well,” 60% speak Spanish, and 20% speak a dialect of Chinese.

As evidenced by WETA’s LEP monitoring activities, the most predominant languages spoken by LEP individuals accessing WETA’s services are Spanish and Chinese. As such, WETA will continue to translate its vital documents into Spanish and Chinese. Although Tagalog does not meet the Safe Harbor threshold, there is a growing community demand for translating vital documents to Tagalog. Further, our Vallejo ferry service has a significant number of riders that speak Tagalog. Therefore, WETA will also translate it’s vital documents into Tagalog.

WETA’s Four Factor Analysis, language implementation plan and language assistance measures are described in greater detail in the revised LEP Plan attached as Appendix C. In addition, WETA’s onboard survey, which is translated into Spanish and Chinese, is included in Appendix F.

MINORITY REPRESENTATION ON PLANNING AND ADVISORY BODIES

Recipients may not, on the grounds of race, color, or national origin, deny a person the opportunity to participate as a member of a planning, advisory, or similar body which is an integral part of the program. Recipients that have transit-related, non-elected planning boards, advisory councils or committees, the membership of which is selected by the recipient, must provide a table depicting the racial breakdown of the membership of those bodies and a description of efforts made to encourage the participation of minorities on such bodies.

WETA does not currently have any standing planning or advisory boards or committees. The WETA Board of Directors serves as the policy board for San Francisco Bay Ferry. Three of the five members of WETA’s Board of Director’s are appointed by the Governor, one Director is

FY 2025-2027 TITLE VI PROGRAM

appointed by the Senate Rules Committee, and one Director is appointed by the Assembly Committee on Rules.

DETERMINATION OF SITE OR LOCATION OF FACILITIES

Per 49 CFR 21.9(b)(3), recipients may not select the site or location of facilities with the purpose or effect of excluding persons from, denying the benefits of, or subjecting them to discrimination on the basis of race, color, or national origin. Per 49 CFR 21, the location of projects requiring land acquisition and the displacement of persons from their residences and business may not be determined on the basis of race, color, or national origin. This requirement does not apply to bus shelters, transit stations or power substations, as these are evaluated during project development and the National Environmental Policy Act (NEPA) process. “Facilities” included in this provision include, but are not limited to, storage facilities, maintenance facilities, operations centers, etc. In order to integrate considerations expressed in the DOT Order on Environmental Justice, recipients and sub-recipients should integrate an environmental justice analysis into their NEPA documentation of construction projects.

WETA does not have any new projects subject to this requirement.

4 PROGRAM SPECIFIC REQUIREMENTS

WETA is a transit provider that operates fewer than 50 fixed route vehicles in peak service and is located in a UZA of 200,000 or more in population. As such, WETA has prepared this Title VI Program consistent with the regulations in FTA Circular 4702.1B, dated October 1, 2012, for transit providers with fewer than 50 fixed route vehicles in peak service.

REQUIREMENT TO SET SYSTEMWIDE SERVICE STANDARDS AND POLICIES

Chapter IV of the FTA Circular 4702.1B states that in order to comply with 49 CFR Section 21.5(b)(2) and (7), Appendix C to 49 CFR part 21, recipients shall adopt quantitative system-wide service standards necessary to guard against discriminatory service design or operations decisions. Included below are WETA's quantitative performance standards and major service change policy included in the agency's 2020-2029 Short Range Transit Plan (SRTP), which was adopted by the WETA Board in June 2020.

Introduction

In January 2016 the WETA Board adopted the following Mission Statement for the organization:

WETA is a regional agency with responsibility to develop and operate a comprehensive Bay Area regional public water transportation system. WETA shall also provide water transportation services following natural and transportation disruptions.

At the same time, the Board approved a Vision Statement for how WETA will pursue its Mission:

WETA develops, operates and manages an expanded and enhanced region-wide ferry system that provides a reliable, state-of-the-art and attractive transportation option for the Bay Area and plays a critical role in coordinating and providing water transportation to serve emergency response and economic recovery needs.

Taken together, the Mission and Vision describe WETA's multiple functional roles in the regional transportation network.

System-wide Performance Targets Policy

Transit system performance measures help provide a consistent framework for measuring the efficiency and quality of transit services and also serve as a tool for the effective management and planning of transit services. In June 2015 the WETA Board developed and adopted a policy for managing the ferry system on a regular basis, using a set of performance measures and related standards for WETA services. The System Performance Targets Policy calls for ferry service to be evaluated against the adopted metrics on a quarterly and annual basis, and for service enhancements to be planned in such a way that performance on existing services is not significantly impaired. Each of the performance measures defined in the policy includes a minimum value, target value, and maximum value. Services will be managed toward the target, but it is understood that performance fluctuates over time; the minimum and maximum values define a range of acceptable outcomes to allow for variability around the target. The maximum value represents a trigger that will justify new or enhanced service for routes that experience an excess of demand. While service enhancements such as increased frequency or larger vessels provide additional capacity for passengers, they also reduce the productivity of a service for a period of time until the new service or capacity created attracts new riders. Therefore, after an

enhancement in service, it may take some time for a service to return to minimum or target levels of productivity. The performance targets policy establishes minimum levels of performance to provide a goal for expansion projects and also as a threshold of fiscal sustainability for existing services. In the case of a service drop below the minimum standards for a sustained period of time, WETA shall consider service alterations such as cutting service, redesigning schedules, or restructuring routes. WETA will strive to design any remedial actions to minimize effects on passengers and will hold its mission as an emergency response agency above all whenever services are redesigned.

Performance Measures and Standards

The performance evaluation measures from the System Performance Targets Policy and the associated minimum, target, and maximum standards for WETA services are summarized in figure 3-7 and described in more detail below. The performance evaluation measures are intended to evaluate the competitiveness and fiscal sustainability of both existing and new WETA ferry services. The measures are expressed in three ways: minimum, target, and maximum (as applicable). Minimum levels are what will be required after the initial ten years of operation. Target levels are consistent with expected performance of mature services such as Alameda/Oakland, Vallejo, and Harbor Bay. When a particular service achieves maximum levels, this indicates that a service enhancement or increase may be justified. After a service enhancement has been introduced, there will be a four-year recovery period, allowing the service to regain minimum and target levels of productivity.

Figure 4-1 Summary of Performance Measures and Standards

Measure	Standard
Passengers per Revenue Hour (Commuter-only services)	Minimum: 100 Target: 150 Maximum: 250
Passengers per Revenue Hour (All-day services)	Minimum: 100 Target: 125 Maximum: 250
Farebox Recovery	Minimum: 40% Target: 50-70% Maximum: 100%
Peak Hour Occupancy	Minimum: 50% Target: 60-75% Maximum: 80%

Passengers per Revenue Hour: Commuter-Only Services

Measures: Ratio of total passenger boardings to total revenue service hours

Standard: *Minimum:* 100
Target: 150
Maximum: 250

Discussion: This measure provides an evaluation of ridership and the efficiency of operating resources. Services that have high two-way ridership along with a short travel time, enabling vessels to offer multiple runs in a given commute period, will be strong performers.

Passengers per Revenue Hour: All-day services

Measures: Ratio of total passenger boardings to total revenue service hours

Standard: *Minimum:* 100

Target: 125

Maximum: 250

Discussion: This measure provides an evaluation of ridership and the efficiency of operating resources. All-day services typically operate seven days per week, generally from 6:00 AM to 8:00 PM. Currently, only Alameda/Oakland and Vallejo are all-day services. The target for Passengers per Revenue Hour is slightly lower, given lower volumes in the midday and off-peak periods.

Farebox Recovery

Measure: Ratio of total fare revenue to total operating cost

Standard: *Minimum:* 40%

Target: 50–70%

Maximum: 100%

Discussion: The farebox recovery ratio reflects ridership and fare levels, operating expense, and financial sustainability. This illustrates service effectiveness, efficiency, and productivity. Note that for special event services, WETA’s objective is to recover the full incremental cost of this discretionary service through farebox or other special revenues identified for the event.

Peak Hour Occupancy

Measure: Ratio of the number of boardings to available vessel capacity, measured for all peak direction departures during the highest ridership hour of a given commute service

Standard: *Minimum:* 50%

Target: 60–75%

Maximum: 80%

Discussion: Peak hour occupancy indicates ridership demand and provides guidance for vessel deployment and service planning. High levels of peak hour occupancy indicate the possibility of leave-behinds or standees and would require corrective action.

Vehicle Headway for each mode

The vehicle headway standard is designed to ensure that passengers have equitable wait times for transit vehicles. Vehicle headways are measured as the amount of time between the departure of two subsequent ferries along the same route. WETA’s headway standard is 60 minutes during peak periods and 90 minutes during off-peak periods on all routes. Improved headways will be considered in cases where the maximum peak hour occupancy is exceeded and resources are available to improve service

On-time performance for each mode

The on-time performance standard is designed to ensure that the reliability of ferry service is equitable for passengers. On-time performance is measured as the percentage of trips that depart

timepoints within a certain number of minutes of published schedules. WETA's on-time performance standard is 95%. Ferries are considered on time if they are no more than 10 minutes within scheduled arrival.

Service Availability for each mode

The service availability standard is a broadly defined measure of geographic access to transit services. WETA measures availability of ferry service in a manner that acknowledges (a) that ferry terminals are at fixed locations, and (b) that WETA has minimal discretion to alter service availability in areas around the ferry terminals. In light of the fact that ferry terminals are in a fixed location, service availability includes multimodal access to ferry terminals. While WETA does not own any land, WETA works with the responsible agency to develop multimodal access to the best ability of the local agency.

In addition, WETA is working to increase service availability in the Bay Area. WETA's Strategic Plan outlines a vision for the San Francisco Bay Ferry system over the next 20 years that responds to passenger demand, makes critical infrastructure investments, and increases WETA's ability to respond to emergencies and system disruptions. With funding and environmental approvals, WETA's Strategic Plan calls for new services to Seaplane Lagoon in Alameda, Treasure Island, Mission Bay, Berkeley, Redwood City, the South Bay, and the Carquinez Strait, ultimately creating a robust 16-terminal regional network to meet the Bay Area demand for a safe, sustainable and environmentally-responsible transportation alternative.

MAJOR SERVICE CHANGE POLICY

FTA regulations require that transit operators develop and use a process for soliciting and considering public comments before increasing fares or making significant changes in service. WETA is aware that it is not required to have a major service change policy. WETA's major service change policy was adopted in 2010 and WETA continues to implement the policy for outreach related to major service changes. WETA defines a major service change as one that affects 25% or more of the trips within a route that WETA is operating at the time it is considering making the service modifications. WETA follows the guidelines and outreach methods in WETA's Public Participation Plan (Appendix G) when considering proposed fare [changes-increases](#) and/or major service [reductionchanges](#).

DISTRIBUTION OF TRANSIT AMENITIES AND VEHICLE ASSIGNMENT POLICIES

The requirement to set system-wide service standards and policies relates to the general prohibition on discrimination on the basis of race, color, or national origin as well as the requirement that no person or group of persons shall be discriminated against with regard to the routing, scheduling, or quality of service of transportation service on the basis of race, color, or national origin.

Distribution of Transit Amenities Policy

When resources allow for improvements at multiple terminal locations, WETA will prioritize resources based on the condition of current amenities and passenger ridership at the proposed terminal locations.

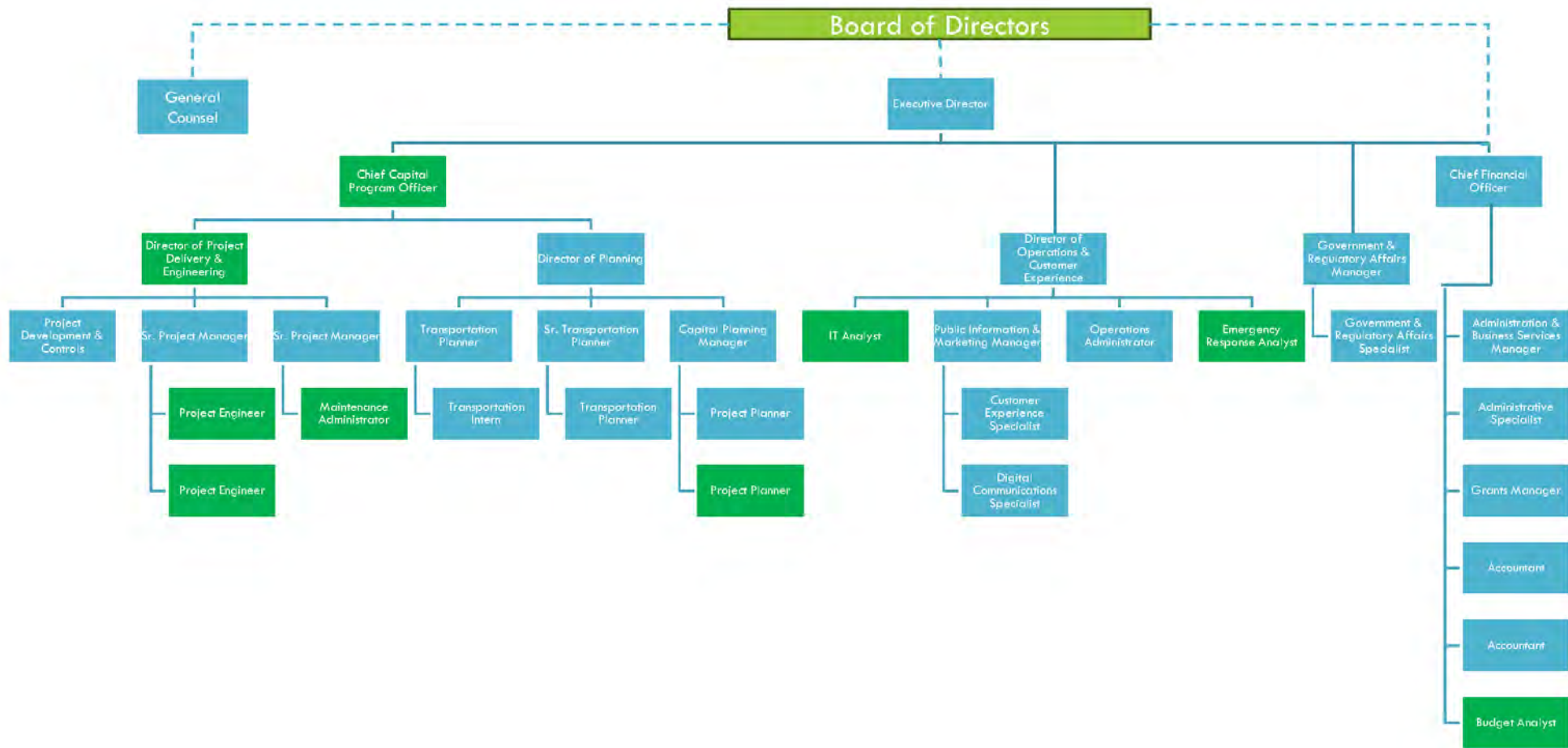
Vehicle Assignment Policy

All trips will be assigned vessels with bicycle racks, restrooms, and snack bar service. Vessels will be assigned to routes based on infrastructure and environmental limitations, and vessels of similar age will be assigned to routes in situations where there are no external limiting factors.

Limitations include but are not limited to the inability of some vessels to dock at certain terminal facilities, and the need for higher speed vessels to operate on certain routes due to geographic distance. In the event WETA acquires new or refurbishes existing vessels, the vessels will be distributed equitably throughout the system in situations where there are no external limiting factors.

APPENDIX A

WETA Organizational Chart



APPENDIX B

Procedures for Filing, Tracking, and
Investigating Title VI Complaints & Log of Title
VI Complaints

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

TITLE VI COMPLAINT PROCEDURES

Title VI Policy Statement

The Water Emergency Transportation Authority (WETA) grants all citizens equal access to its transportation services, provided under the name San Francisco Bay Ferry. WETA is committed to a policy of nondiscrimination in the conduct of its business, including its responsibilities under Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d) which provides that no person shall, on the grounds of race, color or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under its program of ferry service.

Title VI Complaint Procedures

If you believe that you have received discriminatory treatment based on race, color or national origin, you have the right to file a Title VI complaint with WETA. Federal and State laws require complaints to be filed within one hundred and eighty (180) calendar days of the last alleged incident. You may download a [complaint form by clicking here](#) or by visiting www.sanfranciscobayferry.com. You may also call WETA at the number listed below and request that a Title VI Complaint Form be mailed to you or you can submit a written statement that contains all of the information listed below. If you are unable to write a complaint or need assistance submitting a complaint, please call (415) 291-3377 for assistance. Complaints may be mailed, faxed, personally delivered or emailed to:

Title VI Complaints c/o
WETA
Pier 9, Suite 111, The Embarcadero
San Francisco, CA 94111
Phone: (415) 291-3377
Fax: (415) 291-3388
Email: customerservice@sanfranciscobayferry.com

All complaints must include the following information:

1. Complainant's name, address and contact number.
2. The basis of the complaint (e.g. race, color or national origin).
3. The date(s) on which the alleged discriminatory event occurred.
4. The nature of the incident that led the complainant to believe discrimination was a factor.
5. Names, addresses and contact numbers of persons who may have knowledge of the event.
6. Other agencies or courts where complaint may have been filed and a contact name.

Complaints may also be filed with the Federal Transit Administration's Office of Civil Rights:

FTA Office of Civil Rights
Attention: Title VI Program Coordinator
East Building, 5th Floor–TCR
1200 New Jersey Ave. SE
Washington, DC 20590
Telephone: 816-329-3770
www.fta.dot.gov

Investigation Procedures:

WETA will review and investigate all Title VI complaints. Reasonable measures will be undertaken to preserve any information that is confidential. The investigation may include a review of all relevant documents, practices and procedures as well as discussion(s) of the complaint with all affected parties to determine the nature of the problem. The investigation will be conducted and generally completed within sixty (60) days of receipt of a formal complaint.

Based upon the information received, an investigation report will be prepared. The complainant will receive a letter stating the final decision by the end of the investigation.

In order to be accepted, a complaint must meet the following criteria:

- a. The complaint must be filed within 180 calendar days of the alleged occurrence or when the alleged discrimination became known to the complainant.
- b. The allegation(s) must involve a program or activity that receives Federal financial assistance.

A complaint may be recommended for dismissal for the following reasons:

- a. The complainant requests withdrawal of the complaint.
- b. The complainant fails to respond to repeated requests for additional information needed to process the complaint.
- c. The complainant cannot be located after reasonable attempts.

If no violation is found and the complainant wishes to appeal the decision, he or she may appeal directly to the United States Department of Transportation, FTA Office of Civil Rights.

WETA shall maintain a log of Title VI complaints received which shall include the date the complaint was filed, a summary of the allegations, the status of the complaint and actions taken by WETA in response to the complaint.

LOG OF TITLE VI COMPLAINTS

July 2021 - February 2024

Instructions: Log all complaints referencing race, color, national origin, ability to speak English, discrimination, unfairness, any other words that could indicate discrimination

on the basis of race, color or national origin. Create a reference number (use for files related to complaint), provide anonymous summary of allegations and actions taken. Only submit formal complaints via Title VI form to FTA.

Ref Number	Date of Complaint	Method of Delivery	WETA Route	Summary of Allegations	Status of Complaint	Actions taken by WETA
22-001	7/5/2022	Email	Alameda/Oakland	<p>A white male passenger elbowed and touched Complainant without Complainant's consent. Complainant asked the passenger not to touch Complainant. The passenger yelled at Complainant and Complainant's cat to "recognize who he is a (white man)" and threatened to throw Complainant and Complainant's cat overboard.</p> <p>Complainant asked a white woman working as a bartender on the vessel for some of the cash in the tip jar to pay for Complainant's ticket. In response, the bartender told Complainant to "f**k off."</p>	Complete	<p>The complaint did not allege that exclusion from participation in, or denied the benefits of WETA services, or that discrimination occurred in connection with WETA's services. Nevertheless, and in accordance with WETA's Title VI Program, WETA commenced an investigation into the Complaint. WETA made repeated attempts to contact complainant by email, phone, and mail to obtain the necessary information to process the Complaint.</p> <p>Pursuant to WETA's Title VI Program, a complaint may dismissed if the complainant (a) requests withdrawal of the complaint; (b) fails to respond to repeated requests for additional information needed to process the complaint; or (c) cannot be located after reasonable attempts. WETA dismissed this Complaint and closed the investigation because (1) the Complaint does not allege exclusion from participation in, denial of benefits of, or discrimination in connection with a federally assisted program provided by WETA, on the basis of race, color, or national origin in violation of Title VI, (2) the Complainant failed to respond to repeated requests for additional information needed to process the Complaint, and (3) the Complainant cannot be located after multiple reasonable attempts.</p> <p>Accordingly, the Complaint was dismissed and the investigation of the Complaint was closed.</p>
22-002	8/6/2022	email	Vallejo/SF	<ol style="list-style-type: none"> 1. Complainant's niece attempted to buy a youth ticket with cash onboard the ferry. The deckhand on duty doubted the niece was a minor and asked to see ID. Niece said she was a minor and did not have ID. The deckhand accused niece of lying and called her "stupid" and "dummy." 2. The niece called her aunt to have her aunt confirm her age with the deckhand. The deckhand refused to speak with the aunt on the phone. The aunt and niece heard the deckhand say something to the effect of: "Y'all are stupid. Why do you people keep trying to get over on the system." The niece asked the deckhand "What do you mean by 'you people'?" to which the aunt and the niece heard the deckhand say "You black people." 3. The deckhand called the niece derogatory names until the captain arrived and instructed the deckhand to sell the niece a youth ticket. 	Complete	<p>WETA reviewed the Complaint and video footage of the incident, requested information from WETA's service operator, Blue & Gold Fleet (BGF), and conducted interviews with the complainant, the deckhand, and the captain to determine if there was a Title VI violation.</p> <p>Based on WETA's investigation, WETA is unable to confirm the allegation that the deckhand stated that "[black] people keep trying to get over on the system" to the niece (and the aunt via speaker phone), and could not confirm that the deckhand called the niece derogatory names. There is therefore insufficient evidence to conclude a Title VI violation occurred. Accordingly, the investigation of the Complaint was closed.</p> <p>WETA had recently closed the Vallejo ticket office and the ticketing procedure had recently changed from buying a ticket at the ferry terminal to buying a ticket onboard the vessel. This incident occurred close in time to the closure of the ticket office.</p> <p>In response to this Complaint and ticketing changes associated with the closure of the Vallejo Ticket Office, WETA and BGF developed a ticket sales guidance memo that was distributed to all SF Bay Ferry crew. This guidance implements a new policy making it clear that a youth should not be required to show an ID and instructs crews to provide a requested youth fare even when a passenger's age is in question. WETA is also working with BGF to require that all SF Bay Ferry crew receive additional training to ensure crew interact with all passengers in a respectful and professional manner.</p>

APPENDIX C

Limited English Proficiency (LEP) Plan

**Included in this Appendix is WETA's LEP Plan from the previous WETA Title VI Program.
As agreed to with FTA, WETA's LEP Plan will be updated and resubmitted by September 30, 2024.**

LIMITED ENGLISH PROFICIENCY PLAN - 2024

Developed to comply with 49 CFR 21.5 (b) and the U.S. DOT LEP Guidelines

I. INTRODUCTION

Executive Order 13166 “Improving Access to Services for Persons with Limited English Proficiency,” reprinted at 65 FR 50121 (August 16, 2000), requires each federal agency, and the recipients of federal funds, to examine the services it provides, develop and implement a system and take reasonable steps to ensure that persons with Limited English Proficiency (LEP) can meaningfully access the agency’s services. Individuals who have a limited ability to read, write, speak, or understand English are limited English proficient, or LEP.

In accordance with Executive Order 13166, the U.S. Department of Transportation (DOT) published revised LEP guidelines concerning service and policies by recipients of Federal financial assistance in the Federal Register (70 FR 74087) on December 14, 2005. The purpose of the LEP policy guidelines is to clarify the responsibilities of recipients and assist them in fulfilling their responsibilities to LEP persons pursuant to Title VI of the Civil Rights Act of 1964 and implementing regulations. WETA is committed to complying with the requirements of Title VI, Executive Order 13166, and DOT LEP Implementing Guidance. The intent of this plan is to ensure that LEP persons have meaningful access to information about WETA’s ferry system and routes.

Consistent with the guidance in U.S. DOT Policy Guidance Concerning Recipients Responsibilities to Limited English Proficient (LEP) Persons a Handbook for Public Transportation Providers, WETA conducted an LEP needs assessment based on the four-factor analysis framework:

1. The Number or Proportion of LEP Persons Served or Encountered in the Eligible Service Population
2. The Frequency with Which LEP Individuals Come in Contact With the Program, Activity, or Service
3. The Nature and Importance of the Program, Activity, or Service Provided by the Program
4. The Resources Available to the Recipient and Costs

This plan includes an assessment of the limited English proficiency needs of the populations within WETA’s service area and an explanation of the steps the agency is currently taking to address these needs to ensure meaningful access to WETA’s services by persons with limited English proficiency.

II. LIMITED ENGLISH PROFICIENCY NEEDS OF WETA’S SERVICE AREA

The four-factor analysis developed by FTA requires that information be included in LEP Plans regarding the number and percentage of LEP persons in WETA’s service area, and the nature, frequency and

importance of contact with LEP persons in providing transit services. Each of these elements is addressed in the following sections.

1. The Number or Proportion of LEP Persons Served or Encountered in the Eligible Service Population

San Francisco Bay Ferry currently operates six primary ferry routes from the cities of Alameda, Oakland, Richmond, San Francisco, South San Francisco and Vallejo. Each is further described below:

- Alameda/Oakland Ferry service (AOFS) provides all day service from the cities of Alameda and Oakland to Downtown San Francisco and Pier 41, with seasonal service to AT&T Ballpark, and special event service for select to a temporary facility at Pier 48 1/2 near the Chase Center. In FY 22/23 the AOFS carried 597,937 passengers.
- Harbor Bay Ferry Service provides commute-only service from the Harbor Bay community in Alameda to Downtown San Francisco. Annual ridership for FY 22/23 was 187,185.
- South San Francisco Ferry provides commute only service from Oakland and Alameda to the biotech employment center at Oyster Point in South San Francisco. There is also limited midday service between South San Francisco and San Francisco. This service started on June 4, 2012. In FY 22/23 the South San Francisco service carried 142,400 riders.
- Vallejo Ferry provides all day service from Vallejo to Downtown San Francisco and Pier 41 with seasonal service to Oracle Park/China Basin. Annual ridership for FY22/23 was 657,647.
- Alameda Seaplane Ferry Service was launched by WETA in July of 2021 and provides commute-only weekday service between the Seaplane Lagoon and San Francisco terminals. Annual ridership for FY22/23 was 271,720.
- Richmond Ferry Service was launched by WETA in January 2019 and provides commute-only weekday service between the Richmond terminal and the downtown San Francisco Ferry terminal. The Richmond service had a ridership of approximately 238,811 in FY 2022–23.

Given the nature of ferry transit service and the difficulty of defining a service area based on ferry routes that do not traverse through census tracts, it was determined that the preferred way to define the service area for WETA was to utilize passenger survey responses to identify home/origin census tracts. WETA redefines its service area based on the results of the onboard survey conducted every 3 years. Accordingly, every three years WETA's service area and service population may change. Demographic data from the American Community Survey (ACS), using 2016 - 5 year estimates, for all of the census tracts within WETA's service area was compiled. Respondents from the ACS were asked to categorize their ability to speak English as either a) "very well," b) "well," c) "not well," d) "not at all." Consistent with FTA Circular 4702.1B, Limited English Proficiency (LEP) is defined as "...persons for whom English is not their primary language and who have a limited ability to read, write, speak, or understand English. It includes people who reported to the U.S. Census that they speak English less than "very well," "not well," or "not at all."

The ACS breaks out all languages potentially spoken into the following four major language groups:

1. Spanish
2. Other Indo-European Languages
3. Asian and Pacific Island Languages
4. Other Languages

According to the ACS, the determination of whether to show an individual language or collapse it into an aggregated category depends mostly on the size of the population in the United States speaking that

language at home. The ACS collapses smaller languages with other languages in a way that meets a certain population threshold, but still has some utility for translators or researchers. For data at the census tract level, languages other than English are collapsed into four major language groups: Spanish, Other Indo-European languages, Asian and Pacific Island languages, and Other languages. The ACS collapses the following languages into these four umbrella categories.

Table 1: Languages in ACS Major Language Groups

Spanish	
Spanish, Ladino	
Other Indo-European languages	
French (incl. Cajun)	Persian (incl. Farsi, Dari)
Haitian	Gujarati
Italian, Sicilian	Hindi
Portuguese, Kabuverdianu	Urdu
German, Luxembourgish	Punjabi
Yiddish, Pennsylvania Dutch or other West Germanic languages	Bengali
Greek	Nepali, Marathi, Konkani
Russian	Albanian, Lithuanian, Pashto (Pushto), Romanian, Swedish
Polish	Telugu
Bosnian, Croatian, Serbian	Tamil
Bulgarian, Czech, Ukrainian	Malayalam, Kannada, or other Dravidian languages
Armenian	
Asian and Pacific Island languages	
Mandarin Chinese, Min Nan Chinese (incl. Taiwanese), Yue Chinese (Cantonese)	Khmer
Japanese	Thai, Lao, or other Tai-Kadai languages
Korean	Burmese, Karen, Turkish, Uzbek
Hmong	Tagalog (incl. Filipino)
Vietnamese	Cebuano (Bisayan), Hawaiian, Iloko (Ilocano), Indonesian, Samoan
Other Languages	
Navajo	Amharic, Chaldean Neo-Aramaic, Somali, Tigrinya
Apache languages, Cherokee, Lakota, Tohono O'odham, Yupik languages	Akan (incl. Twi), Igbo (Ibo), Wolof, Yoruba
Arabic	Ganda, Kinyarwanda, Lingala, Swahili
Hebrew	Hungarian, Jamaican Creole English, Unspecified

Source: American Community Survey, <https://www.census.gov/topics/population/language-use/about.html>

Utilizing the ACS data Table 2 shows the languages spoken at home for all persons within WETA’s current service area that are five years old and older, with number and percentage of the population.

Table 2: Individuals Five Years and Older Speaking English “Well,” “Not Well” or “Not at All” for WETA’s Current Service Area

Data Category	Number	Percentage
Total Population over 5 years	477,199	100.00%
Total Population Speaking Only English	279,222	58.52%
Total Population Speaking Another Language and Speaking English “Very well”	120,886	25.34%
Population over 5 years Speaking English “well,” “not well,” or “not at all”:	76,110	15.95%
<i>Asian and Pacific Island Languages</i>	35,648	7.47%
<i>Spanish Language</i>	29,937	6.27%
<i>Other Indo-European Languages</i>	7,536	1.58%
<i>Other Languages</i>	2,989	0.63%

Source: American Community Survey, 5 year Estimate – 2016. Age by Language Spoken at Home by Ability to Speak English for the Population 5 Years and Older.

A total of 15.95% of the population in WETA’s service area report that they speak English less than “very well.” The language group with the highest number of LEP individuals is Asian and Pacific Islander languages, with 35,648 individuals representing 7.47% of the population of WETA’s current service area. The Asian and Pacific Islander community includes over 45 ethnic groups of varied cultural, social, and economic backgrounds and, as noted in the Table 1, speak more than 20 languages other than English. The second highest language group with 29,937 individuals or 6.27% of WETA’s current service area is Spanish.

Persons who primarily speak Other Indo-European languages and speak English less than very well include of 7,536 individuals or 1.58% of WETA’s current service population. As noted in Table 1, the Other Indo-European language category includes over 40 European and Indic languages. Speakers of Other Languages include 2,989 individuals or 0.63% of the population of WETA’s current service area. Table 1 indicates that over 20 languages are collapsed into the Other Language category.

Due to the fact that the Asian and Pacific Islander, Other Indo-European and Other Language groups include so many different and wholly distinct languages, further research is needed to determine the most common languages spoken by LEP individuals within WETA’s current service area.

2. The Frequency with Which LEP Individuals Come in Contact With the Program, Activity, or Service

As mentioned previously, ferry service does not traverse through census tracts and neighborhoods. As such, depending solely on census demographic data to determine the language needs of current and potential San Francisco Bay Ferry riders is not sufficient to ensure WETA is providing meaningful access to LEP persons. WETA employs several different procedures to monitor the frequency with which LEP individuals come into contact with WETA’s services.

On Board Passenger Survey

As part of WETA’s regular public outreach and service assessment efforts, WETA conducts onboard surveys to solicit input from ferry passengers every 3 years. In summer 2024, WETA administered an

onboard survey to riders asking a series of questions on travel patterns, rider demographics, rider attitudes, and rating of various services. The survey was conducted as a self-administered questionnaire distributed and collected onboard each of WETA’s six ferry routes, similar to a previous onboard survey administered by WETA in 2011, 2014 and 2017. The surveys were provided in English, Spanish and Chinese. For each service, the trips selected for surveying were scheduled to achieve a representative cross section of riders during all time periods, including weekday peak, weekday off peak, and weekends. In total, 1,744 surveys were completed and processed.

Question #16 of the survey asked respondents how “well” they speak English. Of the 1,744 individuals who responded, approximately 92% (1,604 individuals) indicated that they speak English “very well.” Of the 8% (140 individuals) of WETA riders that speak English less than “very well,” 60% (209 individuals) speak Spanish, 20% (70 individuals) speak a dialect of Chinese. The remaining responses include several other languages spoken as indicated in the table below:

Table 3: WETA On Board Survey Results

Respondent speaking English "well," "not well," or "not at all"		
Language	Number	Percentage
Spanish	209	60.00%
Chinese (Cantonese & Mandarin)	70	20%
Tagalog	>20	5%
French	>20	5%
Filipino	>20	5%
German	>20	5%
Portuguese	>20	5%

These results demonstrate that the predominant languages spoken by LEP persons accessing WETA’s services speak Spanish and dialects of Chinese.

Customer Service Line/Administrative Office

WETA monitors the frequency with which LEP individuals come into contact with WETA’s services. WETA’s contracted operator and WETA administrative staff are trained to use the AT&T Language Line Telephone service which provides access to translators in over 170 different languages. WETA’s contracted operator answers the customer service line and frequently gets requests for translations in Chinese and Spanish.

Website Analytics

The final monitoring activity that WETA conducts is looking at its website analytics to see the language browser settings of its website users. Below are the top 5 language browser settings of San Francisco Bay Ferry website users during the period June 2015 –March 2018:

1. English - 96.7%
2. Spanish - 1.5%
3. German - 0.5%
4. French - 0.4%
5. Chinese - 0.3%

The remaining 0.6% consisted of 14 different languages. This data is not necessarily relied upon, however, it is collected and therefore reported.

6. The Nature and Importance of the Program, Activity, or Service Provided by the Program

WETA provides point-to-point ferry service to San Francisco from four terminal sites in Alameda and Solano Counties, and one ferry service from Alameda County to San Mateo County. WETA provides approximately 5,500 passenger trips per weekday and provided 1,263,800 trips in FY 23/24. These services provide a transportation alternative to private automobile, BART regional rail and AC Transit inter-county bus services in the congested Bay Bridge corridor. The services are predominantly structured and utilized to provide peak-period transportation for work trips into San Francisco and San Mateo County. However, both the Alameda/Oakland and Vallejo services offer mid-day and weekend trips to provide transportation for off-peak travel. In the event that BART or Bay Bridge travel is disrupted, these ferry services provide a back-up system of travel in this corridor.

7. The Resources Available to the Recipient and Costs

WETA's approach to providing LEP access is to identify and assess the need and then consider how best to provide beneficial and effective services to meet the needs of the LEP populations in our service area within the financial and personnel resources available to the agency. The following resources are available to WETA:

- AT&T telephone translation services (170 languages)
- On-call document translation services
- Access to in-person translators
- Spanish speaking ticket sellers and customer service agents

The DOT Safe Harbor Provision stipulates that "...if a recipient provides written translations of vital documents for each eligible LEP language group that constitutes five percent (5%) or 1,000 persons, whichever is less, of the total population of persons eligible to be served or likely to be affected or encountered, then such action will be considered strong evidence of compliance with the recipient's written translation obligations."

The ACS data reports 129,937 Spanish speaking LEP individuals in WETA's service area and therefore clearly indicates that there is a need for WETA to provide information in Spanish. Unfortunately the ACS data at the census tract level is only available in the four major language groups: Spanish, Asian and Pacific Islander, Other Indo-European, and Other Languages. Each of these categories includes over 20 distinct languages. Relying on the ACS data alone is not sufficient to determine which languages meet DOT's Safe Harbor Threshold and require translations of WETA's vital documents.

Federal guidance provides that the greater number or proportion of LEP individuals from a particular language group served or encountered by a recipient's program, the more likely language services are needed. As evidenced by WETA's LEP monitoring activities, the most predominant languages spoken by LEP individuals accessing WETA's services are Spanish and Chinese. As such, WETA will continue to translate its vital documents into Spanish and Chinese.

Although Tagalog does not meet the Safe Harbor threshold, there is a growing community demand for translating vital documents to Tagalog. Further, our Vallejo ferry service has a significant number of riders that speak Tagalog. Therefore, WETA will also translate its vital documents into Tagalog.

Translation of Vital Documents

Consistent with the definition of vital documents in FTA Circular 4702.1B, WETA considers the following as vital documents: consent and complaint forms; intake and application forms with the potential for important consequences; written notices of rights; notices of denials, losses or decreases in benefits or services; and notices advising LEP individuals of free language translation services.

WETA provides written translations of vital documents in Spanish and Chinese, including a statement on the Title VI Notice to the public in Spanish and Chinese that information in that language is available, written translations of the Title VI complaint form and instructions which are posted on San Francisco Bay Ferry's website, notifications regarding decreases in benefits or services, and a notice in Spanish and Chinese on WETA's website and brochures that free language translation services are available. Additionally, on any public notice regarding official public hearings or meetings/workshops related to a proposed decrease in benefits, WETA includes a statement notifying Spanish and Chinese LEP individuals that free in person language translations services are available if requested 5 business days prior to the meeting.

Additional language assistance measures and monitoring activities specific to Chinese and Spanish LEP individuals have been included in WETA's LEP plan below. WETA will continue to collect information and conduct outreach efforts related to LEP persons in our service area through the following activities and services, which are further outlined in our LEP Plan below:

- Continue to conduct regular on-board passenger surveys and provide surveys in Spanish and Chinese
- Continued provision of telephone translation services with interpreters capable of translating over 170 languages
- Access to Chinese and Spanish document translation and in-person translator services
- Including a notice translated into Chinese and Spanish on the WETA and San Francisco Bay Ferry websites as well as on routes brochures that notifies passengers that free telephone translation services can be provided by calling the customer service line
- Continued monitoring of the frequency with which LEP individuals contact WETA's contracted service provider or WETA's administrative office

In addition to Chinese and Spanish translations of WETA's vital documents, most of WETA's vital information is also available on the 511.org website which is capable of translating website content into 90 different languages. The Metropolitan Transportation Commission (MTC) manages the 511.org website which is known as the official clearinghouse of transit information for the nine county Bay Area region and provides transit information, a personalized trip planner on the web and mobile phones, and links callers with customer service centers at each Bay Area transit agency. Information on WETA's San Francisco Bay Ferry services (route maps, fares, schedules, service alerts and notices) are available on 511.org. Over the last several years, MTC has conducted such effective public outreach campaigns about 511.org that within the San Francisco Bay region this is the most widely known source of transit information and would likely be one of the places where potential passengers would go to find out more information on WETA's San Francisco Bay Ferry services.

Finally, WETA has been working on changes to its website over the last several years including improved accessibility, responsive design, installing a language translator, and restructuring how public notices are displayed on WETA's website. These changes will provide the ability for customers to translate into dozens of different languages as well as for WETA staff to track the number of times people access written translations of public notices.

Through this additional work and services, WETA will continue to monitor and assess the LEP needs in our service area to ensure that the mix of language assistance measures available will provide the most needed assistance to the greatest number of LEP persons within WETA's available resources.

III. LIMITED ENGLISH PROFICIENCY (LEP) PLAN

In consideration of the four-factor analysis above as well as the resources available to the agency and the cost involved, WETA proposes the following plan for implementation.

How WETA and Staff May Identify a Person Who Needs Language Assistance

WETA monitors and assesses the number of LEP individuals, and the language spoken, who contact either WETA's administrative offices or WETA's contracted ferry operator for information on ferry service. WETA monitors the frequency with which LEP individuals come into contact with WETA's services in the following ways:

- WETA has language identification cards available at our administrative offices and aboard our vessels to assist in the identification of a language spoken by a LEP visitor. Staff can then use the AT&T's language line telephone translation services. AT&T language translation services have interpreters available in over 170 languages.
- WETA's contracted operator documents how many times individuals with limited English proficiency contact the customer service line and what information they are trying to access.
- WETA documents how many times individuals with limited English proficiency contact WETA's administrative offices, and what information they are trying to access.
- Conduct and analyze surveys of WETA's passengers every 3 years to assess whether any further language assistance measures are needed to provide meaningful access to WETA's services.
- WETA has trained its Captains and Deckhands on board the vessel to use language identification cards and direct passengers to use the free telephone translation services provided by WETA.
- Review census updates as they become available to monitor whether population changes in WETA's service area have resulted in a change of the number, type or concentration of LEP individuals

Language Assistance Measures

WETA will consider the following means to respond to LEP needs:

- Provide telephone translation services through AT&T Language Line telephone services, which are capable of interpreting and translating over 170 languages. This can be used for in-person or telephone conversations with an LEP person.
- Provide written translations of WETA's vital documents in Traditional Chinese and Spanish. WETA considers the following as vital documents: consent and complaint forms; intake and application forms with the potential for important consequences; written notices of rights; notices of denials, losses or decreases in benefits or services; and notices advising LEP individuals of free language translation services.
- On notices notifying the public of a meeting proposing a loss or decrease in benefits or services, provide a statement in Spanish and Chinese advising that free in-person translators are available if requested 5 business days prior to the public hearing or public meeting.

- Post a notice in Chinese and Spanish on WETA's San Francisco Bay Ferry website, and printed on route brochures informing the public that telephone language translation services are available by phone.
- Continue to update information and service alerts on 511.org to ensure most current information is available on this website which provides website content translated into 90 different languages.
- Identify other community resources such as agencies serving LEP persons which may have resources to share.
- Post the WETA Title VI Policy and LEP Plan on San Francisco Bay Ferry's website at www.sanfranciscobayferry.com.
- Conduct periodic assessments of the LEP plan and policies as needed.

Staff Training

The following training has been provided to all WETA staff, as well as the customer service representatives of WETA's contracted ferry operator:

- Information on the WETA Title VI Procedures and LEP responsibilities
- Description of language assistance services offered to the public
- How to document language assistance requests
- Use of AT&T Language Line telephone translation services and document translation services
- What constitutes a Title VI/LEP violation and how to handle and process a potential Title VI/LEP complaint

Outreach Efforts

As the need arises, WETA will consider the following outreach activities:

- Identify agencies in each of WETA's service areas that may serve LEP populations
- Provide information on WETA's services to agencies that serve LEP populations
- Provide opportunities for LEP participation at public meetings, through advertising and conduct of meetings, as appropriate

Monitoring and Updating the LEP Plan

WETA will update the LEP plan as required by U.S. DOT. Additionally, WETA will monitor the presence of LEP populations through the abovementioned language identification and assistance measures and will update this plan should it become clear that concentrations of LEP individuals, beyond Spanish and Chinese LEP individuals, are present in WETA's service area.

Future updates to this plan will include the following:

- The number or percentage of documented LEP individuals encountered annually

- How the needs of LEP individuals have been addressed
- Determine the current LEP population in WETA's service area
- Determine whether the need for translation services has changed
- Determine whether WETA's financial resources are sufficient to fund language assistance resources needed
- Determine whether complaints have been received concerning WETA's failure to meet the needs of LEP individuals
- Determine whether WETA has fully complied with the goals and guidance of this LEP plan

Dissemination of the WETA LEP Plan

A link to the WETA LEP Plan and the Title VI Procedures is included on WETA's website at www.sanfranciscobayferry.com. Any person or agency with internet access will be able to access and download the plan. Alternatively, any person or agency may request a copy of the plan via telephone, fax, mail or in person, and shall be provided a copy of the plan at no cost.

Questions or comments regarding this LEP Plan may be submitted to the Water Emergency Transportation Authority, Program Analyst:

Water Emergency Transportation Authority
Pier 9, Suite, 111, The Embarcadero
San Francisco, CA 94111
Phone: 415-364-3188
Fax: 415-291-3388

Email: candell@watertransit.org

APPENDIX D

Title VI Notice to the Public,
Title VI Policy Statement,
Information Request
Procedures, and Complaint
Filing Notice



PUBLIC NOTICE

TITLE VI OF THE 1964 CIVIL RIGHTS ACT

“No person in the United States shall, on the ground of race, color or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance”

The Water Emergency Transportation Authority (WETA) is committed to ensuring that no person is excluded from participation in, or denied the benefits of its services on the basis of race, color or national origin as protected by Title VI of the Civil Rights Act of 1964, as amended (“Title VI”). If you believe you have been subjected to discrimination under Title VI, you may file a written complaint with WETA. The complaint must be filed no later than 180 calendar days of the alleged discriminatory incident.

The Title VI complaint form is available on our website at <http://sanfranciscobayferry.com/> or can be obtained by calling 415-291-3377 or emailing customerservice@sanfranciscobayferry.com.

The preferred method is to file your complaint in writing using the Title VI Complaint Form, and sending it to:

Title VI Coordinator
Water Emergency Transportation Authority
Pier 9, Suite 111, The Embarcadero
San Francisco, CA 94111

Verbal complaints will be accepted and transcribed by the Title VI Coordinator. To make a verbal complaint or to receive more information on WETA’s Title VI Program, call (415) 291-3377 and ask for the Title VI Coordinator.

如果需要其他語言的資訊，請致電415-291-3377。

Si se necesita información en otro idioma comuníquese al 415-291-3377.

For more information on WETA’s civil rights program and the procedures to file a complaint, call 415-291-3377; email customerservice@sanfranciscobayferry.com; visit <http://sanfranciscobayferry.com/title-vi> or our administrative offices at Pier 9, Suite 111, The Embarcadero, San Francisco, CA 94111.

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

TITLE VI COMPLAINT PROCEDURES

Title VI Policy Statement

The Water Emergency Transportation Authority (WETA) grants all citizens equal access to its transportation services, provided under the name San Francisco Bay Ferry. WETA is committed to a policy of nondiscrimination in the conduct of its business, including its responsibilities under Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d) which provides that no person shall, on the grounds of race, color or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under its program of ferry service.

Title VI Complaint Procedures

If you believe that you have received discriminatory treatment based on race, color or national origin, you have the right to file a Title VI complaint with WETA. Federal and State laws require complaints to be filed within one hundred and eighty (180) calendar days of the last alleged incident. You may download a [complaint form by clicking here](#) or by visiting www.sanfranciscobayferry.com. You may also call WETA at the number listed below and request that a Title VI Complaint Form be mailed to you or you can submit a written statement that contains all of the information listed below. If you are unable to write a complaint or need assistance submitting a complaint, please call (415) 291-3377 for assistance. Complaints may be mailed, faxed, personally delivered or emailed to:

Title VI Complaints
c/o **WETA**
Pier 9, Suite 111, The Embarcadero
San Francisco, CA 94111
Phone: (415) 291-3377
Fax: (415) 291-3388
Email: customerservice@sanfranciscobayferry.com

All complaints must include the following information:

1. Complainant's name, address and contact number.
2. The basis of the complaint (e.g. race, color or national origin).
3. The date(s) on which the alleged discriminatory event occurred.
4. The nature of the incident that led the complainant to believe discrimination was a factor.
5. Names, addresses and contact numbers of persons who may have knowledge of the event.
6. Other agencies or courts where complaint may have been filed and a contact name.

Complaints may also be filed with the Federal Transit Administration's Office of Civil Rights:

FTA Office of Civil Rights
Attention: Title VI Program Coordinator
East Building, 5th Floor–TCR
1200 New Jersey Ave. SE
Washington, DC 20590
Telephone: 816-329-3770
www.fta.dot.gov

Investigation Procedures:

WETA will review and investigate all Title VI complaints. Reasonable measures will be undertaken to preserve any information that is confidential. The investigation may include a review of all relevant documents, practices and procedures as well as discussion(s) of the complaint with all affected parties to determine the nature of the problem. The investigation will be conducted and generally completed within sixty (60) days of receipt of a formal complaint.

Based upon the information received, an investigation report will be prepared. The complainant will receive a letter stating the final decision by the end of the investigation.

In order to be accepted, a complaint must meet the following criteria:

- a. The complaint must be filed within 180 calendar days of the alleged occurrence or when the alleged discrimination became known to the complainant.
- b. The allegation(s) must involve a program or activity that receives Federal financial assistance.

A complaint may be recommended for dismissal for the following reasons:

- a. The complainant requests withdrawal of the complaint.
- b. The complainant fails to respond to repeated requests for additional information needed to process the complaint.
- c. The complainant cannot be located after reasonable attempts.

If no violation is found and the complainant wishes to appeal the decision, he or she may appeal directly to the United States Department of Transportation, FTA Office of Civil Rights.

WETA shall maintain a log of Title VI complaints received which shall include the date the complaint was filed, a summary of the allegations, the status of the complaint and actions taken by WETA in response to the complaint.

AUTORIDAD DE TRANSPORTE DE EMERGENCIA DEL AGUA DEL ÁREA DE LA BAHÍA DE SAN FRANCISCO

PROCEDIMIENTOS DE QUEJA CONFORME AL TÍTULO VI

Declaración de políticas conforme al Título VI

La Autoridad de Transporte de Emergencia del Agua (WETA) otorga a todos los ciudadanos la igualdad de acceso a sus servicios de transporte. WETA está comprometido con una política de no discriminación en el ejercicio de su actividad, incluidas sus responsabilidades en virtud del Título VI la Ley de 1964 de los Derechos Civiles (42 U.S.C § 2000 d), el cual establece que ninguna persona podrá, por motivos de raza, color u origen nacional, ser excluida de participar en, ser negado los beneficios de, o ser objeto de discriminación en su programa de servicio de ferry.

Procedimientos de Queja Conforme al Título VI

Si usted cree haber recibido trato discriminatorio por causa de su raza, color o país de origen, tiene el derecho de presentar una queja conforme al Título VI con WETA. Las leyes federales y estatales requieren que las quejas se presenten dentro de los ciento ochenta (180) días calendario a partir del último presunto incidente. Usted puede descargar un [formulario de reclamación haciendo clic aquí](#) o visitando www.sanfranciscobayferry.com. También puede llamar a WETA al número que aparece a continuación y solicitar que se le envíe por correo un formulario de queja conforme al Título VI o bien usted puede presentar una declaración por escrito que contiene toda la información que se menciona a continuación. Si usted no puede escribir una queja o necesita ayuda para presentar una queja, por favor llame al (415) 291-3377 para obtener ayuda. Las quejas pueden ser enviadas por correo, fax, o correo electrónico o entregadas en persona a:

Title VI Complaints
c/o **WETA**
Pier 9, Suite 111, The Embarcadero
San Francisco, CA 94111
Phone: (415) 291-3377
Fax: (415) 291-3388
Email: customerservice@sanfranciscobayferry.com

Todas las quejas deben incluir la siguiente información:

1. Nombre, domicilio y número de contacto del quejoso.
2. La razón de la queja (por ej., raza, color, origen nacional).
3. La(s) fecha(s) en las cuales ocurrió el presunto incidente discriminatorio.
4. La naturaleza del incidente que llevó al quejoso a creer que la discriminación fue un factor.
5. Nombre, domicilio y números de contacto de las personas que puedan tener conocimiento del suceso.
6. Otras agencias o tribunales donde la queja haya sido presentada y un nombre de contacto.

Las quejas también se pueden presentar en la Oficina de los Derechos Civiles de la Administración Federal de Transporte:

FTA Office of Civil Rights
Attention: Title VI Program Coordinator
East Building, 5th Floor–TCR
1200 New Jersey Ave. SE
Washington, DC 20590
Telephone: 816-329-3770
www.fta.dot.gov

Procedimientos de investigación:

WETA revisará e investigará todas las quejas conforme al Título VI. Se llevarán a cabo medidas razonables para proteger cualquier información que sea confidencial. La investigación puede incluir una revisión de todos los documentos, prácticas y procedimientos pertinentes, así como discusiones de la queja con todas las partes afectadas para determinar la naturaleza del problema. La investigación será realizada y normalmente será finalizada en un plazo no mayor a sesenta (60) días desde la recepción de la queja formal.

En base a la información recibida, se preparará un informe de la investigación. El quejoso recibirá una carta que establece la decisión final para finales de la investigación.

Para ser aceptada, una queja debe reunir los siguientes criterios:

- a. La queja debe ser presentada dentro de los 180 días calendario siguientes a la ocurrencia del presunto incidente o cuando se enteró el quejoso de la presunta discriminación.
- b. Las alegaciones deben incluir un programa o actividad que recibe ayuda financiera federal.

Una queja puede ser recomendada para desestimación por las siguientes razones:

- a. El quejoso solicita la retirada de la queja.
- b. El quejoso omite responder a las reiteradas solicitudes de información adicional necesaria para tramitar la queja.
- c. El quejoso no puede ser localizado tras de varios intentos razonables.

Si no se encuentra ninguna violación y el quejoso desea apelar la decisión, él o ella puede apelar directamente al Departamento de Transporte de EE.UU., Oficina de Derechos Civiles de la FTA.

WETA deberá mantener un registro de las quejas conforme al Título VI recibidas, el cual incluirá la fecha de presentación de la queja, un resumen de los alegatos, el estado actual de la queja y las medidas tomadas por WETA, en respuesta a la queja.

Formulario de Queja Conforme al Título VI Autoridad de Transporte de Emergencia del Agua

La Autoridad de Transporte de Emergencia del Agua del Área de la Bahía de San Francisco (WETA) tiene el compromiso de asegurarse de que ninguna persona sea excluida de participar o que se le nieguen los beneficios de sus servicios con base a raza, color u origen nacional, , conforme se establece en el Título VI de la Ley de Derechos Civiles de 1964 y sus enmiendas. Las quejas conforme al Título VI deben presentarse dentro de los ciento ochenta (180) días calendario a partir de la fecha de la presunta discriminación.

La siguiente información es necesaria para ayudarnos con el procesamiento de su queja. Si usted necesita ayuda para llenar este formulario, por favor póngase en contacto con el Coordinador del Título VI, llamando al (415) 291-3377. El formulario lleno debe ser devuelto a WETA Title VI Coordinator, Pier 9, Suite 111, The Embarcadero, San Francisco CA 94111.

Su nombre:	Tel:
Calle del domicilio:	Teléfono alternativo:
	Ciudad, estado, código postal:
Persona(s) contra quien se cometió discriminación (diferente(s) del quejoso) Nombre(s): Calle del domicilio, ciudad, estado, código postal:	

¿Cuál de las siguientes describe mejor la razón de la presunta discriminación?

Raza _____

Color _____

Origen nacional (dominio limitado del inglés)

Fecha del incidente: _____

Por favor describa el incidente de la presunta discriminación. Escriba el nombre y puesto de todos los empleados involucrados, si están disponibles. Por favor, explique qué pasó y quién cree usted que haya sido responsable. Utilice la siguiente página, o la parte de atrás de este formulario, si se necesita espacio adicional.

三藩市灣區 水上應急交通局

第六篇投訴程序

第六篇政策陳述

水上應急交通局（WETA）給予所有公民享用其交通服務的平等權利。WETA 致力在營業活動中奉行不歧視政策，包括本局在 1964 年《民權法案》第六篇（《美國法典》第 42 章 2000d 條）之下的責任；該政策規定，不得以種族、膚色或民族出身為由，禁止任何人參加其輪渡服務計畫或是拒絕給予該計畫的利益或進行歧視。

第六篇投訴程序

如果您認為自己因為種族、膚色或民族出身而受到歧視，您有權向WETA 提起第六篇投訴。聯邦和州法律規定在上次指控事件起一百八十（180）天內提起投訴。您可以點選此處投訴表或是瀏覽 www.sanfranciscobayferry.com 下載。您也可以撥打下列號碼致電WETA 要求郵寄第六篇投訴表，或是提交包含以下全部資訊的書面陳述。如果您不能撰寫投訴書 或是需要協助提交投訴書，請致電(415) 291-3377 尋求協助。投訴書可以郵寄、傳真、專人交付或以電子郵件寄至：

Title VI Complaints c/o

WETA

Pier 9, Suite 111, The Embarcadero

San Francisco, CA 94111

電話： (415) 291-3377

傳真： (415) 291-3388

電子郵件： customerservice@sanfranciscobayferry.com

所有投訴必須包括以下資訊：

1. 投訴人姓名、地址和聯繫電話。
2. 投訴依據（例如種族、膚色或民族出身）。
3. 指控的歧視事件發生日期。
4. 致使投訴人認為歧視是因素之一的事件性質。
5. 可能瞭解事件者的姓名、地址和聯繫電話。
6. 投訴人已提起投訴的其他機構或法院及聯絡人姓名。

也可向聯邦公共交通管理局民權辦公室提起投訴：

FTA Office of Civil Rights

Attention: Title VI Program Coordinator

East Building, 5th Floor—TCR

1200 New Jersey Ave. SE

Washington, DC 20590
電話： 816-329-3770
www.fta.dot.gov

調查程序：

WETA 將審查和調查所有的第六篇投訴。將採取合理措施保護機密資訊。調查可能包括審查所有的相關文件、行為和程序以及與所有受影響人士討論投訴事宜，以確定問題的性質。調查一般在收到正式投訴起六十（60）天內完成。

將根據收到的資訊，擬定調查報告。調查結束後，投訴人將收到說明最終決定的信件。 欲

得到受理，投訴書必須符合以下標準：

- a. 投訴必須在指控的事件發生或是投訴人知曉指控的歧視時起 180 天內提起。
- b. 指控必須涉及接受聯邦財政協助的計畫或活動。

以下理由可能會建議駁回投訴：

- a. 投訴人請求撤回投訴。
- b. 對於提供處理投訴所需額外資訊的一再請求，投訴人沒有回應。
- c. 經合理嘗試後無法找到投訴人。

如果未認定違法而投訴人希望就該決定提起上訴，可以直接向美國交通部 FTA 民權辦公室上訴。

WETA 需要保存收到的第六篇投訴日誌，其中包括提起投訴日期、指控概要、投訴狀態及 WETA 針對投訴採取的行動。

APPENDIX E

Sample Public Notices



PUBLIC HEARING NOTICE

FERRY SERVICE FARES

The Water Emergency Transportation Authority (WETA) is holding a Public Hearing on proposed fares for ferry service. The Public Hearing will be held at 1:00 PM on **Thursday, May 4, 2023**, at Port of San Francisco, Pier 1, San Francisco.

The proposed fare tables are available at sanfranciscobayferry.com/fare-notice.

If you are unable to attend the Public Hearing or would prefer to submit your comments in writing, please send your input by email to fareprogram@watertransit.org or by letter to San Francisco Bay Ferry, Pier 9, Suite 111, The Embarcadero, San Francisco, CA 94111. All comments or questions should be submitted to San Francisco Bay Ferry by May 3, 2023 to ensure that your input is considered. More information is available at sanfranciscobayferry.com/fare-notice.

Si necesita información sobre esta propuesta en español, conéctese a sanfranciscobayferry.com/fare-notice.

如果您需要有关该提议的中文信息，请访问sanfranciscobayferry.com/fare-notice。

Kung kailangan ninyo ng impormasyon tungkol sa panukalang ito sa wikang Tagalog, mangyaring bumisita sa sanfranciscobayferry.com/fare-notice.



AVISO DE AUDIENCIA PÚBLICA

TARIFAS DEL SERVICIO DE FERRY

La Water Emergency Transportation Authority (WETA) va a llevar a cabo una audiencia pública sobre las propuestas de tarifas en el servicio de ferry. La audiencia pública se llevará a cabo a la 1:00 p.m. del **jueves, 4 de mayo de 2023**, en el Puerto de San Francisco, Muelle 1, San Francisco.

Las tablas de tarifas propuestas están disponibles en sanfranciscobayferry.com/fare-notice.

Si usted no puede asistir a la audiencia pública o si prefiere enviar sus comentarios por escrito, por favor envíelos por correo electrónico a fareprogram@watertransit.org o por carta a San Francisco Bay Ferry, Pier 9, Suite 111, The Embarcadero, San Francisco, CA 94111. Todos los comentarios o preguntas deben enviarse a San Francisco Bay Ferry para el 3 de mayo de 2023 para asegurarse de que su aportación se tome en cuenta. Hay más información disponible en sanfranciscobayferry.com/fare-notice.



公开听证会通知 渡轮票价

水上紧急交通管理局(WETA)将就渡轮票价建议举行公开听证会。公开听证会将于2023年5月4日星期四下午1:00号码头(San Francisco, Pier 1)举行。

建议的票价表可查阅网站sanfranciscobayferry.com/fare-notice。

如果您无法参加公开听证会，或者更愿意以书面形式提交您的意见，请通过以下方式提交：电邮至 fareprogram@watertransit.org 或寄信至 San Francisco Bay Ferry, Pier 9, Suite 111, The Embarcadero, San Francisco, CA 94111。所有意见或问题应在2023年5月3日之前提交给旧金山海湾渡轮(San Francisco Bay Ferry)，以确保您的意见得到考虑。更多信息请访问sanfranciscobayferry.com/fare-notice。



PAUNAWA SA PAMPUBLIKONG PAGDINIG

PAMASAHE SA SERBISYO NG FERRY

Ang Water Emergency Transportation Authority (WETA) ay magsasagawa ng isang Pampublikong Pagdinig (Public Hearing) tungkol sa mga napanukalang pamasahe para sa serbisyo ng ferry. Gaganapin ang Pampublikong Pagdinig sa ganap na 1:00 PM sa **Huwebes, Mayo 4, 2023**, sa Port of San Francisco, Pier 1, San Francisco.

Ang mga napanukalang talaan ng pamasahe ay makukuha sa **sanfranciscobayferry.com/fare-notice**.

Kung hindi kayo makakadalo sa Pampublikong Pagdinig (Public Hearing) o kung mas nanaisin ninyong magpasa ng inyong mga komento nang nakasulat, mangyari lamang na ipadala ang inyong input sa pamamagitan ng email sa **fareprogram@watertransit.org** o sa pamamagitan ng sulat sa San Francisco Bay Ferry, Pier 9, Suite 111, The Embarcadero, San Francisco, CA 94111. Ang lahat ng mga komento o katanungan ay dapat ipasa sa San Francisco Bay Ferry bago o sa pagsapit ng Mayo 3, 2023 upang matiyak na maisasaalang-alang ang inyong input. Mas marami pang impormasyon ang makukuha sa **sanfranciscobayferry.com/fare-notice**.

APPENDIX F

WETA Onboard Survey

San Francisco Bay Ferry

PASSENGER SURVEY 2017

Please take a few minutes to complete **both sides** of this questionnaire. When finished, please hand completed survey back to the survey coordinator.

ABOUT THIS TRIP

1. Ferry Terminals: Where did you board this Ferry and where will you exit?

Boarding Terminal

- Alameda (MainStreet)
- Harbor Bay
- Oakland (Jack London Sq)
- Pier 41
- SF FerryBuilding
- South SF
- Vallejo

Exiting Terminal

- Alameda (MainStreet)
- Harbor Bay
- Oakland (Jack London Sq)
- Pier 41
- SF FerryBuilding
- South SF
- Vallejo

2. Trip Beginning: Where did you come from before you got on this Ferry?

- My home My work Somewhere else

- a. City _____
- b. Nearest Intersection _____
- c. Landmark/Neighborhood _____

3. Trip Ending: Where will you go after exiting this Ferry?

- My home My work Somewhere else

- a. City _____
- b. Nearest Intersection _____
- c. Landmark/Neighborhood _____

4. Accessing the ferry:

- a. How did you get to the Ferry terminal?
- b. How will you get to your final destination after you exit the ferry?

	(4a) Used to get to Ferry	(4b) Will use after exiting Ferry
Walk all the way	<input type="checkbox"/>	<input type="checkbox"/>
Bike	<input type="checkbox"/>	<input type="checkbox"/>
Drive alone	<input type="checkbox"/>	<input type="checkbox"/>
Carpool	<input type="checkbox"/>	<input type="checkbox"/>
Dropped off / Picked up by car	<input type="checkbox"/>	<input type="checkbox"/>
Public Transit (Bus/Rail)	<input type="checkbox"/>	<input type="checkbox"/>
The F-Line (Muni)	<input type="checkbox"/>	<input type="checkbox"/>
Private/Employer Shuttle	<input type="checkbox"/>	<input type="checkbox"/>
Taxi	<input type="checkbox"/>	<input type="checkbox"/>
Uber/Lyft	<input type="checkbox"/>	<input type="checkbox"/>

Other (specify) _____

6. What OTHER TYPE of transportation would you most likely have used if you didn't take the Ferry for your trip today? (check one only)

- Ferry is my only option
- Drive alone
- Carpool
- "Casual" Carpool
- Uber/Lyft
- Bus
- BART/rail transit
- Other: _____

7. What type of fare did you pay for this trip?

- Adult
- Youth
- Senior
- Disabled/Medicare
- School Groups
- Sightseeing
- Other: _____

5. What is the purpose of your trip today?

- Commute to/from work/school
- Medical/Dental
- Shopping
- Entertainment/Recreation

Other: _____

8. What type of ticket did you use?

- Clipper card
- Single ride/one-way
- Monthly pass (*Vallejo*)
- Other: _____

9. Are you making a round-trip on the Ferry today?

- Yes (*rode Ferry earlier today or will ride later today*)
- No

FERRY USAGE

10. How often do you typically use the Ferry?

- 6-7 days a week
- 5 days a week
- 3-4 days a week
- 1-2 days a week
- 1-3 days a month
- Less than once per month
- This is my first time on the ferry

11. What are the main reasons you ride the Ferry?

(Check up to three)

- Don't have a car/don't drive
- Don't want to deal with parking/traffic
- Ability to do other things (read, sleep)
- Faster than other options
- Help the environment
- Save money
- Relax/reduce stress
- Sightseeing
- Quality of ride much better than BART/bus
- Other: _____

12. How long have you been using the Ferry?

- This is my first time
- Less than 6 months
- 6 month - 12 months
- 1 - 2 years
- 3 - 5 years
- 6 - 10 years
- More than 10 years

13. Do you live here or are you a visitor?

- Live in San Francisco Bay Area
- Visitor

SATISFACTION WITH THE FERRY

14. Please rate the Ferry on each attribute below, with "5" being the best rating (Very Satisfied) and "1" being the worst rating (Very Dissatisfied).

Terminals	Very Satisfied			Very Dissatisfied			N/A
	5	4	3	2	1		
Terminal cleanliness	5	4	3	2	1		<input type="checkbox"/>
Ease of access and use	5	4	3	2	1		<input type="checkbox"/>
Signage	5	4	3	2	1		<input type="checkbox"/>
Personal Security (terminal and parking lots)	5	4	3	2	1		<input type="checkbox"/>
Lighting (terminal and parking lots)	5	4	3	2	1		<input type="checkbox"/>
Usefulness of electronic arrival/departure signs	5	4	3	2	1		<input type="checkbox"/>
Availability of bus and shuttle connections	5	4	3	2	1		<input type="checkbox"/>
Availability amenities (seating, newsstands, etc)	5	4	3	2	1		<input type="checkbox"/>
Availability of car parking	5	4	3	2	1		<input type="checkbox"/>
Availability of bike parking	5	4	3	2	1		<input type="checkbox"/>
Protection from adverse weather	5	4	3	2	1		<input type="checkbox"/>

Onboard Ferries	Very Satisfied			Very Dissatisfied			N/A
	5	4	3	2	1		
Availability of seats on ferry	5	4	3	2	1		<input type="checkbox"/>
Cleanliness of ferry	5	4	3	2	1		<input type="checkbox"/>
Clarity of public address announcements	5	4	3	2	1		<input type="checkbox"/>
Quality of service at the ferry snack bar	5	4	3	2	1		<input type="checkbox"/>
Access for bicyclists	5	4	3	2	1		<input type="checkbox"/>
Access for persons with disabilities	5	4	3	2	1		<input type="checkbox"/>
Condition of restrooms	5	4	3	2	1		<input type="checkbox"/>
Quality of WiFi connection	5	4	3	2	1		<input type="checkbox"/>
Helpfulness and courtesy of ferry crews	5	4	3	2	1		<input type="checkbox"/>

Ferry Overall	Very Satisfied			Very Dissatisfied			N/A
	5	4	3	2	1		
On-time performance of ferries	5	4	3	2	1		<input type="checkbox"/>
Hours of operation	5	4	3	2	1		<input type="checkbox"/>
Frequency of ferries	5	4	3	2	1		<input type="checkbox"/>
Timely information about service disruptions	5	4	3	2	1		<input type="checkbox"/>
Timeliness of connections with buses/shuttles	5	4	3	2	1		<input type="checkbox"/>
Ease of purchasing tickets or passes	5	4	3	2	1		<input type="checkbox"/>
Overall rating of the Ferry	5	4	3	2	1		<input type="checkbox"/>

CONTACT INFORMATION (OPTIONAL)

23. Name: _____

24. Phone: (____) _____

25. Email Address: _____

ADDITIONAL COMMENTS

DEMOGRAPHICS

These questions will be used for statistical purposes only.

15. Gender

- Male
 Female
 Non-binary

16. Age

- 12 or younger
 13 - 17
 18 - 24
 25 - 34
 35 - 44
 45 - 54
 55 - 64
 65 & older

17. Annual Household Income

- Under \$15,000
 \$15,000 - \$24,999
 \$25,000 - \$34,999
 \$35,000 - \$44,999
 \$45,000 - \$54,999
 \$55,000 - \$64,999
 \$65,000 - \$74,999
 \$75,000 - \$84,999
 \$85,000 - \$94,999
 \$95,000 - \$104,999
 \$105,000 - \$114,999
 \$115,000 - \$124,999
 \$125,000 - \$134,999
 \$135,000 - \$144,999
 \$145,000 - \$154,999
 \$155,000 - \$164,999
 \$165,000 - \$174,999
 \$175,000 - \$184,999
 \$185,000 - \$194,999
 \$195,000 - \$204,999
 \$205,000 or more

18. Race/Ethnicity (Please mark all that apply)

- Caucasian/White
 Hispanic/Latino
 African American/Black
 Asian/Pacific Islander
 Native American
 Other: _____

19. What is your home Zip Code?

20. How well do you speak English?

- Very well
 Well
 Not well
 Not at all

a. Language(s) spoken at home:

- Mandarin
 Cantonese
 Spanish
 Other: _____

21. May we contact you to ask your opinion of Ferry Service? (If yes, please provide contact information)

- Yes
 No

22. Do you have a smartphone?

- Yes
 No

San Francisco Bay Ferry

ENCUESTA DE PASAJEROS 2017

Por favor dedique unos minutos a llenar ambos lados de este cuestionario. Cuando haya terminado, devuelva la encuesta completa al coordinador de la encuesta.

ACERCA DE ESTE VIAJE

1. Terminales de ferry: ¿Dónde abordó este ferry y dónde va a desembarcar?

Terminal de embarque

- Alameda (MainStreet)
- Harbor Bay
- Oakland (Jack London Sq)
- Pier 41
- SF FerryBuilding
- South SF
- Vallejo

Terminal de desembarque

- Alameda (MainStreet)
- Harbor Bay
- Oakland (Jack London Sq)
- Pier 41
- SF FerryBuilding
- South SF
- Vallejo

2. Comienzo del viaje: ¿De dónde vino antes de abordar este ferry?

- Mi hogar Mi trabajo Otro lugar

- a. Ciudad _____
- b. La intersección más cercana _____
- c. Punto de referencia/Vecindario _____

3. Final del viaje: ¿A dónde irá después de desembarcar de este ferry?

- Mi hogar Mi trabajo Otro lugar

- a. Ciudad _____
- b. La intersección más cercana _____
- c. Punto de referencia/Vecindario _____

4. Accediendo al ferry:

- a. ¿Cómo llegó a la terminal de ferry?
- b. ¿Cómo llegará a su destino final después de desembarcar?

	(4a)	(4b)
	¿Cómo llegó al ferry?	¿Cómo llegará después de desembarcar?

Caminando todo el camino	<input type="checkbox"/>	<input type="checkbox"/>
En bicicleta	<input type="checkbox"/>	<input type="checkbox"/>
Conducir sólo	<input type="checkbox"/>	<input type="checkbox"/>
Auto compartido	<input type="checkbox"/>	<input type="checkbox"/>
Me dejaron/recogieron en auto	<input type="checkbox"/>	<input type="checkbox"/>
Transporte público (autobús/tren)	<input type="checkbox"/>	<input type="checkbox"/>
La Línea F (Muni)	<input type="checkbox"/>	<input type="checkbox"/>
Transporte privado/del empleador	<input type="checkbox"/>	<input type="checkbox"/>
Taxi	<input type="checkbox"/>	<input type="checkbox"/>
Uber/Lyft	<input type="checkbox"/>	<input type="checkbox"/>

Otro (especifique): _____

6. ¿Qué OTRO TIPO de transporte hubiera utilizado probablemente si no hubiera tomado el ferry para su viaje hoy? (marque sólo uno)

- Ferry es mi única opción
- Conducir sólo
- Auto compartido
- Auto compartido informal
- Uber/Lyft
- Autobús
- BART/tren
- Otro: _____

7. ¿Qué tipo de tarifa pagó por este viaje?

- Adulto
- Joven
- Tercera edad
- Discapacitado/Medicare
- Grupo escolar
- Disfrutar de las vistas
- Otro: _____

5. ¿Cuál es el propósito de su viaje hoy?

- Viaje habitual hacia/desde el trabajo/la escuela
- Médico/Dental
- Compras
- Entretenimiento/Recreación

Otro: _____

8. ¿Qué tipo de boleto usó?

- Tarjeta Clipper
- Viaje sencillo/de ida solamente
- Pase mensual (Vallejo)
- Otro: _____

9. ¿Está haciendo un viaje de ida y vuelta en el ferry hoy?

- Sí (me vine en ferry hoy mismo o lo tomaré más tarde hoy)
- No

USO DE FERRY

10. ¿Con qué frecuencia suele usar el ferry?

- 6-7 días a la semana
- 5 días a la semana
- 3-4 días a la semana
- 1-2 días a la semana
- 1-3 días al mes
- Menos de una vez por mes
- Esta es mi primera vez en el ferry

11. ¿Cuáles son las razones principales por las que viaja en ferry?

(Marque hasta tres)

- No tengo automóvil/no manejo
- No quiero batallar con el estacionamiento/tráfico
- Capacidad de hacer otras cosas (leer, dormir)
- Más rápido que otras opciones
- Ayudar al medio ambiente
- Ahorrar dinero
- Relajarme/reducir el estrés
- Disfrutar de las vistas
- Calidad de viaje mucho mejor que BART/autobús
- Otro: _____

12. ¿Por cuánto tiempo ha estado usando el ferry?

- Ésta es mi primera vez
- Menos de 6 meses
- 6 meses - 12 meses
- 1 - 2 años
- 3 - 5 años
- 6 - 10 años
- Más de 10 años

13. ¿Vive aquí o está visitando?

- Vivo en el Área de la Bahía de San Francisco
- Visitante

SATISFACCIÓN CON EL FERRY

14. Por favor califique el ferry en cada atributo a continuación, siendo “5” la mejor calificación (Muy satisfecho/a) y “1” la peor calificación (Muy insatisfecho/a).

Terminales	Muy satisfecho/a			Muy insatisfecho(a)			N/A
	5	4	3	2	1		
Limpieza de la terminal	5	4	3	2	1		<input type="checkbox"/>
Facilidad de acceso y uso	5	4	3	2	1		<input type="checkbox"/>
Señalización	5	4	3	2	1		<input type="checkbox"/>
Seguridad personal (terminales y estacionamientos)	5	4	3	2	1		<input type="checkbox"/>
Alumbrado (terminales y estacionamientos)	5	4	3	2	1		<input type="checkbox"/>
Utilidad de las señales electrónicas de llegada/salida	5	4	3	2	1		<input type="checkbox"/>
Disponibilidad de conexiones de autobuses y enlaces	5	4	3	2	1		<input type="checkbox"/>
Disponibilidad de servicios (asientos, quioscos, etc.)	5	4	3	2	1		<input type="checkbox"/>
Disponibilidad de estacionamiento	5	4	3	2	1		<input type="checkbox"/>
Disponibilidad de estacionamiento para bicis	5	4	3	2	1		<input type="checkbox"/>
Protección contra el clima adverso	5	4	3	2	1		<input type="checkbox"/>

A bordo del ferry	Muy satisfecho/a			Muy insatisfecho(a)			N/A
	5	4	3	2	1		
Disponibilidad de asientos en el ferry	5	4	3	2	1		<input type="checkbox"/>
Limpieza del ferry	5	4	3	2	1		<input type="checkbox"/>
Claridad de los anuncios dirigidos al público	5	4	3	2	1		<input type="checkbox"/>
Calidad del servicio en el snack bar del ferry	5	4	3	2	1		<input type="checkbox"/>
Acceso para ciclistas	5	4	3	2	1		<input type="checkbox"/>
Acceso para personas con incapacidades	5	4	3	2	1		<input type="checkbox"/>
Condición de los baños	5	4	3	2	1		<input type="checkbox"/>
Calidad de la conexión WiFi	5	4	3	2	1		<input type="checkbox"/>
Amabilidad y cortesía de la tripulación de los ferry	5	4	3	2	1		<input type="checkbox"/>

Ferry en general	Muy satisfecho/a			Muy insatisfecho(a)			N/A
	5	4	3	2	1		
Puntualidad de los ferry	5	4	3	2	1		<input type="checkbox"/>
Horario de operación	5	4	3	2	1		<input type="checkbox"/>
Frecuencia del servicio	5	4	3	2	1		<input type="checkbox"/>
Información oportuna sobre interrupciones del servicio	5	4	3	2	1		<input type="checkbox"/>
Puntualidad de las conexiones con autobuses/enlaces	5	4	3	2	1		<input type="checkbox"/>
Facilidad de comprar boletos o pases	5	4	3	2	1		<input type="checkbox"/>
Calificación general del ferry	5	4	3	2	1		<input type="checkbox"/>

INFORMACIÓN DE CONTACTO (OPCIONAL)

23. Nombre: _____

24. Te: (_____) _____

25. Dirección de correo electrónico: _____

COMENTARIOS ADICIONALES

DEMOGRAFÍA

Estas preguntas se usarán sólo con fines estadísticos.

15. Sexo

- Hombre
 Mujer
 No binario

16. Edad

- 12 ó menos
 13 - 17
 18 - 24
 25 - 34
 35 - 44
 45 - 54
 55 - 64
 65 y mayor

17. Ingresos anuales de la familia

- Under \$15,000
 \$15,000 - \$24,999
 \$25,000 - \$34,999
 \$35,000 - \$44,999
 \$45,000 - \$54,999
 \$55,000 - \$64,999
 \$65,000 o más

18. Raza/Etnia (por favor marque todas las que apliquen)

- Blanco/Caucásico
 Hispano/Latino
 Afroamericano/Negro
 Asiático/Isleño del Pacífico
 Nativo americano
 Otro: _____

19. ¿Cuál es el código postal de su casa?

20. ¿Qué tan bien domina el inglés?

- Muy bien
 Bien
 No tan bien
 Nada

a. Idioma(s) que se hablan en el hogar:

- Mandarín
 Cantonés
 Español
 Otro: _____

21. ¿Podemos comunicarnos con usted para preguntarle su opinión sobre el servicio de ferry? (Si es así, proporcione la información de contacto)

- Sí
 No

22. Tiene un smartphone?

- Sí
 No

三藩市海灣渡輪

2017年乘客調查

請您抽幾分鐘填寫問卷的正反面。完成後，請將填妥的問卷交給問卷協調員。

關於本次行程

1. 渡輪碼頭：您從哪裡搭乘渡輪，會在哪裡下船？

(只選一項)

登船碼頭

- Alameda (MainStreet)
- Harbor Bay
- Oakland (Jack London Sq)
- Pier 41
- SF FerryBuilding
- South SF
- Vallejo

下船碼頭

- Alameda (MainStreet)
- Harbor Bay
- Oakland (Jack London Sq)
- Pier 41
- SF FerryBuilding
- South SF
- Vallejo

- 渡輪是我的唯一選擇
- 自己開車
- 與人共乘
- 順道共乘
- Uber/Lyft
- 公車
- BART/火車
- 其他：_____

2. 行程開始：您上船之前從哪裡來？

- 家裡
- 工作地點
- 其他地方

a. 城市 _____

b. 最近的交口 _____

c. 地標 / 社區 _____

3. 行程結束：您下船之後要去哪裡？

- 家裡
- 工作地點
- 其他地方

a. 城市 _____

b. 最近的交口 _____

c. 地標 / 社區 _____

4. 搭乘渡輪：

- a. 您如何前往渡輪碼頭？
- b. 您下船後如何前往最終目的地的？

(4a) 前往渡輪的方式 (4b) 下渡輪後的方式

全程走路	<input type="checkbox"/>	<input type="checkbox"/>
自行車	<input type="checkbox"/>	<input type="checkbox"/>
自己開車	<input type="checkbox"/>	<input type="checkbox"/>
與人共乘	<input type="checkbox"/>	<input type="checkbox"/>
由汽車接送	<input type="checkbox"/>	<input type="checkbox"/>
大眾捷運 (公車 / 火車)	<input type="checkbox"/>	<input type="checkbox"/>
F-Line (Muni)	<input type="checkbox"/>	<input type="checkbox"/>
私人 / 雇主交通車	<input type="checkbox"/>	<input type="checkbox"/>
計程車	<input type="checkbox"/>	<input type="checkbox"/>
Uber/Lyft	<input type="checkbox"/>	<input type="checkbox"/>
其他 (請指明)	_____	_____

5. 您今天行程的目的是什麼？

- 往返工作 / 學校
- 醫療 / 牙科
- 購物
- 娛樂 / 休閒

6. 如果您今天不搭渡輪，最可能使用哪一種交通工具？

7. 您這次行程支付哪一種船費？

- 成人票
- 兒童票
- 老人票
- 殘障 / Medicare票
- 學校團體票

- 觀光
- 其他：_____

其他： _____

8. 您使用哪一種船票？

Clipper卡

單次 / 單程

月票 (Vallejo)

其他： _____

9. 您今天會搭渡輪來回嗎？

是 (今天稍早搭乘渡輪, 或是晚點會搭渡輪)

否

渡輪使用

10. 您通常多常搭渡輪？

一週6-7天

一週5天

一週3-4天

一週1-2天

一個月1-3天

一個月不到一次

這是我第一次搭渡輪

11. 您搭渡輪的主要原因是什麼？

(最多選三個)

沒有車 / 不開車

不想處理停車 / 交通

能做其他事 (看書、睡覺)

比其他選項還快

協助環境

省錢

放鬆 / 減壓

觀光

搭乘品質遠勝於BART / 公車

其他： _____

12. 您使用渡輪多久了？

這是我第一次

不到6個月

6個月 - 12個月

1 - 2年

3 - 5年

6 - 10年

10年以上

13. 您住在此地還是遊客？

住在三藩市灣區

遊客

渡輪滿意度

14. 請對渡輪的以下每一項評分，5是最佳評分（非常滿意），1是最差評分（非常不滿意）。這些問題只會用於統計目的。

碼頭	非常滿意					非常不滿意	不適用
碼頭清潔性	5	4	3	2	1	<input type="checkbox"/>	
容易前往和使用	5	4	3	2	1	<input type="checkbox"/>	
標示	5	4	3	2	1	<input type="checkbox"/>	
個人安全（碼頭和停車場）	5	4	3	2	1	<input type="checkbox"/>	
照明（碼頭和停車場）	5	4	3	2	1	<input type="checkbox"/>	
電子抵港 / 離港標示的有用性	5	4	3	2	1	<input type="checkbox"/>	
公車和接駁車轉乘可用性	5	4	3	2	1	<input type="checkbox"/>	
便利設施（座椅、書報架等）可用性	5	4	3	2	1	<input type="checkbox"/>	
停車位可用性	5	4	3	2	1	<input type="checkbox"/>	
自行車停車可用性	5	4	3	2	1	<input type="checkbox"/>	
免受惡劣的天氣	5	4	3	2	1	<input type="checkbox"/>	

登上渡輪	非常滿意					非常不滿意	不適用
渡輪座椅可用性	5	4	3	2	1	<input type="checkbox"/>	
渡輪清潔性	5	4	3	2	1	<input type="checkbox"/>	
公共廣播的清楚程度	5	4	3	2	1	<input type="checkbox"/>	
渡輪點心台的服務品質	5	4	3	2	1	<input type="checkbox"/>	
自行車騎士通行	5	4	3	2	1	<input type="checkbox"/>	
殘障人士通行	5	4	3	2	1	<input type="checkbox"/>	
廁所情況	5	4	3	2	1	<input type="checkbox"/>	
WiFi連線品質	5	4	3	2	1	<input type="checkbox"/>	
渡輪工作人員的幫助和禮貌	5	4	3	2	1	<input type="checkbox"/>	

渡輪整體	非常滿意					非常不滿意	不適用
渡輪準時性	5	4	3	2	1	<input type="checkbox"/>	
營業時間	5	4	3	2	1	<input type="checkbox"/>	
渡輪頻率	5	4	3	2	1	<input type="checkbox"/>	
關於服務中斷的即時資訊	5	4	3	2	1	<input type="checkbox"/>	
轉乘公車 / 接駁車的準時性	5	4	3	2	1	<input type="checkbox"/>	
購買船票或通行證的容易性	5	4	3	2	1	<input type="checkbox"/>	
渡輪的整體評分	5	4	3	2	1	<input type="checkbox"/>	

聯絡資訊（選填）

23. 姓名： _____

24. 電話： () _____

25. 電子郵件地址： _____

額外意見

人口統計資料

15. 性別

- 男
 女
 非二元性別

16. 年齡

- 12歲或以下
 13 - 17歲
 18 - 24歲
 25 - 34歲
 35 - 44歲
 45 - 54歲
 55 - 64歲
 65歲或以上

17. 全家年度收入

- \$15,000以下
 \$15,000 - \$24,999
 \$50,000 - \$74,999
 \$75,000 - \$99,999
 \$100,000 - \$149,999
 \$150,000 - \$199,999
 \$200,000或以上

18. 種族 / 族裔（請標出所有適用答案）

- 白種人
 西語裔 / 拉丁美洲裔
 非裔美國人 / 黑人
 亞裔 / 太平洋島民
 美國原住民
 其他： _____

19. 您家的郵遞區號是什麼？

20. 您的英語講得如何？

- 非常好
 很好
 不太好
 完全不會說

a. 家裡說的語言：

- 普通話
 廣東話
 西班牙語
 其他： _____

21. 我們可以聯繫您詢問您對於渡輪服務的意見嗎？（如果是，請提供聯繫資訊）

- 是
 否

22. 您有智慧手機嗎？

- 是
 否

APPENDIX G

WETA Public Participation Plan

WETA PUBLIC PARTICIPATION PLAN

1. INTRODUCTION

The San Francisco Bay Area Water Emergency Transportation Authority (WETA) is a regional public transit agency tasked with operating and expanding ferry service on the San Francisco Bay and with coordinating the water transit response to regional emergencies. Under the San Francisco Bay Ferry brand, WETA carries over 3 million passengers annually on five ferry routes, utilizing a fleet of 17 high-speed passenger-only ferry vessels. San Francisco Bay Ferry currently serves the cities of Alameda, Oakland, Richmond, San Francisco, South San Francisco and Vallejo.

In 2021, WETA began developing the 2050 Service Vision & Business Plan, a long-term service vision based on input from agency stakeholders, the public, and other parties with an interest in the future of the agency. The goal of this project is to create clear direction for the agency and its staff concerning future expansion efforts, prioritize the use of limited funds, identify resource needs, and help build a broad coalition to advocate for future investment in the regional ferry network. During an initial stakeholder and public outreach effort in 2021, staff identified six focus areas for consideration in the Business Plan. These include:

1. Regional Ferry Network
2. Emergency Response
3. Environmental Stewardship
4. Community Connections
5. Organizational Capacity
6. Financial Capacity

2. PURPOSE OF PUBLIC PARTICIPATION PLAN

Pursuant to Federal Transit Administration (FTA) Title VI regulatory guidance, federal funding recipients and sub-recipients should seek out and consider the viewpoints of minority, low-income and Limited English Proficient (LEP) populations when conducting public outreach and soliciting public involvement. FTA Circular 4702.1B requires that an agency offer “adequate notice of public participation activities, as well as early and continuous opportunities for public review and comment at key decision points.” WETA has instituted policies and procedures to engage the community and offer many opportunities for public input in the development of ferry service throughout the region and regarding major service reductions changes and fare increases.

This Public Participation Plan (Plan) compiles WETA's existing policies and practices for how it engages community members and passengers throughout the communities currently served by San Francisco Bay Ferry as well as the communities where ferry service is being planned. The Plan outlines how WETA includes community input in general planning processes, solicits public input in response to an ierease in proposed proposed fare increases -or service change major reductions in service, and ensures inclusive public participation from all community members.

3. WETA PUBLIC PARTICIPATION STRATEGY

In order to comply with 49 CFR 21.5(b)(7) and to engage in community outreach consistent with the DOT Order on Environmental Justice, recipients and sub-recipients shall seek out and consider the viewpoints of minority and low-income populations in the course of conducting public outreach and involvement activities. Per Title VI requirements, an agency's public participation strategy shall offer early and continuous opportunities for the public to be involved in the identification of social, economic, and environmental impacts of proposed transportation decisions.

WETA recognizes that the FTA has given recipients latitude to determine how, when, and how often specific public involvement measures should take place and what measures are most appropriate. WETA strives to fully engage the public in its planning, policy and decision making processes, as well as in its marketing and outreach activities.

The objectives of WETA's outreach policies and procedures outlined below are to:

- Inform the public about transportation issues and the planning process
- Establish the process whereby the public can express concerns, desires, and values in many different ways
- Reach a wide range of community members
- Implement and adjust policies and procedures in order to increase the participation of under-represented populations
- Ensure WETA's programs and activities reflect community values
- Improve ferry service based on public input
- Commit to transparent communication with WETA riders, stakeholders, peer transit operators, and the general public
- Create a more equitable, coordinated, and integrated regional transit network

WETA conducts outreach and involvement opportunities for the public as new planning efforts are initiated, as ~~new fare increases~~ are considered, as ~~a major reductions in service changes are~~ ~~are~~ considered, and when ~~setting new services are implemented fares~~. In addition, WETA has a process to strive to ensure that all community member input is considered, including LEP individuals and members of minority and low-income populations, this includes using Community Based Organizations (CBOs) to help advertise information on WETA's outreach efforts related to existing ferry service and proposed plans for ferry service expansion. Each of these outreach procedures are discussed in more detail below.

Garnering Community Input in our General Planning Processes

One of WETA's main functions is to work toward developing and expanding ferry service on the San Francisco Bay. An integral part of expanding ferry service includes working with a wide variety of regional and community organizations, neighborhood associations and civic groups, participating on special community advisory committees, and working through local governments' community outreach committees or processes throughout the duration of the project. WETA re-engages many of these same groups when monitoring existing ferry service or considering changes to the service or terminal areas.

Some of the tools and strategies that staff employs to engage these groups and disseminate information include the following:

- Provide presentations on our plans and projects to various local and regional public agency boards

- Hold workshops in communities served by San Francisco Bay Ferry regarding plans and or proposed changes at various times of day and different days of the week to ensure the greatest participation
- Provide a virtual attendance option through internet-based meeting software and/or telephone access for Board meetings, public hearings, and informational meetings regarding changes in service, fares or benefits
- Facilitate breakout sessions for smaller group discussions
- Engage in interactive exercises
- Provide tours of facilities and terminals
- Participate in community fairs and festivals
- Participate in meetings of social and civic clubs and organizations (such homeowner/real estate groups and chambers of commerce) to inform and educate the public
- Offer to conduct meetings regarding fare or service changes in alternative languages or formats
- Periodically hold WETA Board of Director meetings at night and/or at alternative geographic locations within WETA's service area to facilitate local participation
- Utilize visual materials and methods for collecting input that are different than traditional write-in comments or attendance at public hearings
- Engage advisory committees in local jurisdictions
- Distribute written information at meetings, ferry terminals, on-board vehicles and at ticket offices
- Prepare periodic newsletters
- Utilize paid print and electronic advertisements
- Prepare press releases and press kits, and work closely with local news media to create feature stories
- Use social media to communicate about projects under development, as well as ongoing services
- Provide extensive information on our website including maps, service details, and project-specific pages
- Utilize video screens on-board vessels to communicate pertinent information
- Utilize customized "Bay Alerts" e-mail system to communicate with subscribers regarding service issues, plans and programs
- Develop and utilize email lists for regular project-specific updates

Results of these methods and strategies are integrated into the planning process and/or submitted to the Board of Directors for review and consideration when taking action on a particular project.

WETA's Process to Solicit and Consider Public Comments on Proposed Fare Increases, Schedules Changes or Major Reductions in Service Changes

~~Consistent with As adopted by the WETA Board of Directors under~~ Resolution 2010-38, WETA will undertake the following actions as part of the process for receiving public comments, ideas and feedback on proposed fare changes, increases and/or major reductions in service ~~changes~~:

- WETA will begin the public notification process for proposed changes 30 days or more before holding a public hearing to consider public comments.
- The public notification process will provide information about the proposed fare increase or service modification in sufficient detail that a member of the general public can readily understand the specifics of the change. This information may be contained in materials that are referenced in the Public Notice as reasonably dictated by space and the need for clarity and simplicity in communication of information.
- At a minimum, the Public Notice will clearly explain the manner(s) in which the public can obtain details of the proposed changes, how they can comment on them and the date, time and location of the public hearing.
- The Public Notice will be published and posted on the applicable ferry vessels that are used for the affected services, on WETA's website and using other forms of mass media that will provide economical and effective announcements to the public. ~~These locations and addresses are shown in Figure 5-1 also~~
- Any comments made before the public hearing will be transmitted to the Board at the official public hearing and will, for all intents and purposes, be considered a part of the official record.

Once the public hearing takes place, staff considers ~~the~~ public input in making a final recommendation to the WETA Board of Directors for consideration and action at one of its regularly scheduled monthly public meetings. The above policy and process reflects WETA's commitment to a process that is open, transparent and considerate of public input. It requires that WETA establish procedures that the public can use to provide input other than attending and testifying at a formal public hearing; recognizing the value of personal time as well as the variety of options for receiving input through online or social media accounts. The policy is flexible to allow use of informal public meetings, written comments via email or letter and other ways the public can voice its comments to the Board concerning any proposed fare increase or major service reduction~~change~~.

Ensuring Inclusive Participation from all Community Members

WETA's objective is to ensure the various communities that are, or may be, served by San Francisco Bay Ferry have sufficient opportunities to provide input in the development and design of future ferry services and stations, changes to existing services, and marketing efforts. Key elements of WETA's ongoing efforts to actively solicit the participation of all community members including minority, low-income and LEP populations include the following:

- WETA regularly conducts outreach efforts related to existing ferry service and proposed plans for ferry service expansion. Meetings are held in locations accessible to transit, offered in various formats and at various times and days in an effort to make attendance convenient for different communities, including low-income and minority communities.
- WETA utilizes community outreach firms to work with CBOs to outreach to the local community including, minority, low-income and LEP populations. Outreach to CBOs includes providing information related to existing ferry service, proposed plans for ferry service, major service changes and decreases in benefits.

- Consistent with WETA’s LEP plan, notices to riders regarding major service changes or decreases in benefits are provided in English, Chinese and Spanish. WETA also provides the following notifications in both Spanish and Chinese:
 - A notice on schedules, brochures and the San Francisco Bay Ferry Website that free telephone translation services are available by calling 415-705-8291.
 - A statement notifying Spanish and Chinese speakers that free in-person translators are available if requested 5 business days prior to the scheduled meeting or public hearing regarding proposed decreases in benefits or services.

4. PLAN UPDATES AND CONCLUSION

WETA is committed to a thorough and robust public participation process to encourage effective engagement from the public in decision making processes, respects and follows federal and state laws, implements WETA’s Limited English Proficiency (LEP) Plan and garners support and trust from the communities served by San Francisco Bay Ferry.

Effective public involvement is a dynamic and ongoing process. WETA will continually modify its public participation methods based on feedback from low-income, minority and LEP populations, including from both customers and community-based organizations, about the Plan's effectiveness and inclusiveness. The Plan is intended to be a living document and may be updated periodically to reflect community preferences, changing demographics and services, as well as respond to new communication and outreach methods.

APPENDIX H

WETA Board Resolution Approving
2025-2027 Title VI Program

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

RESOLUTION NO. 2024-21

APPROVE FY 2025-2027 TITLE VI PROGRAM

WHEREAS, Title VI of the Civil Rights Act of 1964 is a federal statute that provides that no person shall, on the grounds of race, color, or national origin, be excluded from participation in, denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance; and

WHEREAS, all programs receiving financial assistance from the Federal Transit Administration (FTA) are subject to Title VI and the U.S. Department of Transportation's implementing regulations at 49 CFR part 21; and

WHEREAS, the San Francisco Bay Area Water Emergency Transportation Authority (WETA), as the operator of San Francisco Bay Ferry, is a recipient of financial assistance from FTA; and

WHEREAS, FTA requires that all direct and primary recipients of FTA financial assistance document their compliance by submitting an updated Title VI Program once every three years; and

WHEREAS, an update to the WETA Title VI Program was due to FTA on June 1, 2024; and

WHEREAS, staff submitted WETA's preliminary Title VI Program update to FTA on June 1, 2024, and now recommends Board approval to re-submit the Program; and

WHEREAS, the updated Title VI Program complies with FTA Circular 4702.1B (dated October 1, 2012); now, therefore, be it

RESOLVED, that the Board of Directors hereby approves the FY 2025-27 Title VI Program.

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 June 13, 2024.

YEA: J Alba, J DelBono, P Dew, J Wunderman

NAY: None

ABSTAIN: None

ABSENT: M Moyer



/s/ Board Secretary

2024-21

END

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

RESOLUTION NO. 2025-16

APPROVE REVISED FY 2025-2027 TITLE VI PROGRAM

WHEREAS, Title VI of the Civil Rights Act of 1964 is a federal statute that provides that no person shall, on the grounds of race, color, or national origin, be excluded from participation in, denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance; and

WHEREAS, all programs receiving financial assistance from the Federal Transit Administration (FTA) are subject to Title VI and the U.S. Department of Transportation's implementing regulations at 49 CFR part 21; and

WHEREAS, the San Francisco Bay Area Water Emergency Transportation Authority (WETA), as the operator of San Francisco Bay Ferry, is a recipient of financial assistance from FTA; and

WHEREAS, as required by FTA, the WETA Board of Directors approved and staff submitted WETA's FY 2025-27 Title VI Program to FTA in June 2024; and

WHEREAS, staff now recommends revising the FY 2025-27 Title VI Program to clarify that a formal public notice, comment and hearing process is required only when WETA is proposing to increase fares or implement a major service reduction, as specified in the staff report and revised FY 2025-27 Title VI Program; and

WHEREAS, the revised FY 2025-27 Title VI Program complies with the FTA Circular 4702.1B, the U.S. Department of Transportation's Title VI implementing regulations, and Board policy; now, therefore, be it

RESOLVED, that the Board of Directors hereby approves the revised FY 2025-27 Title VI Program and authorizes the Executive Director to submit it to the FTA.

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 June 10, 2025.

YEA:
NAY:
ABSTAIN:
ABSENT:

/s/ Board Secretary
2025-16
END

MEMORANDUM

TO: Board Members

FROM: Timothy Hanners, Director of Project Delivery & Engineering
Joseph Ramey, Project Development & Controls

SUBJECT: Approve Contract Award to Argos Construction for North Bay Office Remodel

Recommendation

Award a contract to Argos Construction for the SF Bay Ferry North Bay office remodel in the amount of \$248,000 and authorize the Executive Director to execute an agreement and take any other related actions to support this work.

Background

The Engineering & Project Delivery staff team is located in the North Bay Operations and Maintenance Facility on Mare Island. The team has recently grown to seven staff working out of one shared common space in the facility. This shared common space cannot reasonably accommodate the growth in staff in a way that maintains the necessary productivity, remote meeting needs, and collaborative space. Currently there are no space dividers or sound absorption materials between most staff spaces.

As currently planned and approved by the City of Vallejo, the improvements to this roughly 940 square-foot office space would include the demolition of current structures, rebuilding of one office and addition of four new small offices, two “hoteling” spaces, and a common area. The plans also include facility upgrades to comply with ADA regulations. This will allow SF Bay Ferry staff to make better use of this space and allow for a more productive working environment.

Discussion

SF Bay Ferry released an Invitation for Bid (IFB) on March 28, 2025, for construction services to perform the North Bay office remodel. By the bid due date of May 9, 2025, SF Bay Ferry received a total of eight bids. Of these bids, Argos Construction submitted the lowest bid in the amount of \$248,000. Staff determined that Argos Construction’s bid was responsive and that Argos Construction is a responsible bidder, in accordance with the IFB, SF Bay Ferry’s Administrative Code, and applicable law.

The estimated budget for this project is \$350,000. Staff determined Argos Construction's bid to be fair and reasonable considering the relatively limited scope and size of this project, including minimal structural improvements, basic finish work, and limited electrical/mechanical upgrades.

Fiscal Impact

The contract price is \$248,000. Sufficient funds for this project are included in the FY2025-26 Capital Budget.

END

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

RESOLUTION NO. 2025-17

**APPROVE CONTRACT AWARD TO ARGOS CONSTRUCTION
FOR NORTH BAY OFFICE REMODEL**

WHEREAS, the San Francisco Bay Water Emergency Transportation Authority (WETA) Board of Directors authorized staff to issue an Invitation for Bids (IFB) for the *North Bay Office Remodel* (IFB) on December 7, 2023; and

WHEREAS, WETA issued the IFB on March 28, 2025; and

WHEREAS, by the IFB bid due date of May 9, 2025, WETA received eight bids in response to the IFB; and

WHEREAS, WETA staff recommends the award of a contract to Argos Construction, the lowest responsive and responsible bidder, at its bid price of \$248,000, which price was deemed fair and reasonable; now, therefore, be it

RESOLVED, that the Board of Directors hereby approves entering into an agreement with Argos Construction for the North Bay office remodel in the amount of \$248,000; and be it further

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

CERTIFICATION

The undersigned, Board Secretary, does hereby certify that the foregoing is a full, true and correct copy of a resolution duly and regularly adopted at a meeting of the San Francisco Bay Area Water Emergency Transportation Authority held on June 10, 2025.

YEA:

NAY:

ABSTAIN:

ABSENT:

/s/ Board Secretary

2025-17

END

MEMORANDUM

TO: Board Members

**FROM: Seamus Murphy, Executive Director
Timothy Hanners, Director of Project Delivery & Engineering
Jeffery Powell, Senior Project Manager**

**SUBJECT: Approve Sole Source Contract Award to Pacific Power Group, LLC
for Main Engine and Gear Preventative Maintenance and Repair
Services**

Recommendation

1. Approve the award of a Sole Source Contract to Pacific Power Group, LLC (PPG) in the amount of \$3,571,818 for main propulsion engine and gear maintenance and repair services for the MV *Bay Breeze*, *Mare Island*, *Intintoli*, *Pyxis*, *Vela*, *Lyra*, *Hydrus*, and *Cetus*; and
2. Authorize the Executive Director to negotiate and execute an agreement with PPG and take any other required actions to support this work.

Background/Discussion

Eight SF Bay Ferry vessels are due for main engine and reduction gear preventative maintenance and repair work in Fiscal Year 2025-2026.

Diesel fuel injectors are approaching their replacement intervals on MV *Bay Breeze* and *Mare Island*. The swing engine for the MV *Intintoli* Class vessels requires a modified overhaul following a diesel injector failure. For the MV *Pyxis* Class vessels, turbochargers, fuel pumps, and water pumps are due for replacement. Complete main engine and reduction gear overhauls at 27,000 operating hours are required for both main engines and gears installed on MV *Hydrus* and *Cetus*.

To remain in warranty and in compliance with the preventative maintenance schedules for these engines, they must undergo subcomponent replacements, injector changes, and overhauls by an authorized MTU service dealer. The work also ensures that all engines remain within the OEM specifications for safe, reliable, and efficient operation.

The diesel fuel injector, turbocharger, fuel pump, and water pump replacements will occur dockside at either the Central or North Bay Operations & Maintenance Facility while the engines remain in the vessels. The modified and complete engine and gear overhauls will occur at PPG's facility in Kent, WA. For the MV *Hydrus* and *Cetus* the port and starboard engines and gears will be done one at a time as the swing engine and gear is used to rotate this work through all four power trains. The engine and gear removals and reinstallations will occur dockside at the North Bay Operations & Maintenance Facility. The modified overhaul of the swing MV *Intintoli* Class engine will also occur in Kent, WA.

Following all corrective and preventative engine and gear maintenance work, the vessels will undergo sea trials or engine dynamometer testing to prove the maintenance and repair actions.

Scope of Work and Proposed Schedule

To accomplish the necessary services noted above, WETA requires an authorized MTU service dealer to provide parts, labor, materials, testing, and commissioning. The necessary preventative maintenance is scheduled to occur throughout Fiscal Year 2025-2026 at times that minimize impacts to service schedules.

Sole Source Discussion

There is a sole source justification to award these engine maintenance services to PPG as it is currently the sole factory-assigned dealership for the provision of MTU engines, parts, and services for WETA, as determined by MTU. Only an MTU certified dealer can accomplish the scope of work needed to preserve important factory warranties. .

PPG is well qualified to carry out this project as it has the requisite technical application experience with these engine models in terms of inspections, service, repairs, injector and subcomponent replacements, and engine overhauls; and it has a large workforce of seasoned and experienced mechanics qualified on MTU 2000 and 4000 series engines. Further, PPG has the unique ability to provide the requisite on-site labor resources to complete the engine overhauls in the shortest possible timeframes in support of WETA vessel operating schedules.

PPG has provided main propulsion engine purchase and service support for WETA on several vessel procurement and repower projects in the past, including new construction of *Hydrus* Class, *Pyxis* Class, and *Dorado* Class vessels. PPG performs ongoing service and repair to WETA's vessels and is also the factory-assigned representative to provide sales, service, and repair for Golden Gate Ferry vessels in the San Francisco Bay Area.

Staff analyzed PPG's price proposal and found it to be fair and reasonable. PPG's pricing is within 2% OF WETA's independent cost estimate; and the price is in alignment with historical engine overhaul and subcomponent replacement services on these families of engines.

In accordance with the above analysis, staff has determined that this procurement meets the requirements for sole source procurement under federal regulations and as set forth in the SF Bay Ferry Administrative Code , which authorizes the procurement of goods and services without competition when there is only a single source of supply available or only one contractor is qualified to provide the service or product. Because PPG is uniquely able to provide and warranty the necessary work, a competitive bidding process would serve no useful purpose for this procurement.

Fiscal Impact

Funding for this agreement is included in the proposed Capital Budget within an overall project budget of \$4,655,760 with a projected \$1,833,760 to be spent in FY 2025/26 funded by FTA (80%) and RM 1 (20%).

END

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

RESOLUTION NO. 2025-18

**APPROVE SOLE SOURCE CONTRACT AWARD TO PACIFIC POWER GROUP, LLC
FOR MAIN ENGINE AND GEAR PREVENTATIVE MAINTENANCE AND
REPAIR SERVICES**

WHEREAS, Eight SF Bay Ferry vessels are due for main engine and reduction gear preventative maintenance and repair work in Fiscal Year 2025-2026; and

WHEREAS, Pacific Power Group is the only authorized service entity that can provide parts, labor, and materials to facilitate the necessary preventative maintenance and repair work in a manner that preserves the warranties for the vessel components; and

WHEREAS, staff, with the concurrence of legal counsel, has determined that engaging Pacific Power Group to provide these necessary services meets the requirement for a sole source procurement as set forth in federal regulations and in SF Bay Ferry's Administrative Code; and

WHEREAS, Pacific Power Group has submitted a proposal to provide the needed services, which proposal SF Bay Ferry staff has determined is both fair and reasonable under the circumstances; now, therefore, be it

RESOLVED, that the Board of Directors hereby approves entering into a sole source contract with Pacific Power Group in the amount of \$3,571,818 including all taxes, for preventative maintenance and repair work on eight SF Bay Ferry vessels, and authorizes the Executive Director to negotiate and execute an agreement with Pacific Power Group and take any other required actions to support this work.

CERTIFICATION

The undersigned, Board Secretary, does hereby certify that the foregoing is a full, true and correct copy of a resolution duly and regularly adopted at a meeting of the San Francisco Bay Area Water Emergency Transportation Authority held on June 10, 2025.

YEA:

NAY:

ABSTAIN:

ABSENT:

/s/ Board Secretary

2025-18

END

MEMORANDUM

TO: Board Members

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

SUBJECT: AB 2561 Vacancy Rate Reporting: Annual Informational Report

Recommendation

Staff recommends that the Board hold a public hearing in accordance with AB 2561.

Discussion

The State Legislature passed and Governor Newsom signed AB 2561 (codified at California Government Code §3502.3), effective January 1, 2025, requiring public agency employers to hold an annual public hearing prior to adopting a budget in order to present to the Board the status of filled and vacant positions within the agency, as well as recruitment and retention efforts. During the presentation, agencies must identify any changes to policies, procedures, and recruitment activities that may be necessary to remove obstacles in the hiring process.

The statute (attached) authorizes the recognized employee organization (a union) to make a presentation at the public hearing at which the public agency presents the status of vacancies and recruitment and retention efforts. The SF Bay Ferry does not have a recognized employee organization. Therefore, the statutory obligations related to employee organizations do not apply to the hearing today.

There are no current vacancies at this time. Given that the SF Bay Ferry has no vacancies and has been successful at filling multiple new positions added in the budget last year, staff has not identified any policies, procedures, or recruitment activities that would be considered obstacles in the hiring process.

The Board is required to hold a public hearing prior to the adoption of the annual Fiscal Year Budget. No Board action other than the hearing is required. This item will be brought back to the Board annually as required.

Fiscal Impact

There is no fiscal impact associated with this item.

Assembly Bill No. 2561

CHAPTER 409

An act to add Section 3502.3 to the Government Code, relating to public employment.

[Approved by Governor September 22, 2024. Filed with
Secretary of State September 22, 2024.]

LEGISLATIVE COUNSEL'S DIGEST

AB 2561, McKinnor. Local public employees: vacant positions.

Existing law, the Meyers-Milias-Brown Act (act), authorizes local public employees, as defined, to form, join, and participate in the activities of employee organizations of their own choosing for the purpose of representation on matters of labor relations. The act requires the governing body of a public agency to meet and confer in good faith regarding wages, hours, and other terms and conditions of employment with representatives of recognized employee organizations and to consider fully presentations that are made by the employee organization on behalf of its members before arriving at a determination of policy or course of action.

This bill would, as specified, require a public agency to present the status of vacancies and recruitment and retention efforts at a public hearing at least once per fiscal year, and would entitle the recognized employee organization to present at the hearing. If the number of job vacancies within a single bargaining unit meets or exceeds 20% of the total number of authorized full-time positions, the bill would require the public agency, upon request of the recognized employee organization, to include specified information during the public hearing. By imposing new duties on local public agencies, the bill would impose a state-mandated local program. The bill would also include related legislative findings.

The California Constitution requires local agencies, for the purpose of ensuring public access to the meetings of public bodies and the writings of public officials and agencies, to comply with a statutory enactment that amends or enacts laws relating to public records or open meetings and contains findings demonstrating that the enactment furthers the constitutional requirements relating to this purpose.

This bill would make legislative findings to that effect.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that no reimbursement shall be made pursuant to these statutory provisions for costs mandated by the state pursuant to this act, but would recognize that a local agency or school district may pursue any available remedies to seek reimbursement for these costs.

The people of the State of California do enact as follows:

SECTION 1. The Legislature finds and declares as follows:

(a) Job vacancies in local government are a widespread and significant problem for the public sector affecting occupations across wage levels and educational requirements.

(b) High job vacancies impact public service delivery and the workers who are forced to handle heavier workloads, with understaffing leading to burnout and increased turnover that further exacerbate staffing challenges.

(c) There is a statewide interest in ensuring that public agency operations are appropriately staffed and that high vacancy rates do not undermine public employee labor relations.

SEC. 2. Section 3502.3 is added to the Government Code, to read:

3502.3. (a) (1) A public agency shall present the status of vacancies and recruitment and retention efforts during a public hearing before the governing board at least once per fiscal year.

(2) If the governing board will be adopting an annual or multiyear budget during the fiscal year, the presentation shall be made prior to the adoption of the final budget.

(3) During the hearing, the public agency shall identify any necessary changes to policies, procedures, and recruitment activities that may lead to obstacles in the hiring process.

(b) The recognized employee organization for a bargaining unit shall be entitled to make a presentation at the public hearing at which the public agency presents the status of vacancies and recruitment and retention efforts for positions within that bargaining unit.

(c) If the number of job vacancies within a single bargaining unit meets or exceeds 20 percent of the total number of authorized full-time positions, the public agency shall, upon request of the recognized employee organization, include all of the following information during the public hearing:

(1) The total number of job vacancies within the bargaining unit.

(2) The total number of applicants for vacant positions within the bargaining unit.

(3) The average number of days to complete the hiring process from when a position is posted.

(4) Opportunities to improve compensation and other working conditions.

(d) This section shall not prevent the governing board from holding additional public hearings about vacancies.

(e) The provisions of this section are severable. If any provision of this section or its application is held invalid, the invalidity shall not affect other provisions or applications that can be given effect without the invalid provision or application.

(f) For purposes of this section, "recognized employee organization" has the same meaning as defined in subdivision (a) of Section 3501.

SEC. 3. The Legislature finds and declares that Section 2 of this act, which adds Section 3502.3 to the Government Code, furthers, within the

meaning of paragraph (7) of subdivision (b) of Section 3 of Article I of the California Constitution, the purposes of that constitutional section as it relates to the right of public access to the meetings of local public bodies or the writings of local public officials and local agencies. Pursuant to paragraph (7) of subdivision (b) of Section 3 of Article I of the California Constitution, the Legislature makes the following findings:

It is in the public interest, and it furthers the purposes of paragraph (7) of subdivision (b) of Section (3) of Article I of the California Constitution, to ensure that information concerning public agency employment is available to the public.

SEC. 4. No reimbursement shall be made pursuant to Part 7 (commencing with Section 17500) of Division 4 of Title 2 of the Government Code for costs mandated by the state pursuant to this act. It is recognized, however, that a local agency or school district may pursue any remedies to obtain reimbursement available to it under Part 7 (commencing with Section 17500) and any other law.

MEMORANDUM

TO: Board Members

FROM: Seamus Murphy, Executive Director
Thomas Hall, Director of Operations & Customer Experience
Cameron Bochman, Emergency Response & Safety Analyst

SUBJECT: Approve Contract Award to AECOM Technical Services, Inc. for Emergency Operations Planning Support Services

Recommendation

Approve contract award to AECOM Technical Services, Inc. for Emergency Operations Planning Support Services for a three-year term, with the option of extending the agreement for up to two one-year terms, in an amount not to exceed \$1,000,000 for the entire five-year period and authorize the Executive Director to negotiate and execute an agreement and take any other related actions to support this work.

Background

SF Bay Ferry plays a critical role in the Bay Area's regional emergency transportation network, serving both as a public ferry operator and as the lead agency for waterborne transportation coordination during regional emergencies. In recent years, the agency has taken steps to improve its emergency readiness, including hiring its first dedicated Emergency Response & Safety Analyst, expanding the use of a virtual Emergency Operations Center (EOC), and implementing a robust annual staff training program. The selected consultant will assist in updating and enhancing the Emergency Operations Plan and Emergency Response Plan, designing and facilitating annual exercises, and supporting business continuity planning.

Discussion

The RFP for Emergency Operations Planning Services was released on February 10, 2025. Proposals were evaluated based the following selection criteria, as established in the RFP in accordance with SF Bay Ferry's Administrative Code:

1. Project Understanding and Approach

Understanding of required services, proposed approach to providing the services and working with agency staff, an organization chart of the proposed team, and staffing plan for the Project.

2. Proposer's Qualifications and Experience

Proposer's qualifications to perform the services, relevant experience performing work that is the same or similar to the services, including the scope and dollar value of prior projects completed and proposer's references, as well as financial strength and stability.

3. Qualifications and Experience of Key Personnel

Qualifications and relevant experience to perform the same or similar services as required by the RFP.

4. Cost Proposal

Reasonableness of the proposed rates, level of effort, and the total price for the sample project in the Cost Proposal.

The agency received nine proposals that were responsive and complete. The Executive Director established an Evaluation Committee to review and score the proposals against the selection criteria included in the RFP. The Evaluation Committee established a competitive range of the top three firms and conducted interviews and final scoring. The final scoring results of the review are summarized in Table 1 below.

Table 1 – RFP 24-035 Scoring					
Proposer	Project Understanding and Approach (30 Points)	Firm's Qualifications and Experience (25 points)	Qualifications and Experience of Key Personnel (30 points)	Price Proposal (15 points)	Total Score
AECOM	28.67	24	27.33	6.76	86.76
Hagerty Consulting Inc	24.67	22.67	23.67	12.24	83.24
Jensen Hughes	24.33	22.33	24	6.94	77.61

Based upon the evaluation and scoring of proposals, the Evaluation Committee identified AECOM as the highest-ranked, most qualified firm to perform this work.

AECOM has extensive experience working on projects with similar scope, specifically in the context of transit in the San Francisco Bay. AECOM is a nationally recognized consulting firm with extensive experience supporting public agencies in emergency preparedness, transportation planning, and continuity of operations. The firm has previously supported SF Bay Ferry’s emergency planning initiatives for more than six years and has a demonstrated track record in developing Emergency Operations Plans, facilitating exercises compliant with the Homeland Security Exercise and Evaluation Program (HSEEP), and advising on maritime emergency response. AECOM’s proposed key staff bring decades of experience in Incident Command System (ICS)/National Incident Management System (NIMS) planning, emergency operations center (EOC) operations, and interagency coordination, with a strong understanding of the Bay Area’s transit and emergency management landscape.

Fiscal Impact

Funds for the first year of this project are included in the proposed FY2025/26 operating budget in the amount of \$200,000. Annual costs for the services are proposed not to exceed \$200,000 for the entire five-year period comprising the initial and option terms for a total maximum contract value of \$1,000,000.

END

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

RESOLUTION NO. 2025-19

**APPROVE THE AWARD OF A CONTRACT WITH AECOM TECHNICAL SERVICES, INC.
FOR EMERGENCY OPERATIONS PLANNING SUPPORT SERVICES**

WHEREAS, the San Francisco Bay Area Water Emergency Transportation Authority (SF Bay Ferry) plays a critical role in the Bay Area's regional emergency transportation network, serving both as a public ferry operator and as the lead agency for waterborne transportation coordination during regional emergencies; and

WHEREAS, SF Bay Ferry requires consultant support to assist in updating and enhancing the Emergency Operations Plan and Emergency Response Plan, designing and facilitating annual exercises, and supporting business continuity planning; and

WHEREAS, on February 10, 2025, SF Bay Ferry issued an RFP for the needed services; and

WHEREAS, by the RFP's due date, SF Bay Ferry received 9 proposals; and

WHEREAS, SF Bay Ferry evaluated proposals pursuant to the RFP's stated evaluation criteria and determined that AECOM Technical Services, Inc. (AECOM) was the highest ranked proposer; and

WHEREAS, the Executive Director recommends awarding a contract to AECOM for emergency operations planning support services for base term of three years with two optional one-year extensions, in the total not-to-exceed amount of \$1,000,000 for the full five years; now, therefore, be it

RESOLVED, that the Board of Directors hereby approves an agreement with AECOM for emergency operations planning support services for base term of three years with two optional one-year extensions, in the total not-to-exceed amount of \$1,000,000 for the full five years; and be it further

RESOLVED, that the Board of Directors authorizes the Executive Director to execute an agreement with AECOM and take any other necessary and related actions consistent with this Board action.

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 June 10, 2025.

YEA:

NAY:

ABSTAIN:

ABSENT:

/s/ Board Secretary

2025-19

END

MEMORANDUM

TO: Board Members

FROM: Seamus Murphy, Executive Director
Timothy Hanners, Director of Project Delivery & Engineering
Jeffery Powell, Senior Project Manager

SUBJECT: Approve Contract Award to Mansfield Oil Company for Purchase and Delivery of R99 Fuel for SF Bay Ferry Operations

Recommendation

Approve the following actions related to RFP 25-004, R99 Fuel Delivery Services:

1. Approve contract award to Mansfield Oil Company of Gainesville, GA (Mansfield) for the purchase and delivery of R99 fuel for a five-year term; and
2. Authorize the Executive Director to enter into an agreement with Mansfield and take other necessary and related actions consistent with this Board action.

Background

The purchase of fuel is SF Bay Ferry's second largest annual expenditure (the Agreement with Blue and Gold Fleet is the largest), representing almost 22% of the operating budget. In order to operate the fleet of fast passenger-only ferries for SF Bay Ferry service, approximately 3,700,000 gallons of fuel must be purchased on an annual basis, delivered as follows:

- Annual fuel delivery to the North Bay facility located in Vallejo requires 2,000,000 gallons, with 7,500 gallons typically delivered each weekday. On occasion, an extra fuel delivery may be requested or a regular delivery may be cancelled based on operational needs of the fleet.
- Annual fuel delivery to the Central Bay facility located in Alameda requires 1,700,000 gallons, with 7,500 gallons typically delivered four days per week. Extra fuel delivery may be requested as needed, or a regular delivery may be cancelled based on operational needs of the fleet.

Discussion

Procurement & Evaluation Process

Periodically, SF Bay Ferry issues Requests for Proposals (RFP) for fuel delivery services to ensure that it receives competitive pricing. This fuel procurement, RFP 25-004, was released on March 18, 2025, seeking proposals for the delivery of R99 Ultra Low Sulfur Red Dye Distillate fuel from qualified individuals or firms (Proposers). The RFP complies with FTA's procurement requirements and SF Bay Ferry's Administrative Code procurement requirements, in which SF Bay Ferry considers both price and other factors to determine the overall best value to SF Bay Ferry. Notice of the RFP was posted to the Bonfire procurement platform. SF Bay Ferry staff issued one addendum to the RFP clarifying the specifications set forth in the RFP and responding to pre-proposal questions.

On March 27, 2025, SF Bay Ferry hosted a non-mandatory proposers' conference. There were multiple delivery firms in attendance.

Proposers were required to submit a detailed fuel delivery Technical Proposal and a separate Price Proposal. SF Bay Ferry received five proposals by the RFP's due date of May 9, 2025, from the following firms:

Indigo Energy Partners, LLC
Mansfield Oil Company of Gainesville, Inc.
Pinnacle Petroleum, Inc.
Ramos Oil Co.
Western State Oil, Inc.

In accordance with the RFP, SF Bay Ferry first conducted a responsiveness check and preliminary evaluation. All proposers were deemed to be responsive to the RFP's requirements. The Proposal Evaluation Committee (PEC), which consisted of SF Bay Ferry staff and project management consultants, determined that all five proposals fell within the competitive range and hence scored all five proposers.

RFP scoring was based on the following criteria:

- Understanding and Approach 10 Points
- Qualifications and Experience 10 Points
- Cost Proposal – 5 Year Delivery Pricing 80 Points
- Total Possible Score 100 Points

The PEC conducted its final evaluation, summarized as follows:

Proposal Scoring Results

Proposer	Total Score
Possible Points	100
Mansfield	98
Pinnacle	64
Ramos	59
Western States	49
Indigo	9

Price Proposal Summary

In accordance with the RFP, the Price Proposal amounts used in the evaluation was based on estimated five year costs for transportation and delivery of R99 fuel, and each Proposer's offered an Add On (premium) or Deduct (credit) to be applied to the daily refinery rack price of fuel published daily by the Oil Price Information Service (OPIS). Mansfield, SF Bay Ferry's incumbent fuel provider, offered the largest Deduct, leading to its proposal being the lowest

priced and the highest ranked. Mansfield is the incumbent supplier of fuel to SF Bay Ferry since 2017 and has provided reliable fuel delivery services over the past eight years.

This contract did not include a total contract dollar limit due to the volatility in the fuel market. This award ensures that SF Bay Ferry will have access to a fair and competitive price within those market conditions. If a total contract price were included, it could interfere with the purchase of fuel needed for operations and limit SF Bay Ferry's ability to deliver services. If fuel prices remain at currently budgeted levels over the course of the contract term, total spending on fuel (including fees and taxes) under this contract would be a projected \$81.9 million.

Fiscal Impact

The cost for fuel purchases is included in the FY 2025/26 Operating Budget in the amount of \$16,372,213.

END

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

RESOLUTION NO. 2025-20

APPROVE THE AWARD OF A CONTRACT WITH MANSFIELD OIL COMPANY FOR PURCHASE AND DELIVERY OF R99 FUEL FOR SF BAY FERRY OPERATIONS

WHEREAS, SF Bay Ferry requires the delivery of approximately 3,700,000 gallons of R99 Ultra Low Sulfur Red Dye Distillate (R99) Fuel to operate its North Bay and Central Bay Fleet of fast passenger only ferries; and

WHEREAS, on March 18, 2025, SF Bay Ferry issued a Request for Proposals (RFP) for new R99 Fuel Delivery Services; and

WHEREAS, by the RFP due date of May 9, 2025, SF Bay Ferry received five proposals from qualified fuel delivery providers in response to the RFP; and

WHEREAS, SF Bay Ferry established a Proposal Evaluation Committee (PEC) made up of SF Bay Ferry staff and its project consultants to evaluate the proposals; and

WHEREAS, the PEC has reviewed the proposals according to the RFP's evaluation criteria, and, as a result of its review, recommends the award of a contract to the highest ranked proposer, Mansfield Oil Company of Gainesville, Inc.; now, therefore, be it

RESOLVED, that the Board of Directors hereby approves an agreement with Mansfield Oil of Gainesville, Inc. to deliver approximately 3,700,000 gallons of R99 fuel per year to SF Bay Ferry's North Bay and Central Bay Operations and Maintenance Facilities; and be it further

RESOLVED, that the Board of Directors authorizes the Executive Director to negotiate and execute a contract with Mansfield Oil Company, and to take any other related actions as may be necessary to support this work.

CERTIFICATION

The undersigned, Board Secretary, does hereby certify that the foregoing is a full, true and correct copy of a resolution duly and regularly adopted at a meeting of the San Francisco Bay Area Water Emergency Transportation Authority held on June 10, 2025.

YEA:

NAY:

ABSTAIN:

ABSENT:

/s/ Board Secretary

2025-20

END

MEMORANDUM

TO: Board Members

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

SUBJECT: Approve Proposed Fiscal Year 2025/26 Budget and Salary Schedule and Related Resolutions

Recommendation

Staff recommends that the Board approve FY 2025/26 WETA Budget and Salary Schedule and adopt related resolutions as follows:

1. Resolution 2025-21 approving adoption of the FY 2025/26 budget and salary schedule, and delegating investment authority to the Chief Financial Officer
2. Resolution 2025-22 authorizing the request of up to the following amounts of Bridge Toll funding: \$5,202,000 in Regional Measure 1 (RM1), \$15,800,000 in Regional Measure 2 (RM2), and \$41,215,000 in Regional Measure 3 (RM3) funds from the Metropolitan Transportation Commission (MTC).
3. Resolution 2025-23 approving the North Bay Fuel Farm Upgrades as an eligible project for California State of Good Repair (SGR) funding and authorizing other actions necessary to receive funds from the FY 2025/26 SGR Program.
4. Resolution 2025-24 authorizing the execution of documents related to the drawdown of State Transit Assistance (STA) revenue-based funds.

Background

At its meeting on May 8, 2025, the Board received a briefing on the proposed FY 2025/26 budget and was provided with the detailed revenues and expenditures that comprise the budget. Today the Board will consider the final proposed budget along with the required accompanying resolutions.

Summary

The FY 2025/26 Budget authorizes \$228.2 million in spending for Ferry Operations, Planning, Administration, and Capital Projects, funded by a variety of revenue sources, as shown below:

FY 2025/26 Proposed Budget (in millions)			
Expense		Revenue	
Operating Budget Expenditures	\$ 81	Bridge Tolls	\$ 90
- Ferry Service (Ongoing)	\$ 73	Federal Funds	\$ 73
- Pilot/Demonstration Service	\$ 1	State Funds	\$ 35
- Planning and Administration	\$ 6	Local/Other Funds	\$ 6
Capital Budget Expenditures	\$ 147	Unidentified Capital	\$ 8
		Passenger Fares	\$ 16
Total Budget Expense	\$ 228	Total Budget Revenue	\$ 228

A detailed discussion of each category of spending and funding is provided in the full budget document which is attached to this report. There are no expense or revenue changes to the budget that was presented in May. The only change was to update the cost-of-living adjustment for SF Bay Ferry staff to 2.45% (from the earlier estimated 2.7%) to reflect final data available from the Bureau of Labor statistics. This is the average of the cost increases for the last 12 months.

A resolution is attached authorizing the approval of the budget and providing authority needed for managing budgeted funds, as well as approving the Fiscal Year 2025/26 salary schedule and delegating investment authority to the Chief Financial Officer. Also attached as part of this item are the additional and necessary Resolutions to provide the authority for the Executive Director to secure funding allocations as needed for operating and capital revenue reflected in the budget. Those are as follows:

Additional Resolutions:

Most funding for the budget, with the exception of fare revenue, is provided through regional bridge tolls or State funding sources that require specific Board actions to authorize the use of those funds. Action on the budget requires the approval of resolutions authorizing staff to prepare and submit requests for allocations to MTC or Caltrans for RM1, RM2, RM3 and STA funding authorized in the budget. These funds, as detailed in the budget, are required to support agency planning, administration, ferry service operations, and capital expenditures. Those fund sources needing authorization are as follows:

RM1

This item includes authorization to file applications with MTC to receive a total of up to \$5,202,000 in RM1 funds to support the FY 2025/26 budget for capital and other projects. These funds are primarily utilized to match federal funding for capital projects or for some smaller operating projects that would otherwise not be eligible for federal funds.

RM2

SF Bay Ferry is eligible to receive annual allocations of RM2 operating funds to support both administrative and planning activities and ferry services. In the proposed FY 2025/26 Budget, RM2 operating funds continue to be budgeted at lower levels than full statutory amounts based on estimates of Bridge Toll revenues from MTC. The resolution requests authorization for up to \$15.8 million in RM2 funding.

RM3

RM3 operating funds are utilized after drawing down all possible RM2 and other funds. This allows the Agency to use funds that might otherwise expire first before RM3 which has no expiration date

for utilization. For FY 2025/26, as discussed in the May meeting, the RM3 authorization for the operating and administration budgets is \$41.2 million. Capital funding from RM3 is presented to the Board in separate allocation resolutions on a project-by-project basis.

STA-SGR Funds

The SF Bay Ferry share of STA-SGR funds for FY 2025/26 is estimated to be \$477,713. In order to qualify for these funds, staff submits a proposed project list to California Department of Transportation (Caltrans) on an annual basis. To support the FY 2025/26 Capital Budget, the Agency's project list will be comprised of a single project, the North Bay Fuel Farm upgrades project to add additional fuel filtration systems to the existing North Bay Mare Island fuel farm to improve the management of R99 renewable fuel.

STA-Revenue Funds

SF Bay Ferry has budgeted for the use of STA Revenue funds to support any necessary operating expenses. The proposed budget utilizes \$3 million in STA revenue to support operations in this manner. This represents the amount normally allocated in a Fiscal Year to SF Bay Ferry from this source.

Fiscal Impact

Approval of the budget provides authorization of \$228.2 million for Operations and Capital programs. The proposed budget is funded with a combination of fare revenues and various federal, state, and local grant funds available to support SF Bay Ferry services and capital projects. Details are provided in the full budget document attached. This item also provides authority for securing new funding allocations to balance the Fiscal Year 2025/26 budget. The amounts and processes authorized are: Approval of \$477,713 for the STA-SGR project for FY 2025/26, funding of \$5,202,000 in RM1, \$15,800,000 in RM2, \$41,215,000 RM3 bridge toll funding and \$3,000,000 in STA revenue funding.

END

FISCAL YEAR 2025/2026

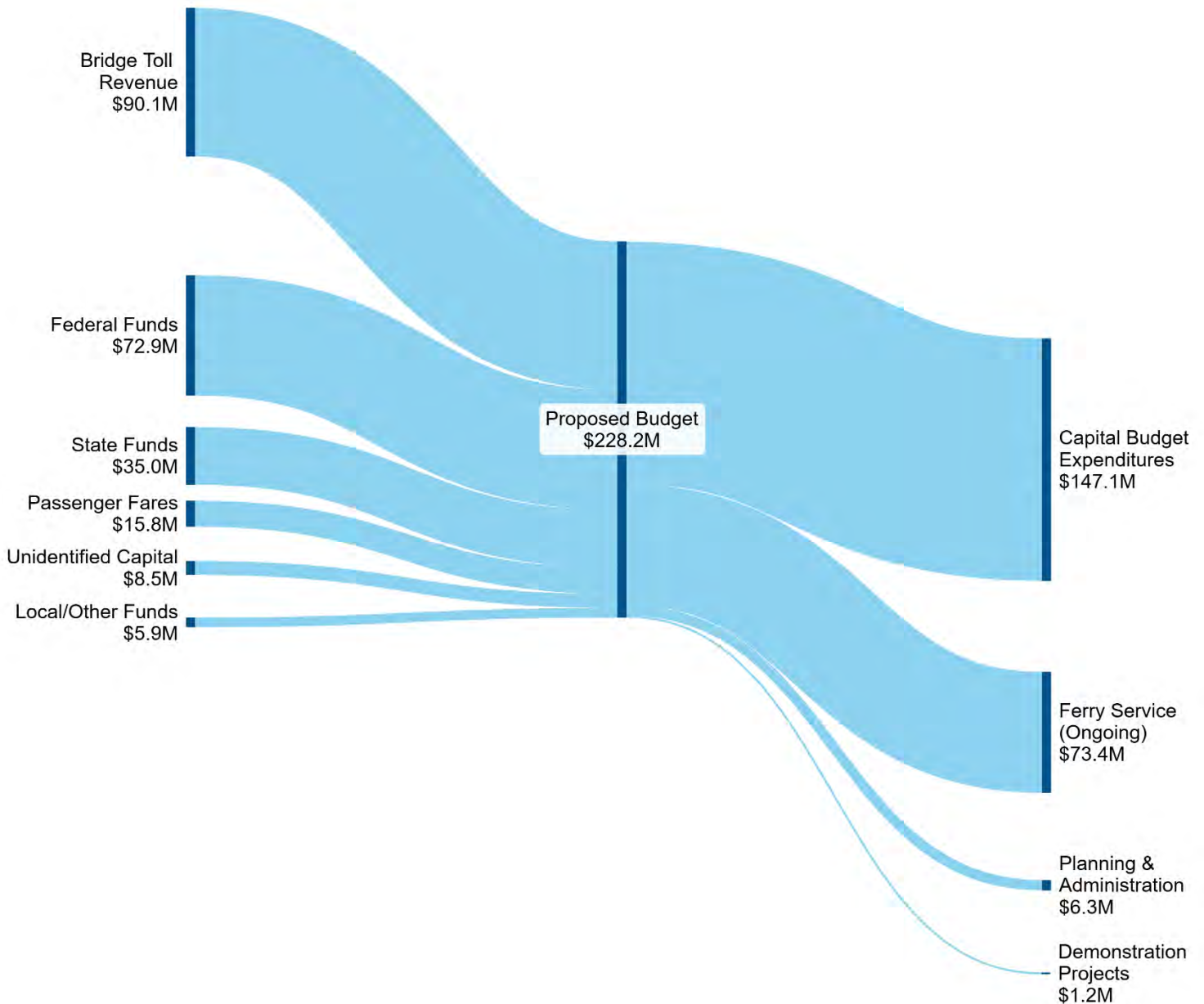
PROPOSED BUDGET



INTRODUCTION AND SUMMARY

The FY 2025/26 Budget proposes \$228 million in spending authority for Ferry Operations, Administration, Planning, and Capital Projects. Capital spending is more than 50% of the requested authority in the coming year, with multiple vessel and electrification projects driving the requested amount. Overall revenue and expense in the operating budget are based on an assumption that ridership will grow 18% over FY 2024/25 budgeted levels, with the ridership projected to be 94% of pre-pandemic levels. The proposed budget requests approval of expenses that are projected to grow 8% over the prior year budget. The budget is balanced with revenue from a number of sources including fare revenue tied to ridership, Bridge Tolls (RM1, 2, and 3), State Transit Assistance, Federal capital grants, and local dedicated sales tax revenue.

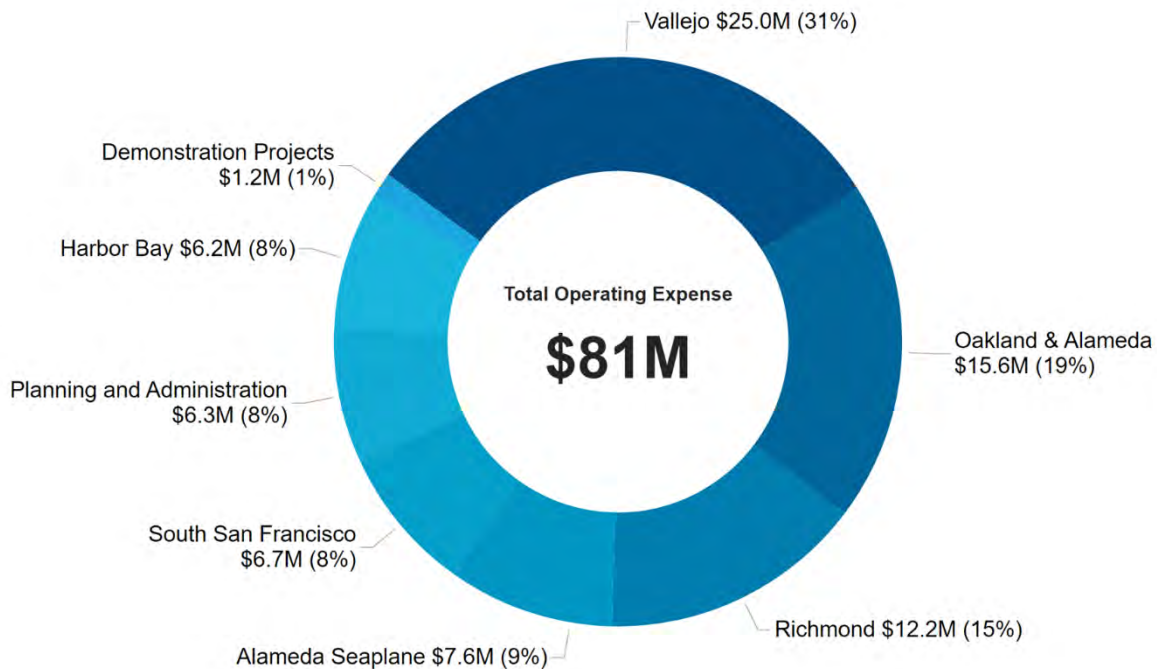
Revenue and Expense is summarized in **Figure 1** (below). Detailed discussion of the budget components is included in the following pages.



OPERATING BUDGET

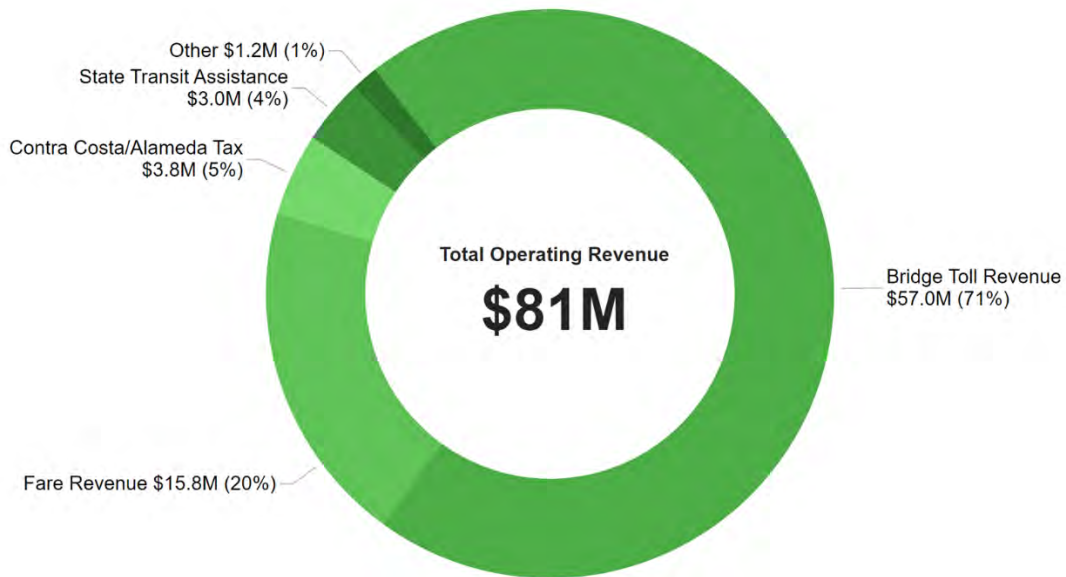
The FY 2025/26 operating budget is made up of two primary components: a \$74.5 million Ferry Service Operating Budget and a \$6.3 million Planning and Administration budget. Together those two components result in a total Operating Budget of \$81 million. Detailed budget charts showing SF Bay Ferry's Planning and Administration functions and the Operating Budget for ferry service by route are presented in **Attachment A**. The budget tables in Attachment A show service operating costs by functional categories. **Figure 1** (below) is a summary of the components of total authorized operating expense for Fiscal Year 2025/26, including all ferry routes, planning, and administrative expense.

Figure 1:



The Fiscal Year 2025/26 Operating Budget is funded with Regional Measure (RM) 2 and 3 bridge toll revenue, State Transit Assistance (STA) funds, fare revenue, and Alameda and Contra Costa sales tax or grant funds. These important sources of revenue together total \$81 million. The categories and percentage use of each category is shown in **Figure 2** and a summary of each source is provided below.

Figure 2:



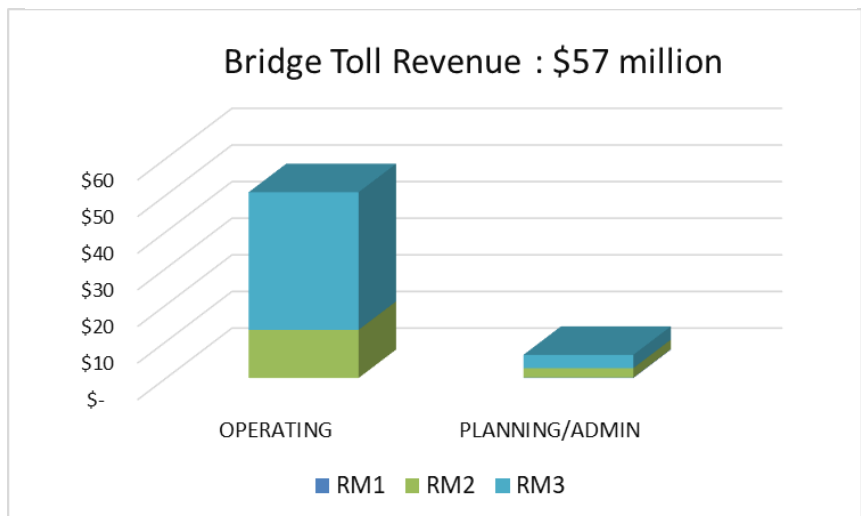
REVENUE SUMMARY:

Bridge Toll Funding

The operating budget utilizes \$57 million in bridge toll revenue, with \$50 million (89%) allotted for ferry operations and \$6.3 million (11%) for planning and administration (see Figure 3).

The FY 2025/26 budget will rely heavily on RM 3 funding to support ferry operations. SF Bay Ferry began using RM 3 in FY 2023/24 to support operations in the wake of pandemic impacts on both costs and other revenues and following the expenditure of federal operating support. Prior to the pandemic, ferry service relied on RM 2 revenues for basic operating support. However, due to continued underperformance in bridge toll revenue, SF Bay Ferry will continue to receive no more than 86% of its pre-pandemic allocation.

Figure 3



The availability of RM 3 funding allows SF Bay Ferry to maintain current fares and service, avoiding the immediate fiscal cliff that other

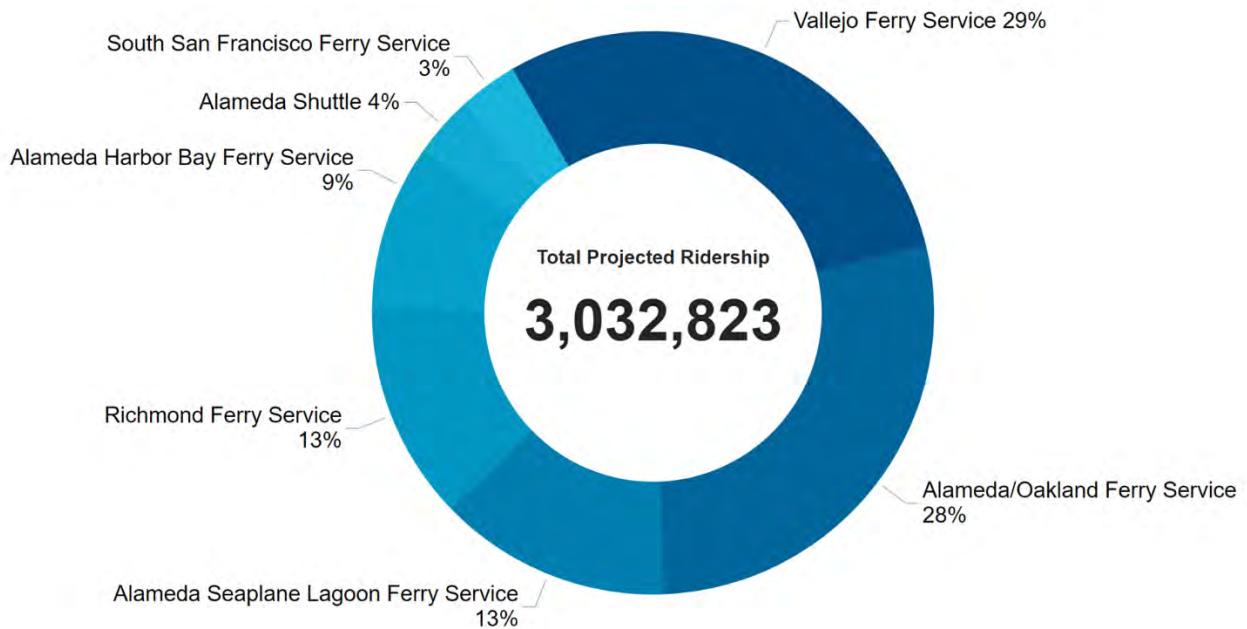
Bay Area fare-dependent transit agencies are facing. However, in the longer term because these funds do not grow, additional sources will be required to maintain current service.

SF Bay Ferry will continue to utilize a small amount of RM 1 funding to complete the 2050 Service Vision and Business Plan.

Fares

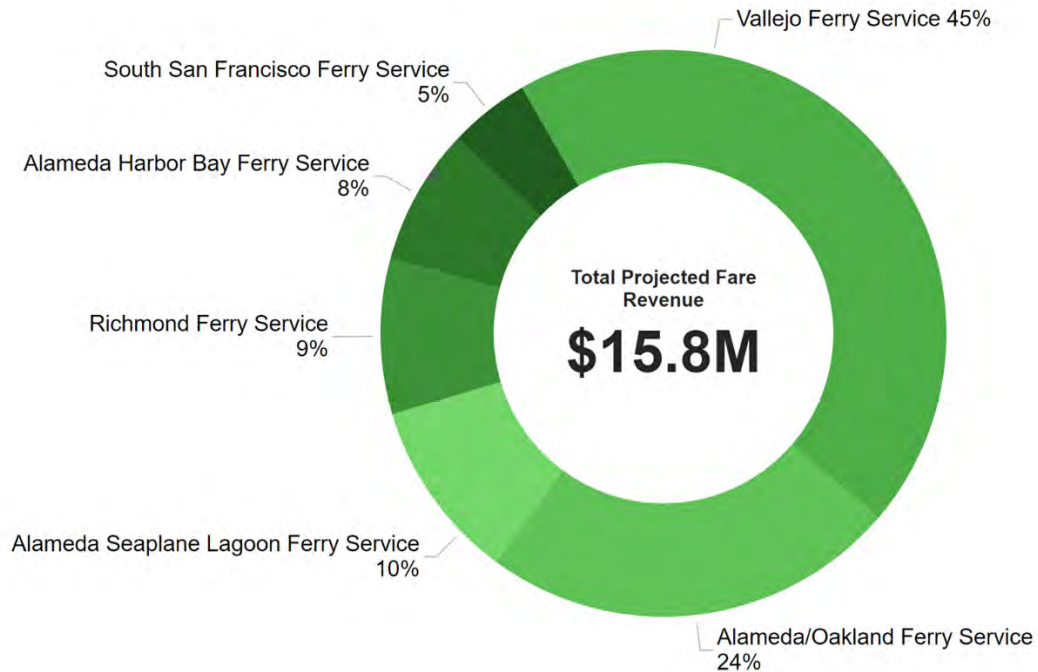
Ridership projections for FY 2025/26, as shown in **Figure 4**, assume 3,032,823 boardings, which is an 18% increase compared to the prior year's budget. This ridership also includes the Oakland Alameda Water Shuttle Pilot service, which generates no fare revenue. Ridership recovery is anticipated to be 94% of 2019 levels, up from 79% projected in FY 2024/25. Since the launch of the Pandemic Recovery Program, ridership has increased each and every month compared to the previous year. This year's projection is driven by the anticipated implementation of return to office policies that require more in-person work. Additionally, staff expect weekend ridership to continue to grow as more people travel into San Francisco for events and recreation. Since 2021, weekend ridership has consistently grown every year and surpassed pre-pandemic levels. Currently, the lowest ridership days of the week are Mondays and Fridays.

Figure 4



The FY 2025/26 fare program maintains the current fare structure with only a minor inflationary increase of 3% as outlined in the adopted FY 2024-2028 Fare Program. Based on ridership projections and the fare structure, farebox revenues are budgeted to be \$15.8 million in FY 2025/26, compared to \$14 million in FY 2024/25. **Figure 5** shows the projected ridership and subsequent fare revenue in the FY 2025/26 budget by route. Because fares vary by route, percentage shares of revenue do not correspond directly to ridership percentages.

Figure 5



State Transit Assistance

The Authority began using State Transit Assistance (STA) funds in FY2023/24 for ferry operations. This important fund source provides approximately \$3 million annually each year from statewide diesel sales tax revenue to support transit services. When those funds are not utilized within the year, they remain in an account at MTC for future use. For the FY 2024/25 budget, the Board approved a reserve policy that allowed for a transfer of fare revenues to a reserve account until it provided two months of operating expense and up to \$6 million in capital reserves. That involved the use of STA funding to substitute for fare revenue to support operating costs. Because that process will be complete on July 1, STA amounts in the FY 2025/26 budget return to normal levels and are anticipated to be \$3 million.

Local Funding

Local funding of \$3.8 million comes from the Contra Costa Measure J sales tax funding allocated to support the Richmond Ferry service. This funding is provided as part of an agreement in 2015 to support ferry service.

Other Revenue: Pilot Project

The Oakland Alameda Water Shuttle Pilot is funded through a grant from the Alameda County Transportation Commission and contributions from a partnership of businesses, non-profit organizations, and local governments on both sides of the Oakland Estuary. Funding of \$1.2 million is provided to fully fund anticipated operations.

EXPENSE SUMMARY:

FERRY SERVICE

The \$74.5 million budget for Ferry Services (which excludes Planning and Administration) provides for the San Francisco Bay Ferry routes serving Alameda Seaplane, Chase Center at Pier 48.5, Downtown San Francisco, Harbor Bay, Main Street Alameda, Oakland, Oracle Park, Richmond, South San Francisco and Vallejo. It also includes the Oakland Alameda shuttle. Detailed budget information on SF Bay Ferry's routes, including operating miles and hours for regular service routes, is shown in **Attachment A**.

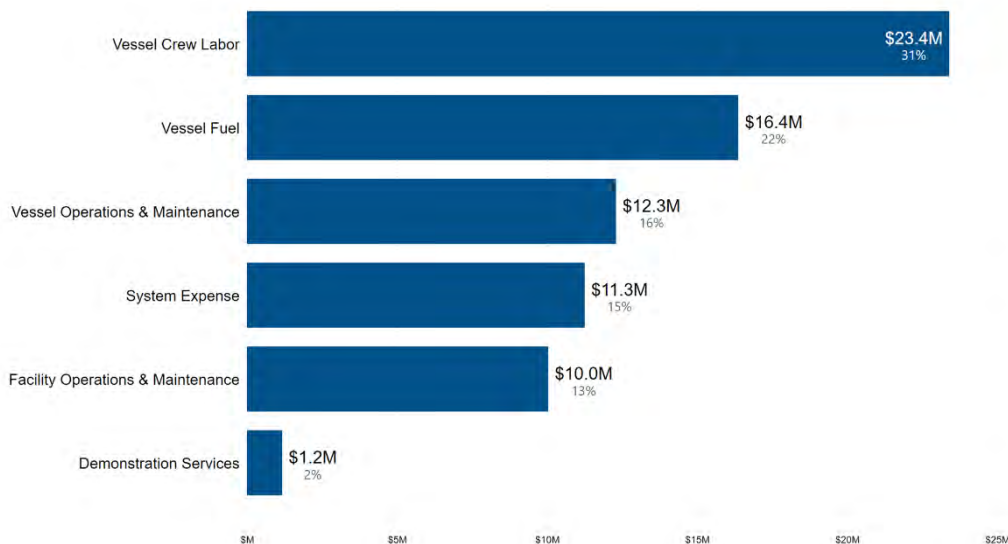
There are no proposed significant changes to the regular ferry routes in the budget. The FY 2025/26 budget assumes over 37,800 operating hours for SF Bay Ferry vessels travelling over 593,000 operating miles.

One pilot service route continues from the prior year. The Oakland Alameda Water Shuttle, funded by the City of Alameda, provides direct passenger ferry service between Jack London Square in Oakland and Alameda. SF Bay Ferry operates the service and serves as technical experts, advising the City of Alameda in matters ranging from scheduling, budgeting, vessel maintenance, and daily operations.

Two new pilot service projects will commence this year. First, the Richmond Ballpark pilot will provide service between Richmond and select Giants games at Oracle Park, similar to a limited pilot service offered last year for Redwood City. The Richmond Giants service will be offered for six weekend games utilizing the Oakland/Alameda ballpark fare. The service cost is anticipated to be fully covered by the fares collected. Second, an enhanced weekend schedule for Richmond will also be offered through at least October 2025 on a pilot project basis.

Excluding the \$1.1 million budgeted for Oakland Alameda shuttle, Ferry Service operation expense is proposed to be \$73.4 million. This authorization is \$7.6 million (or 12%) higher than the ferry operating budget for FY 2025/26. **Figure 6** (below) shows major cost components of the Ferry Service Operating budget. Discussion of each category and cost increases is provided below.

Figure 6:



Vessel Crew Labor & Fuel : \$39.8 million

Crew labor combined with fuel make up 54% of the anticipated expenses for the proposed operating budget. These costs are directly tied to the levels of SF Bay Ferry service for passengers. The budget maintains crew labor at current levels, however costs are anticipated to increase by \$4 million, bringing the total to \$23.4 million. This is a 21% increase over prior year costs. These costs reflect collective bargaining agreements that the agency's contract operator Blue & Gold Fleet (BGF) is expected to reach with its represented employees. The agreements will bring crew pay and benefits into parity with represented ferry employees at the Golden Gate Bridge, Highway and Transportation District.

The expense for diesel fuel in the proposed budget is \$16.4 million, slightly higher than the prior year. This increase is a result of changing vessel assignment assumptions due to rising ridership. These assumptions affect modeled fuel consumption. The SF Bay Ferry system uses R99 diesel fuel, a sustainable and low-carbon alternative to petroleum-based diesel fuel. R99 is derived from repurposed animal fats, used cooking oils, and inedible plant oils thereby recycling carbon that is already in the biosphere, versus fossil-sourced carbon that is removed from the earth. Currently the price for this fuel is at or below the cost of regular diesel.

Vessel Operations and Maintenance: \$12 million

With the delivery of the newest vessel MV Karl in 2025, there will be 18 vessels available for service, an increase of one over the prior year. Maintenance and repair expenses are budgeted to ensure that the fleet is maintained in a safe and reliable operating condition. Proactive maintenance ensures that passengers can rely on the schedule to travel to and from their destinations without disruptions. Typical items in this expense category include parts, contracted repair services, vessel insurance, cleaning, and other maintenance-related supplies and equipment. The FY 2025/26 budget of \$12.3 million which is an increase of \$3.9 million over the prior year. Most of the increase is not a cost increase but a reallocation of labor costs from the facility category. This is to better align expense reporting with the tasks performed by staff as well as FTA reporting requirements. Remaining costs increases are the result of increases in labor rates as well as the approval of two new positions in contracted engineering staff to improve proactive maintenance of vessels.

Facility Operations and Maintenance: \$10 million

Facility expenses of \$10 million capture the ongoing activities required to operate and maintain 10 SF Bay Ferry passenger terminals and two maintenance facilities. Typical terminal expenses include items such as utilities, basic maintenance of waterside and landside assets, property insurance, information technology support, and security. Increases of approximately \$400,000 are related to improvements related to the use of R99 fuel, which requires more filtration than diesel fuel. Other increases are related to engineering staff labor increases. However, facility operations and maintenance overall decreased by 11% to reflect the shift of expenses to vessels as described above.

System Expenses: \$11 million

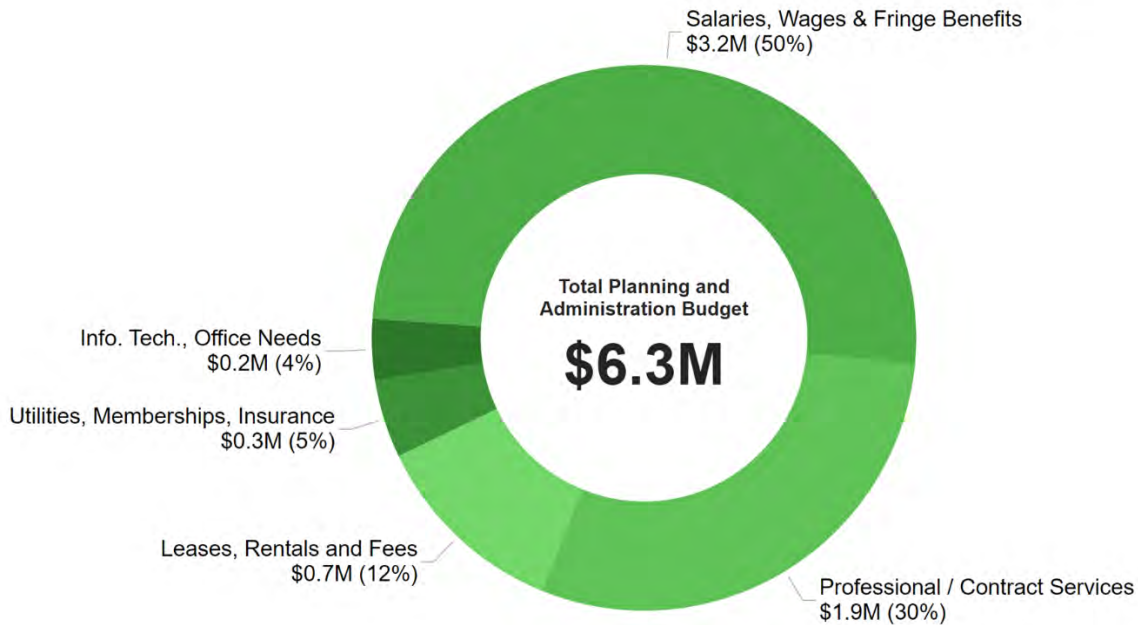
System expenses of \$11 million are generally required to support overall ferry service operation and not one specific service. These costs are spread among the service routes and are a combination of SF Bay Ferry staff costs, contracted operator staff and profit, outreach and communication, ticketing systems, and system engineering expenses. Engineering expenses includes consultants related to emergency preparedness and the upcoming procurement process for the contracted operator. More detail on these costs is provided in the work plan section below. Clipper costs continue to be substantial (\$475,000) as both Clipper 1 and 2 are being supported

through the fiscal year until Clipper 2 is fully implemented. Expenses related to SF Bay Ferry staff who are directly charging to operations, less costs that will be charged to capital projects, is \$2.9 million. Staff authorizations and salaries are shown in the Salary Schedule, **Attachment C**.

PLANNING AND ADMINISTRATION

The proposed budget for Planning and Administration for Fiscal Year 2025/26 is projected to be \$6.3 million, which is 8% of total operating expense. Categories of expenses within this department are shown in **Figure 7** and discussed further below.

Figure 7:



In the coming months, SF Bay Ferry staff will relocate to new offices at 375 Beale Street. Because this move is occurring before the expiration of the Pier 9 office lease, the budget currently includes funding for both the old and new leases. As a result, lease expenses are conservatively budgeted to increase 175%. However, staff anticipates mitigating this expense through a sublease or other means that will reduce this burden. Overall costs including this increase will rise 14%. However, without this rent expense, costs are increasing 6%, including a 2.45% cost of living increase for staff, increases in benefit costs and an investment in better information technology to ensure the cybersecurity of the networks relied upon by staff. Other increases are tied to expansion of Disadvantaged Business Enterprise (DBE) outreach and compliance resources, additional work related to the Green Marine Certification and sustainability program, and additional travel related to ferry electrification professional development. Details of the budgetary categories and shifts are detailed in the Planning and Administration budget (**Attachment A**).

Salaries and Benefits

Although all staff work ultimately relates to ferry operations, different revenue sources dictate how those costs are funded. The cost of salaries and benefits for the personnel reflected in **Attachment C** (Salary Schedule) is included in the appropriate budget (operating, capital, or

planning/administration) as appropriate. This schedule assumes a 2.45% cost of living increase effective June 30, 2025 (to match the first pay period in the new fiscal year). In the Spring of 2024, staff capacity was increased to reflect the growth of the system and the challenges of the SF Bay Ferry capital program. No additional staff are proposed in FY 2025/26.

FISCAL YEAR 2025/26 WORK PLAN

In addition to the activities detailed above, the proposed budget supports the following Board priorities.

- **Pilot Service Program** – SF Bay Ferry has set aside funding annually to study and implement pilot ferry services throughout the region. These pilot services test market demand, vessel technology, alternative operating models, and contribute to the potential establishment of a permanent service. Based on direction provided by the SF Bay Ferry Pilot Service Committee, staff will continue to support on-going operation of the Oakland Alameda Water Shuttle service and initiate pilot projects for enhanced Richmond weekend service and new Richmond Ballpark Special Event service in FY 2026. Staff will also work to develop upcoming pilot projects providing short hop service between the Ferry Building and Pier 48.5 and operation of an electric foiling vessel connecting Martinez and Richmond. Staff and partners may identify additional opportunities for pilot services during the year working in close coordination with the Pilot Service Board Committee.
- **Emergency Response Program** – The FY 2025/26 budget includes funding for consultant support to enhance the agency’s emergency response preparedness and strengthen the cooperative readiness between the agency and its contract operator. The agency will continue its robust staff training program in preparation for a Fall 2025 functional exercise. Staff also continues work to refine its web-based Emergency Operations Center (EOC) capabilities and is preparing a robust tsunami readiness plan.
- **Public Information and Communications** – Staff will continue its work highlighting progress on the Rapid Electric Emissions-Free (REEF) Ferry Program to build consensus around electrification efforts and system expansion. The agency will also focus energy on improving visibility in common transit trip-planning tools through collaborative work with private and public sector partners.
- **Passenger Experience** – Staff anticipates delivering a revised Passenger Code of Conduct and the agency’s first Customer Experience Plan in FY 2025/26. The agency will also make upgrades to its customer relationship management (CRM) tools to better serve passengers in a more resource-efficient way. Staff will continue to work closely with the contract operator and concessionaire to improve passenger satisfaction as measured by annual onboard surveys.
- **Marketing & Outreach** – The agency plans to ramp up its ongoing *Ferry There* campaign with consultant support from D&A Communications in fall and winter 2025 before planning a calendar year 2026 marketing campaign in early 2026. The *Ferry There* campaign is focused on leveraging a user-generated campaign to help spread interest in the ferry system using authentic, diverse voices. The agency will also produce a Ferry Fest event in Vallejo and launch its new resident and new employee marketing programs in FY 2025/26.
- **SF Bay Ferry 2050 Service Vision and Business Plan** – The Business Plan is a far-reaching effort to define a service vision that will guide development and operational policy over the next 30 years. The effort emphasizes outreach and engagement with a broad range of stakeholders and interest groups to help define a future vision for the agency. A final version of the Business Plan will be presented to the Board in early FY 2025/26 for final adoption.

- **Operating Contract** -- The agency will make significant progress on its procurement process and award of a new operating contract in FY2025/26. It is anticipated that a Request for Proposals (RFP) will be presented to the Board for review in fall 2025 with proposed award slated for late spring 2026.
- **Terminal Access Plans** -- During stakeholder engagement activities for the 2050 Business Plan, participants identified inadequate first/last mile connections as a barrier to accessing the ferry. Last year, the Board adopted new Access Guidelines that provide direction to staff to initiate work on access plans for specific terminals throughout the SF Bay Ferry system. These planning documents will assess local access and first/last mile needs around terminals; identify and prioritize potential projects, programs, and initiatives to improve access conditions at terminals; as well as estimate the capital funding needs to implement the improvements. For FY 2025/26, staff will initiate the development of plans for the Vallejo and Richmond ferry terminals.
- **Sustainability Work** – The Board adopted the Sustainability Policy in August 2024, reinforcing its commitment to environmental stewardship and the integration of sustainable practices across San Francisco Bay Ferry operations and infrastructure. Staff is developing a short-term Sustainability Plan that outlines specific actions and milestones aligned with the Policy’s goals and objectives. The Plan will also include a monitoring and reporting framework to track progress. Pending adoption, staff will begin data collection and initiate tracking of identified short- and long-term action items in FY2025/26. As outlined in the Sustainability Policy, SF Bay Ferry enrolled in the Green Marine environmental certification program and will continue participation in FY2025/26. This supports San Francisco Bay Ferry’s goal of demonstrating continuous environmental improvement and industry leadership in sustainable ferry operations.
- **Redwood City Ferry Terminal Planning** - The Redwood City Ferry Terminal will be situated within the Port of Redwood City complex, positioned to attract riders from the employment-rich mid-Peninsula region. The project team comprising staff from the City, Port, and SF Bay Ferry has completed a feasibility study and developed a business plan. As the Lead Agency, the Port of Redwood City is preparing CEQA/NEPA-compliant environmental reviews supported through funding from the San Mateo County Transportation Authority. Staff will continue to support environmental review of the project as a Responsible Agency.
- **Five Year Regional Measure 3 Operating Plan and Performance Measures** - In FY 2025/26, staff will update this plan to project anticipated operating expenses and provide performance measures for RM 3 operating funds to MTC.
- **Regional Transit Coordination and Integration** – Staff will continue to engage with the Metropolitan Transportation Commission (MTC) and Bay Area transit operators to advance a broad variety of regional coordination and integration efforts, including legislative initiatives, performance measures, schedule coordination, signage and wayfinding, and fare policies such as the Bay Pass expansion and zero-cost transfers. In addition, the largest transit coordination project, the implementation of Clipper 2.0, will continue to be at the forefront of staff engagement as customer-facing elements are anticipated to finally “go live” with the new regional fare payment system.
- **Regional Maritime Industry Expansion** - In FY 2025/26 SF Bay Ferry will work to coalesce stakeholders around federal efforts to foster U.S. shipbuilding; support local, regional or state actions to provide incentives for establishing new shipyards in the region to provide more capacity for vessel construction and maintenance. In FY2025/26, SF Bay Ferry will be working with the Working Waterfront Coalition (WWC) to continue to host apprentice training sessions at the Alameda and Vallejo Maintenance facilities, working to increase support for this effort, and

ensuring the WWC curriculum includes training to operate and maintain the zero-emission technology being implemented by SF Bay Ferry.

- **Disadvantaged Business Enterprise Program** – In FY 2025/26 staff will begin implementing the multi-year DBE Program Improvement Plan (DBEPIP) developed from the DBE Program Review conducted in 2024 and continue to conduct expanded outreach opportunities to increase availability of DBEs. The DBEPIP includes initiatives to expand organizational capacity, enhance compliance tools, improve vendor engagement, and increase access through strategic unbundling of contracts. Additional improvements include targeted outreach and training, refinement of the Small Business Enterprise (SBE) program, new collaborative efforts with the Working Waterfront Coalition to develop marine-focused small business pipelines, and evaluation of the use of DBE project goals on shoreside electrification work to increase DBE participation.

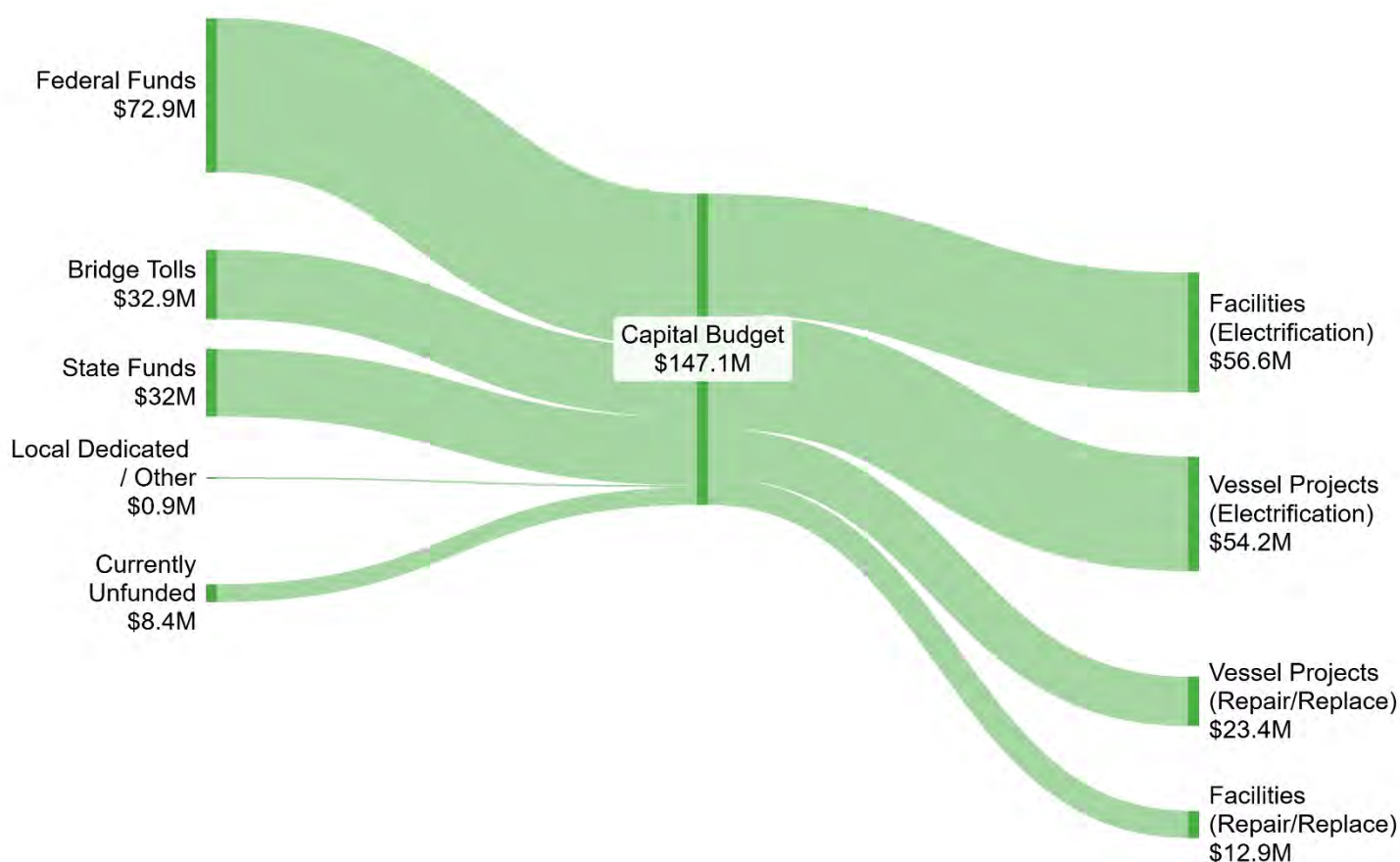
- **Federal, State, Regional and Local Legislative efforts** – Consistent with the 2025 Legislative Program, staff will focus federal, state, regional and local advocacy on targeted priorities, including: ensure that any regional transportation revenue measure spanning the timeframe of SF Bay Ferry’s fiscal cliff includes funding for SF Bay Ferry; build support for increased federal funding to inform the development of the next Surface Transportation Re-Authorization Bill ; advocate for state funding to support SF Bay Ferry’s REEF Program including a sales tax exemption for the purchase of zero emission vessels; support efforts to streamline permitting requirements and California Environmental Quality Act requirements for ferry projects; advocate for incentives to attract new shipyards; explore new strategies for enhancing local and regional support for ferry expansion opportunities including public private partnerships to support ongoing and new ferry operations.

CAPITAL PROJECTS

The Fiscal Year 2025/26 Capital Budget authorizes \$147 million in expense to continue progress on current projects and to commence work on new projects. The projects fall into five categories, as shown in **Figure 4**, and are further detailed in **Attachment B** where budget information is provided for the projects necessary to maintain existing services and facilities and to further develop the electrification and expansion projects. These projects total \$496 million over the life of each project with approximately \$404 million associated with the SF Bay Ferry Rapid Electric Emission-Free Ferry (REEF) program. This ambitious capital program will permit, design and construct electric charging infrastructure and vessels to deliver zero-emission capabilities at all existing and planned San Francisco, Contra Costa and Alameda County ferry terminals, the Central Bay Operations and Maintenance Facility, and up to 10 vessels by 2033. The Budget also authorizes \$36 million in Repair and Replacement needs critical to maintaining the fleet in a state of good repair.

Within the REEF program, staff have secured over \$289 million total in a combination of federal, state and local funds, including SF Bay Ferry RM3 allocations. However, recent evaluations of market conditions and estimates of the costs have identified a projected \$115 million shortfall in currently secured funding. While five zero-emission vessels to serve early stages of the program are fully funded, about 25% more still is unsecured. All but \$8.4 million of the \$147 million proposed to be authorized in the new fiscal year is secured. Staff are working diligently on both value engineering to reduce costs and researching grant opportunities to increase funding levels to those needed. It will be a multi-year, continuous effort to achieve the ambitious goals of the program.

FIGURE 4:



Attachment B shows projects in various categories and the funding levels currently available for those priorities. Highlights of the proposed capital program include:

SF Bay Ferry Rapid Electric Emission-Free Ferry (REEF) Program:

- **Zero Emissions Vessels** – In the current Fiscal Year, the Board awarded the contract for the two large 400 passenger all-electric vessels and three new small 149 passenger vessels. In FY 2025/26, a projected \$50 million is authorized towards milestones outlined in the construction contracts as awarded.
- **Central Bay Operations and Maintenance Facility Electrification and Expansion** – The Central Bay Operations and Maintenance Facility was designed for storage and maintenance of up to 12 vessels with supporting fuel and oil delivery systems required for diesel propulsion. With the arrival of battery electric vessels charging infrastructure and additional berthing capacity will be needed. The FY 2025/26 budget includes funding to install battery electric vessel charging that relies on existing facility capacity. It also includes funding for studies of electrical capacity expansion, expanded vessel charging for all expected battery electric vessels, and greater berthing capacity.
- **Treasure Island Electrification**
The planned Treasure Island Ferry route will launch with all-electric 150-passenger ferries. This short-route service, connecting Downtown San Francisco and Mission Bay to Treasure Island, is part of Phase 1 of the REEF Program. To support a 150-passenger all-electric ferry, the Treasure Island terminal project funds a new utility connection, installation of power transformation and switchgear equipment, distribution of power to the float, and the installation of all required charging equipment on the float itself. SF Bay Ferry is coordinating closely with the San Francisco County Transportation Authority (SFCTA), Treasure Island Development Authority (TIDA), San Francisco Public Utilities Commission (SFPUC), and the project developer to implement the electrification infrastructure. In parallel, SF Bay Ferry and SFCTA are developing a comprehensive business plan to guide service launch and ensure long-term sustainability.
- **Mission Bay Ferry Landing** – The Mission Bay Ferry Landing (MBFL) project is a joint effort between the Port of San Francisco (Port) and SF Bay Ferry to construct a permanent ferry terminal at 16th Street and Terry Francois Boulevard to operate new service to the Downtown San Francisco Ferry Building and special event services to the Chase Center. The MOU between the Port and SF Bay Ferry placed responsibility for construction of all improvements other than the float with the Port. The current anticipated completion date for this project is Spring 2027.
- **Richmond Ferry Terminal Electrification** – This project is being developed in conjunction with the City of Richmond to provide electric vehicle charging infrastructure and related electric infrastructure upgrades at the Richmond ferry terminal. In FY 2025/26, staff will begin preliminary design to define the specific work scope and develop an overall schedule for terminal electrification.
- **Downtown San Francisco Terminal Electrification** – The budget includes authorization to begin planned upgrades to the waterside assets. Initial stages will construct a new Universal Charging Float (UCF), complete with batteries, power converters, transformers, switchgear and port and starboard charging stations. This Float will be constructed and delivered first at

Gate G. The current float at Gate G, which is being replaced by the new UCF, will be repurposed to commence float retrofit projects at other gates and Terminals. Staff will also continue to coordinate with the SFPUC and the Port of San Francisco (Port) to upgrade electrical infrastructure, including electrical grid extension and the installation of shoreside electrical infrastructure components. Work in FY 2025/26 will advance design and engineering for the electrical equipment at Seawall Lot 328 and routing to the Downtown Ferry Terminal. SF Bay Ferry has received funding for electrification from both the State and the EPA and is working with the Port of San Francisco to pursue additional funds.

- **Seaplane Lagoon Ferry Terminal Electrification** – This terminal serves the growing ferry ridership from Alameda to Downtown San Francisco and is one of the first routes for the recently ordered battery electric vessels as part of Phase 2 of the REEF Program. To support the battery electric ferry service, the project funds a new utility connection, installation of switchgear equipment, and distribution of power to a Universal Charging Float (UCF). The FY 2025/26 budget includes funding to progress design work for terminal electrification and procurement of long lead time electrical equipment. There is close coordination with the City of Alameda’s Base Reuse and Economic Development Committee, Alameda Municipal Power (AMP), and the Navy’s Base Realignment and Closure group.
- **Berkeley Ferry Terminal** - The Berkeley Water Transportation Pier Ferry Project would include a new or restored dual-use pier facility that would both serve as a passenger ferry facility for berthing public ferry service vessels and provide public access to San Francisco Bay. For the completed initial planning phase, the City of Berkeley prepared an Expanded Feasibility Study that developed a preferred design alternative for the project. SF Bay Ferry staff will continue to provide staff time and resources to support preliminary design and preparation of an EIR for the project as a Responsible Agency.

Vessel Repair and Replacement Program –

The FY 2025/26 Capital Program includes several new and ongoing vessel replacement projects critical to maintaining the fleet in a state of good repair. These investments are essential to ensuring the continued delivery of safe, reliable, and efficient ferry service.

- **Dorado Vessel Class:** The program’s primary vessel replacement effort is the continued construction of new commuter-class *Dorado* vessels in anticipation of retiring the Bay Breeze and Solano vessels. The third vessel in the class, the MV Karl, is scheduled to enter passenger service in May 2025. The fourth and final *Dorado*-class vessel is currently under construction, with delivery planned for December 2025.
- **Engine overhaul for vessels:** Dorado (including injectors), Cetus (including gear overhaul), Hydrus (including gear overhaul) Pisces, Taurus, Scorpio, Lyra (including injectors), and Mare Island (including injectors).
- **Repairs and Drydocks:** Intintoli, Mare Island, Argo, Pyxis class, Lyra and Bay Breeze.
- **Vessel Quarter and Mid Life Refurbishment Work** – The proposed FY 2025/26 Capital Program contains mid-life refurbishments for the Gemini and Pisces. This work is necessary to overhaul and replace major vessel systems and sub systems to maintain a state of good repair. Work will include coatings, propellers, hull inspections and metal renewal as needed, house and supporting structure inspection and renewal, seating, carpet and other interior furnishing renewals, and primary navigations system upgrades. In addition to extensive inspections to mitigate and arrest any deterioration conditions which aluminum vessels are

subject to.

- **MV Pyxis Class Waterjet Control System Upgrade** – An ongoing project approved in FY 2022/23, this will upgrade the waterjet control system installed on MV Pyxis, Vela, and Lyra. The project will enhance both the operability and maintainability of the waterjet controls systems on these three vessels and replace 20-year-old technology and software with up-to-date software systems and state-of-the-art components. The project has been delayed due to longer than anticipated negotiations with the manufacturer (Hamilton Jet) regarding the scope of work, lead time for components, cost inflation pressures, and supply chain issues attributable to the pandemic. Agreements to perform the work were approved by the Board in late 2023, and the contract was executed in December 2023. The work to convert all three vessels should be complete by March 2025.
- **Waterjet and Engine Capital Spares** – As the number of assets in the fleet for series 810 waterjets and other critical equipment is increasing, additional parts and spares critical to maintaining fleet readiness becomes a high priority. Procuring these items in advance reduces the out-of-service time on vessels from months to days. Purchase of spare waterjets began on March 2024 with procurement of a spare 810 Series waterjet to support both MV Pyxis Class and Dorado Class vessels. A second complete waterjet is proposed in the FY2025/26 budget in order to maintain a complete spare shipset.

Facility Repair and Replacement

- **Pier 9 Float Rehabilitation** - This project will support the 10-year rehabilitation of the steel passenger float at the Pier 9 Ferry Terminal. The scope of work may include renewing non-skid coating, gangways, hydraulics, IT equipment and electrical components among other necessary inspections and remedial work. The work will ensure that this vital piece of transportation infrastructure remains in the best possible condition to support the ongoing work to provide public waterborne transportation.
- **Multiuse Emergency Float** – This project will design a rapid deployment float that can be temporarily installed in locations where compatible facilities may not exist. The float and accompanying piles and gangway structures can be stored at an SF Bay Ferry facility when not in operation. The concept would allow for rapid deployment of the temporary floats for emergency purposes or for pilot or demonstration services.
- **Vallejo Dredging and Terminal Reconfiguration** – The project entails reconfiguration of the existing ferry terminal, including replacement of gangway, bridge/fixer pier and passenger float. The CEQA Initial Study/Mitigated Negative Declaration (IS/MND) was adopted by the Board in July 2024. The FTA is engaged to complete review of the Project in accordance with the National Environmental Policy Act (NEPA), as this project is federally funded. NEPA and permitting processes are currently underway with FTA. Staff is progressing the permitting and project design to prepare for release of a design-build construction RFP in FY2025/26. Regular dredging work is also anticipated in FY2025/26.
- **Administrative Facility Improvements** – In the last two years the Board has approved additional staff to manage a growing capital program and numerous service pilot programs, enhancements, and the resulting administrative challenges of those responsibilities. In FY 2025/26, an ongoing capital project will fund both the reconfiguration of the Mare Island office space to accommodate more staff and allow for a move to larger space for staff in San Francisco.

For further detail on the Operating and Capital Budgets see the attached detailed budget charts:

Attachment A –Fiscal Year 2025/26 Operating Budget

Attachment B –Fiscal Year 2025/26 Capital Budget

Attachment C –Fiscal Year 2025/26 Salary Schedule and Organization Chart

END

Attachment A

San Francisco Bay Ferry FY 2025/26 Operating Budget

SUMMARY OPERATING	FY2024/25 Approved Budget	FY2025/26 Proposed Budget
Revenues		
Fare Revenue	\$ 14,065,234	\$ 15,790,355
Local - Bridge Toll Revenue	50,606,164	57,064,302
Local - Contra Costa/Alameda	4,307,450	3,845,380
State- State Transit Assistance	11,664,129	3,000,000
Other Revenue	2,545,000	1,170,130
Transfer to Operating and Capital Reserves	(8,439,141)	-
Total Revenues	\$ 74,748,837	\$ 80,870,168
Expenses		
Operations		
Vessel Crew	19,291,343	23,403,538
Vessel Fuel	15,687,000	16,372,213
Vessel Operations & Maintenance	8,805,864	12,298,111
Facility Operations & Maintenance	11,296,160	10,037,961
System Expense	10,649,045	11,255,028
Demonstration Project (Alameda Shuttle)	3,473,724	1,170,130
Planning and Administration		
Salaries, Wages & Fringe Benefits	\$ 2,991,281	\$ 3,192,907
Professional / Contract Services	1,925,348	1,874,950
IT, Utilities, Memberships, Supplies	359,258	522,227
Leases, Rentals and Fees	269,816	743,104
Total Expenses	\$ 74,748,838	\$ 80,870,170

**San Francisco Bay Ferry
FY 2025/26 Ferry Service Operating Budget - Proposed**

FY 2025/26 Operating Budget - Regular Service Routes							
	Oakland & Alameda	Harbor Bay	Alameda Seaplane	Vallejo	South San Francisco	Richmond	Subtotal Service Routes
Revenues							
Fare Revenue	\$ 3,756,931	\$ 1,235,404	\$ 1,631,069	\$ 7,042,939	\$ 722,312	\$ 1,401,701	\$ 15,790,355
Bridge Toll Revenue	11,236,352	4,752,970	5,695,151	16,937,170	5,680,872	6,428,598	50,731,114
- Regional Measure 2	3,358,987	1,341,592	1,641,314	5,372,331	1,434,523	0	13,148,747
- Regional Measure 3	7,877,365	3,411,378	4,053,838	11,564,839	4,246,349	6,428,598	37,582,367
Local - Contra Costa Measure J	0	0	0	0	0	3,845,380	3,845,380
State Transit Assistance	639,219	255,307	312,344	1,022,361	272,992	497,778	3,000,000
Local - Alameda Property Assessments	0	0	0	0	0	0	0
Total Revenues	\$ 15,632,502	\$ 6,243,681	\$ 7,638,564	\$ 25,002,470	\$ 6,676,176	\$ 12,173,456	\$ 73,366,850
Expenses							
Vessel Crew Labor	\$ 5,381,783	\$ 2,092,240	\$ 2,802,985	\$ 6,673,614	\$ 2,060,405	\$ 4,392,511	\$ 23,403,538
Vessel Fuel	3,110,721	1,146,055	1,309,777	6,876,330	1,637,221	2,292,110	16,372,213
Vessel Operations & Maintenance	2,637,783	1,276,676	1,157,422	4,280,296	1,127,413	1,818,521	12,298,111
Facility Operations & Maintenance	1,916,370	723,138	915,887	4,031,352	792,046	1,659,169	10,037,961
System Expense	2,585,846	1,005,573	1,452,494	3,140,878	1,059,093	2,011,145	11,255,028
Total Expenses	\$ 15,632,502	\$ 6,243,681	\$ 7,638,564	\$ 25,002,470	\$ 6,676,176	\$ 12,173,456	\$ 73,366,850
Operating Statistics:							
Ridership	856,416	286,567	406,259	893,918	101,270	381,044	\$ 2,925,474
Vessel Operating Miles	95,092	57,401	55,346	245,789	38,714	103,290	595,632
- Revenue Miles	82,833	48,246	47,685	243,202	28,050	87,056	537,072
- Non-Revenue Miles	12,259	9,155	7,661	2,587	10,664	16,234	58,560
	0		-				0
Vessel Operating Hours	8,873	3,571	4,776	10,447	3,218	7,012	37,897
- Revenue Hours	7,816	2,890	3,974	10,219	2,168	5,916	32,982
- Non-Revenue Hours	1,057	681	803	228	1,050	1,097	4,915
Performance Measures:							
Farebox Recovery %	24%	20%	21%	28%	11%	12%	19%
Cost per Operating Miles	\$ 164	\$ 109	\$ 138	\$ 102	\$ 172	\$ 118	\$ 134
Cost per Operating Hour	\$ 1,762	\$ 1,748	\$ 1,599	\$ 2,393	\$ 2,075	\$ 1,736	\$ 1,886

FY 2025/26 Operating Budget - Operating Demonstration Projects			
Alameda Oakland Shuttle			Subtotal Demonstration
Revenues			
Fare Revenue	\$ -		\$ -
Other Revenue (Donation/Grant)	\$ 1,170,130		\$ 1,170,130
Expenses	\$ 1,170,130		\$ 1,170,130
TOTAL OPERATIONS BUDGET			\$ 74,536,980

San Francisco Bay Ferry
FY 2025/26 Ferry Service Operating Budget - Proposed
Oakland & Alameda

	FY 2023/24 Actual	FY 2024/25 Approved Budget	FY 2024/25 Projected Actual	FY 2025/26 Budget Proposed
Revenues				
Fare Revenue	\$ 3,134,705	\$ 3,231,470	\$ 3,231,470	\$ 3,756,931
Bridge Toll Revenue	3,094,289	9,267,901	9,290,270	11,236,352
- Regional Measure 2	2,812,525	2,877,531	3,226,969	3,358,987
- Regional Measure 3	281,763	6,390,370	6,063,301	7,877,365
State Transit Assistance	575,792	2,786,640	2,786,640	639,219
Federal - COVID-19 Relief Funds	5,349,835	-	-	-
Other Revenue	19,233	-	4,200	-
Transfers To Reserves	-	(1,938,882)	(1,938,882)	-
Total Revenues	\$ 12,173,854	\$ 13,347,128	\$ 13,373,698	\$ 15,632,502
Expenses				
Vessel Crew Labor	4,027,804	\$4,408,474	\$4,870,849	\$5,381,783
Vessel Fuel	2,747,279	\$2,823,660	\$2,910,507	\$3,110,721
Vessel Operations & Maintenance	1,218,986	\$1,646,620	\$1,587,981	\$2,637,783
Facility Operations & Maintenance	2,039,478	\$1,926,387	\$1,870,648	\$1,916,370
- Terminals	185,919	245,812	240,896	477,952
- Operations & Maintenance Facilities	1,853,559	1,680,575	1,629,752	1,438,418
System Expense	2,140,308	2,541,987	2,133,713	2,585,846
- WETA Staff and Overhead	811,980	666,338	689,162	671,152
- Contractor (BGF) Staff Expenses	163,344	208,277	178,078	285,550
- Contractor (BGF) Profits	408,654	414,744	414,744	409,377
- Administration and Engineering	122,534	482,805	256,849	535,555
- Advertising & Marketing	320,751	431,049	314,186	405,614
- Insurance & Fees	69,588	96,283	91,490	93,449
- Ticketing	243,456	242,492	189,204	185,150
Total Expenses	\$ 12,173,854	\$ 13,347,128	\$ 13,373,698	\$ 15,632,502
Operating Statistics:				
Ridership	674,143	744,045	744,045	856,416
Vessel Operating Miles	94,968	95,529	96,640	95,092
Vessel Operating Hours	8,259	8,310	8,353	8,873
Performance Measures:				
Farebox Recovery %	26%	24%	24%	24%
Cost per Operating Miles	\$ 128	\$ 140	\$ 138	\$ 164
Cost per Operating Hour	\$ 1,474	\$ 1,606	\$ 1,601	\$ 1,762

San Francisco Bay Ferry
FY 2025/26 Ferry Service Operating Budget - Proposed
Alameda Harbor Bay

	FY 2023/24 Actual	FY 2024/25 Approved Budget	FY 2024/25 Projected Actual	FY 2025/26 Budget Proposed
Revenues				
Fare Revenue	\$ 1,034,594	\$ 1,107,843	\$ 1,107,843	\$ 1,235,404
Bridge Toll Revenue	1,422,042	3,786,755	3,726,467	4,752,970
- Regional Measure 2	1,282,873	1,292,171	1,359,722	1,341,592
- Regional Measure 3	139,167	2,494,584	2,366,745	3,411,378
State Transit Assistance	326,806	963,880	963,880	255,307
Local - Alameda Property Tax and Assessments		500,000	500,000	
Federal - COVID-19 Relief Funds	2,325,773	-	-	-
Other Revenue	1,207	-	1,684	-
Transfers To Reserves		(664,706)	(664,706)	
Total Revenues	\$ 5,110,422	\$ 5,693,772	\$ 5,635,168	\$ 6,243,681
Expenses				
Vessel Crew Labor	\$ 1,673,221	\$1,688,425	\$2,014,957	\$2,092,240
Vessel Fuel	1,022,978	1,254,960	1,072,292	1,146,055
Vessel Operations & Maintenance	836,633	1,023,362	995,197	1,276,676
Facility Operations & Maintenance	784,438	760,837	738,990	723,138
- Terminals	63,632	112,618	110,366	187,527
- Operations & Maintenance Facilities	720,806	648,219	628,624	535,610
System Expense	793,151	966,188	813,734	1,005,573
- WETA Staff and Overhead	313,155	267,267	276,422	262,625
- Contractor (BGF) Staff Expenses	65,060	78,104	66,779	111,737
- Contractor (BGF) Profits	162,769	155,529	155,529	160,191
- Administration and Engineering	48,598	182,430	97,549	209,565
- Advertising & Marketing	115,909	161,643	117,819	158,718
- Insurance & Fees	27,342	30,280	28,684	30,287
- Ticketing	60,319	90,934	70,951	72,450
Total Expenses	\$ 5,110,422	\$ 5,693,772	\$ 5,635,168	\$ 6,243,681
Operating Statistics:				
Ridership	239,859	359,194	359,194	286,567
Vessel Operating Miles	56,249	42,165	56,337	57,401
Vessel Operating Hours	3,302	4,328	3,332	3,571
Performance Measures:				
Farebox Recovery %	20%	19%	20%	20%
Cost per Operating Miles	\$ 91	\$ 135	\$ 100	\$ 109
Cost per Operating Hour	\$ 1,548	\$ 1,316	\$ 1,691	\$ 1,748

San Francisco Bay Ferry
FY 2025/26 Ferry Service Operating Budget - Proposed
Alameda Seaplane Lagoon

	FY 2023/24 Actual	FY 2024/25 Approved Budget	FY 2024/25 Projected Actual	FY 2025/26 Budget Proposed
Revenues				
Fare Revenue	\$ 1,453,685	\$ 1,549,173	\$ 1,549,173	\$ 1,631,069
Bridge Toll Revenue	1,596,705	5,284,499	4,852,069	5,695,151
- <i>Regional Measure 2</i>	1,437,993	1,876,131	1,630,467	1,641,314
- <i>Regional Measure 3</i>	158,713	3,408,368	3,221,602	4,053,838
State Transit Assistance	361,063	1,283,304	1,283,304	312,344
Federal - COVID-19 Relief Funds	2,931,908	-	-	-
Other Revenue	1,612	-	2,188	-
Transfers To Reserves		(929,504)	(929,504)	
Total Revenues	\$ 6,344,974	\$ 7,187,472	\$ 6,757,231	\$ 7,638,564
Expenses				
Vessel Crew Labor	\$ 2,159,454	\$ 2,251,233	\$ 2,428,135	\$ 2,802,985
Vessel Fuel	1,327,761	1,725,570	1,378,661	1,309,777
Vessel Operations & Maintenance	778,414	980,217	950,245	1,157,422
Facility Operations & Maintenance	1,050,742	952,132	924,479	915,887
- <i>Terminals</i>	93,334	110,442	108,233	199,147
- <i>Operations & Maintenance Facilities</i>	957,408	841,691	816,246	716,740
System Expense	1,028,603	1,278,319	1,075,710	1,452,494
- <i>WETA Staff and Overhead</i>	406,016	347,250	359,144	379,347
- <i>Contractor (BGF) Staff Expenses</i>	87,196	104,139	89,039	161,398
- <i>Contractor (BGF) Profits</i>	218,180	207,372	207,372	231,387
- <i>Administration and Engineering</i>	64,599	242,415	130,215	302,705
- <i>Advertising & Marketing</i>	157,953	215,524	157,093	229,260
- <i>Insurance & Fees</i>	36,612	40,373	38,245	43,747
- <i>Ticketing</i>	58,047	121,246	94,602	104,650
Total Expenses	\$ 6,344,974	\$ 7,187,472	\$ 6,757,231	\$ 7,638,564
Operating Statistics:				
Ridership	353,063	359,194	359,194	406,259
Vessel Operating Miles	50,633	42,165	43,669	55,346
Vessel Operating Hours	3,898	4,328	4,450	4,776
Performance Measures:				
Farebox Recovery %	23%	22%	23%	21%
Cost per Operating Miles	\$ 125	\$ 170	\$ 155	\$ 138
Cost per Operating Hour	\$ 1,628	\$ 1,661	\$ 1,518	\$ 1,599

**San Francisco Bay Ferry
FY 2025/26 Ferry Service Operating Budget - Proposed
South San Francisco**

	FY 2023/24 Actual	FY 2024/25 Approved Budget	FY 2024/25 Projected Actual	FY 2025/26 Budget Proposed
Revenues				
Fare Revenue*	\$ 397,783	\$ 698,795	\$ 698,795	\$ 722,312
Bridge Toll Revenue	1,807,821	4,498,466	4,236,991	5,680,872
- Regional Measure 2	1,694,132	1,459,532	1,215,241	1,434,523
- Regional Measure 3	113,689	3,038,934	3,021,751	4,246,349
State Transit Assistance	323,027	518,594	518,594	272,992
Federal - COVID-19 Relief Funds	2,276,977	-	-	-
Other Revenue	965	-	1,282	-
Transfers To Reserves	-	(419,277)	(419,277)	-
Total Revenues	\$ 4,806,572	\$ 5,296,577	\$ 5,036,385	\$ 6,676,176
Expenses				
Vessel Crew Labor	\$ 1,544,419	\$ 1,706,808	\$ 1,789,827	\$ 2,060,405
Vessel Fuel	867,088	941,220	765,923	1,637,221
Vessel Operations & Maintenance	1,065,620	1,129,078	1,101,797	1,127,413
Facility Operations & Maintenance	745,968	719,434	699,915	792,046
- Terminals	171,810	217,691	213,337	308,850
- Operations & Maintenance Facilities	574,158	501,744	486,578	483,196
System Expense	583,478	800,037	678,924	1,059,093
- WETA Staff and Overhead	191,863	203,337	210,302	262,625
- Contractor (BGF) Staff Expenses	51,909	60,748	51,940	111,737
- Contractor (BGF) Profits	129,869	120,967	120,967	160,191
- Administration and Engineering	38,836	141,465	76,295	209,565
- Advertising & Marketing	90,853	125,723	91,638	158,718
- Insurance & Fees	21,831	77,071	72,598	83,807
- Ticketing	58,318	70,727	55,185	72,450
Total Expenses	\$4,806,572	\$5,296,577	\$5,036,385	\$6,676,176
Operating Statistics:				
Ridership	81,987	102,627	102,627	101,270
Vessel Operating Miles	44,328	37,325	39,640	38,714
Vessel Operating Hours	2,760	2,537	2,665	3,218
Performance Measures:				
Farebox Recovery %	8%	13%	14%	11%
Cost per Operating Miles	\$ 108	\$ 142	\$ 127	\$ 172
Cost per Operating Hour	\$ 1,742	\$ 2,088	\$ 1,890	\$ 2,075

**San Francisco Bay Ferry
FY 2025/26 Ferry Service Operating Budget - Proposed
Richmond**

	FY 2023/24 Actual	FY 2024/25 Approved Budget	FY 2024/25 Projected Actual	FY 2025/26 Budget Proposed
Revenues				
Fare Revenue	\$ 1,136,432	\$ 1,245,745	\$ 1,245,745	\$ 1,401,701
Bridge Toll Revenue		5,175,265	4,949,808	6,428,598
- Regional Measure 2		-	-	-
- Regional Measure 3	443,009	5,175,265	4,949,808	6,428,598
Local - Contra Costa Measure J	3,761,720	3,807,450	3,807,450	3,845,380
State Transit Assistance	772,649	1,274,046	1,274,046	497,778
Federal - COVID-19 Relief Funds	3,108,938	-	-	-
Other Revenue	2,275	-	3,247	-
Transfers To Reserves	-	(747,447)	(747,447)	-
Total Revenues	\$ 9,225,023	\$ 10,755,059	\$ 10,532,848	\$ 12,173,456
Expenses				
Vessel Crew Labor	\$ 3,088,581	\$ 3,384,571	\$ 3,616,735	\$ 4,392,511
Vessel Fuel	1,885,573	2,196,180	2,144,584	2,292,110
Vessel Operations & Maintenance	1,184,799	\$1,520,044	\$1,471,501	\$1,818,521
Facility Operations & Maintenance	1,686,791	1,742,897	1,695,119	1,659,169
- Terminals	293,589	481,317	471,691	566,579
- Operations & Maintenance Facilities	1,393,202	1,261,580	1,223,428	1,092,590
System Expense	1,379,279	1,911,368	1,604,910	2,011,145
- WETA Staff and Overhead*	434,518	515,102	532,745	525,249
- Contractor (BGF) Staff Expenses	122,502	156,208	133,559	223,474
- Contractor (BGF) Profits	306,490	311,058	311,058	320,382
- Administration and Engineering	91,669	363,285	192,637	419,130
- Advertising & Marketing	219,400	323,287	235,640	317,437
- Insurance & Fees	51,499	60,560	57,368	60,573
- Ticketing	153,201	181,869	141,903	144,900
Total Expenses	\$ 9,225,023	\$ 10,755,060	\$ 10,532,848	\$ 12,173,456
Operating Statistics:				
Ridership	292,116	307,881	307,881	381,044
Vessel Operating Miles	100,777	101,040	101,040	103,290
Vessel Operating Hours	6,347	6,424	6,424	7,012
Performance Measures:				
Farebox Recovery %	12%	12%	12%	12%
Cost per Operating Miles	\$ 92	\$ 106	\$ 106	118
Cost per Operating Hour	\$ 1,453	\$ 1,674	\$ 1,674	1,736

**San Francisco Bay Ferry
FY 2025/26 Ferry Service Operating Budget - Proposed
Vallejo**

	FY 2023/24 Actual	FY 2024/25 Approved Budget	FY 2024/25 Projected Actual	FY 2025/26 Budget Proposed
Revenues				
Fare Revenue	\$ 5,717,416	\$ 6,232,208	\$ 6,232,208	\$ 7,042,939
Bridge Toll Revenue	5,538,541	16,118,853	15,398,640	16,937,170
- Regional Measure 2	5,189,230	5,650,389	5,485,619	5,372,331
- Regional Measure 3	349,310	10,468,464	9,913,022	11,564,839
State Transit Assistance	587,411	4,837,665	4,837,665	1,022,361
Federal - COVID-19 Relief Funds	7,247,253	-	-	-
Other Revenue	3,746	-	5,149	-
Transfers To Reserves	-	(3,739,325)	(3,739,325)	-
Total Revenues	\$ 19,094,367	\$ 23,449,402	\$ 22,734,338	\$ 25,002,470
Expenses				
Vessel Crew Labor	\$ 4,665,307	\$ 5,851,832	\$ 5,599,602	\$ 6,673,614
Vessel Fuel	6,299,587	6,745,410	7,046,490	6,876,330
Vessel Operations & Maintenance	1,523,983	2,506,542	2,406,516	4,280,296
Facility Operations & Maintenance	4,004,898	5,194,472	5,038,850	4,031,352
- Terminals	291,194	221,389	216,961	392,008
- Operations & Maintenance Facilities	3,713,705	4,973,083	4,821,889	3,639,345
System Expense	2,600,592	3,151,145	2,642,880	3,140,878
- WETA Staff and Overhead	950,376	817,010	844,995	817,054
- Contractor (BGF) Staff Expenses	202,094	260,347	222,598	347,627
- Contractor (BGF) Profits	505,622	518,430	518,430	498,372
- Administration and Engineering	165,245	602,100	320,390	651,980
- Advertising & Marketing	365,966	538,811	392,732	493,790
- Insurance & Fees	84,908	111,333	107,230	106,655
- Ticketing	326,381	303,115	236,505	225,400
Total Expenses	\$ 19,094,367	\$ 23,449,402	\$ 22,734,338	\$ 25,002,470
Operating Statistics:				
Ridership	747,212	795,359	795,359	893,918
Vessel Operating Miles	248,952	246,746	245,317	245,789
Vessel Operating Hours	10,358	10,188	10,338	10,447
Performance Measures:				
Farebox Recovery %	30%	27%	27%	28%
Cost per Operating Miles	\$ 77	\$ 95	\$ 93	102
Cost per Operating Hour	\$ 1,843	\$ 2,302	\$ 2,199	2,393

**San Francisco Bay Ferry
FY 2025/26 Operating Budget - Proposed
Planning & Administration**

	FY 2023/24 Actual	FY2024/25 Approved Budget	FY2024/25 Projected Actual	FY2025/26 Proposed Budget
Revenues				
Bridge Toll Revenue	\$ 3,163,538	\$ 5,545,702	\$ 5,074,149	\$ 6,333,188
- Regional Measure 1 - 5%	248,956	250,000	175,000	125,000
- Regional Measure 2	2,434,658	2,710,472	2,532,945	2,578,186
- Regional Measure 3	479,924	2,585,231	2,366,204	3,630,002
Other Revenue	228	-	-	-
Total Revenues	3,163,767	\$ 5,545,703	5,074,149	6,333,188
Expenses				
Salaries, Wages & Fringe Benefits	\$ 2,235,259	\$ 2,991,281	\$ 2,876,680	\$ 3,192,907
Professional / Contract Services	1,379,479	1,925,348	1,582,512	1,874,950
- Management Services	669,863	799,208	967,261	936,800
- Professional & Technical Svcs	709,616	1,044,900	597,130	917,800
- Other Services	-	81,240	18,121	20,350
Information Tech., Office Upgrade, Supplies	39,297	157,300	158,712	227,815
Utilities/Communications	21,614	25,632	24,839	31,204
Insurance	27,177	28,059	27,175	29,893
Memberships, Travel, Subscriptions	152,292	148,268	140,836	233,315
Leases, Rentals	257,140	269,816	263,395	743,104
Overhead Expense Transfers*	(948,491)	-	-	-
Total Expenses	\$ 3,163,767	\$ 5,545,703	\$ 5,074,149	\$ 6,333,188

* Transfers of Overhead Eliminated in FY25

Attachment B

San Francisco Bay Ferry Fiscal Year 2025/26 Capital Budget

	Total Project Budget	Prior & FY24/25 Actuals (Estimated)	FY25/26 Budget (Proposed)	Future Years
CAPITAL REVENUES				
Federal Funds	\$ 191,044,549	\$ 27,988,502	\$ 72,863,435	\$ 90,192,612
State Funds	87,811,845	4,824,816	32,024,677	50,962,352
Bridge Toll Revenues	97,764,401	7,710,219	32,863,390	57,190,792
Local Dedicated Funds	4,446,698	701,964	896,223	2,848,511
Currently Unfunded*	115,383,914	-	8,475,429	106,908,485
TOTAL REVENUE	\$ 496,451,407	\$ 41,225,501	\$ 147,123,154	\$ 308,102,752
CAPITAL EXPENDITURES				
Vessel Project: Dorado Class				
Vessel Replacements (Karl, Zalophus)	\$ 37,636,402	\$ 28,813,002	\$ 4,960,176	\$ 3,863,225
Repair and Replacement Program: Vessels				
Vessel Mid-Life Reurbishment - MV Gemini	4,488,000	78,197	3,206,239	1,203,565
Vessel Mid-Life Refurbishment & Engine Overhaul - MV Pisces	4,679,000	14,054	4,664,946	-
Engine Overhauls and Improvements	15,857,210	1,527,386	8,270,693	6,059,131
Component Improvements/Dry Dock	2,279,500	-	2,279,500	-
Repair and Replacement Program: Facilities				
Vallejo Terminal Reconfiguration	16,696,000	593,149	6,910,525	9,192,327
Passenger Floats Rehabilitation - Pier 9	1,362,000	-	1,337,000	25,000
Multiuse Emergency Float	200,000	-	200,000	-
Vallejo Ferry Terminal Dredging	3,030,735	108,989	2,897,500	24,246
North Bay Fuel Farm Upgrades	540,000	-	540,000	-
Administrative Facility Improvements	1,149,830	46,030	769,500	334,300
South SF Dredging & Dredging Program Work	3,747,000	-	255,000	3,492,000
Electrification Program (REEF)				
Vessels - Electric				
New Electric Vessels (Three - 150 PAX)	58,407,000	6,439,279	9,858,638	42,109,083
New Electric Vessels (Two - 400 PAX)	77,351,393	1,301,968	41,086,609	34,962,816
Hydrus Conversion to Battery Electric Propulsion	14,085,302	-	3,312,060	10,773,242
Facility Electrification				
Central Bay	3,106,250	10,241	2,141,750	954,259
Downtown San Francisco	77,929,202	1,526,178	24,644,971	51,758,052
Treasure Island	6,798,681	80,251	3,350,000	3,368,430
Main Street	11,887,500	-	255,000	11,632,500
Seaplane Lagoon	25,508,000	253,431	7,711,807	17,542,762
Harbor Bay	36,731,736	241,015	4,999,471	31,491,250
Richmond	4,235,853	-	302,713	3,933,140
Mission Bay	52,050,519	88,302	12,500,000	39,462,217
Berkeley	3,000,000	68,188	179,683	2,752,129
Oakland	33,694,294	35,840	489,373	33,169,081
GRAND TOTAL EXPENSE	\$ 496,451,408	\$ 41,225,500	\$ 147,123,154	\$ 308,102,755

* Unfunded Components will not be authorized for work until funding identified

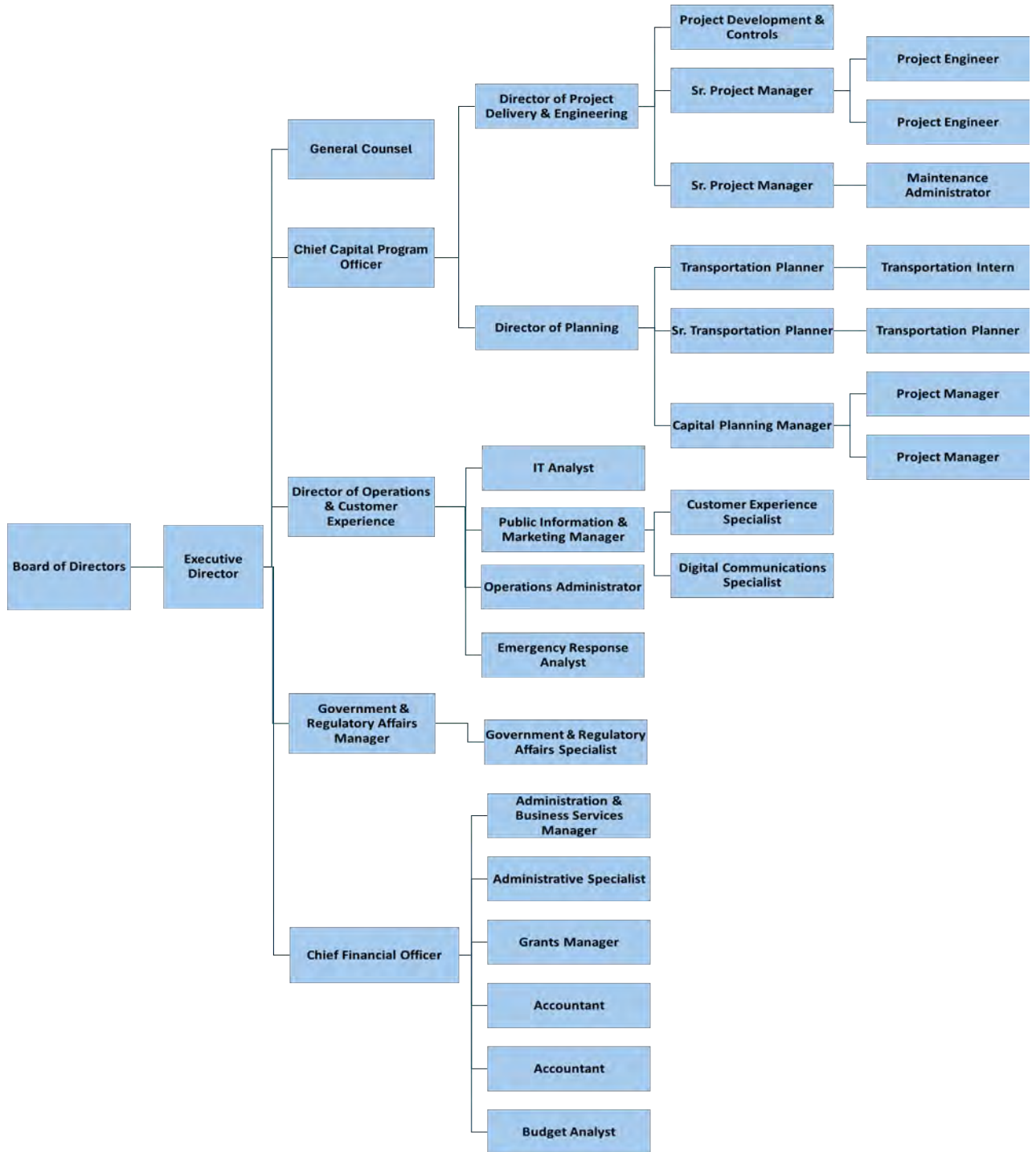
Attachment C

FY 2025/26 Salary Schedule (Effective June 30, 2025)

Position	Authorized FTE	Salary Range: Annually*	
		Low	High
Accountant	2	\$ 107,776	\$ 153,983
Administration & Business Services Manager	1	\$ 107,776	\$ 153,983
Administrative Specialist	1	\$ 86,614	\$ 123,732
Budget Analyst	1	\$ 86,614	\$ 123,732
Capital Planning Manager	1	\$ 165,850	\$ 236,920
Chief Capital Program Officer	1	\$ 190,919	\$ 273,019
Chief Financial Officer	1	\$ 190,919	\$ 273,019
Customer Experience/Communication Specialists	2	\$ 86,614	\$ 123,732
Director of Operations & Customer Experience	1	\$ 174,671	\$ 249,515
Director of Planning	1	\$ 174,671	\$ 249,515
Director of Project Delivery & Engineering	1	\$ 174,671	\$ 249,515
Emergency Response Analyst	1	\$ 108,164	\$ 154,529
Government & Regulatory Affairs Manager	1	\$ 132,736	\$ 189,621
Government & Regulatory Affairs Specialist	1	\$ 86,614	\$ 123,732
Grants Manager	1	\$ 132,736	\$ 189,621
Information Technology Analyst	1	\$ 108,164	\$ 154,529
Maintenance Administrator	1	\$ 108,164	\$ 154,529
Operations Administrator	1	\$ 108,164	\$ 154,529
Project Development and Controls	1	\$ 108,164	\$ 154,529
Project Engineer	2	\$ 108,164	\$ 154,529
Project Manager	2	\$ 106,429	\$ 152,041
Public Information & Marketing Manager	1	\$ 143,656	\$ 205,237
Senior Transportation Planner	1	\$ 138,208	\$ 197,435
Senior Project Manager	2	\$ 132,736	\$ 189,621
Transportation Intern Program (non-exempt, part-time)	1	\$ 44,168	\$ 70,236
Transportation Planner	2	\$ 106,429	\$ 152,041

*Includes 2.45% Cost of Living Adjustment

FY 2025/26 SF Bay Ferry Organization Chart



SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

RESOLUTION NO. 2025-21

**APPROVE ADOPTION OF THE FISCAL YEAR 2025/26
OPERATING AND CAPITAL BUDGET**

WHEREAS, Pursuant to California Government Code Section 66540.41 and Section 106.1 of WETA's administrative code, WETA must prepare and adopt an annual budget to support the agency's operation; and

WHEREAS, the Fiscal Year (FY) 2025/26 Operating and Capital Budgets (Budget) contains \$228.2 million in expenditures including \$81 million to support operations and \$147.1 million to support capital projects; and

WHEREAS, the Budget is funded with \$90.1 million from bridge tolls, \$72.9 million from federal funds, \$35 million from state funds, \$5.9 million from local and other funds, and \$15.8 million from passenger fares; and

WHEREAS, the FY 2025/26 Budget reflects a spending plan to support the work activities necessary to deliver WETA's program of projects, plans, and services utilizing SF Bay Ferry staff, consultants, vendors, and WETA's contract operator; and

WHEREAS, at its duly noticed meetings on May 8, 2025 and again on June 10, 2025, the Board fully reviewed and considered the Annual Budget for Fiscal Year 2025/26; and

WHEREAS, the FY 2025/26 Budget includes a Salary Schedule for staff developed consistent with the SF Bay Ferry Human Resources Guide and California Public Employees' Retirement Law; and

WHEREAS, certain non-cash transactions such as the recording of assets and depreciation do not require appropriation authority and are not included in the annual budget but must be recorded during the preparation of financial statements for each fiscal year; and

WHEREAS, administrative and accounting adjustments and corrections which are necessary to move funds or expenses in accordance with accepted accounting practice may be necessary and do not require appropriation authority for each fiscal year; and

WHEREAS, multiyear capital project authorizations may require adjustment of expenditures within certain fiscal years that do not affect the overall project cost or funding; and

WHEREAS, California Government Code Section 53607 authorizes the Board to delegate to the Chief Financial Officer the authority to invest certain funds for up to one year; and

WHEREAS, included in the delegation of authority for investments is the authority to transfer funds between accounts in order to maximize investment returns for WETA; and

WHEREAS, upon such delegation, the Chief Financial Officer assumes full responsibility for those transactions until the Board revokes this authority or does not renew the annual delegation by resolution; and

WHEREAS, nothing in this resolution limits the Chief Financial Officer's authority pursuant to Government Code Sections 53635.2 and 53684; and

WHEREAS, all investments are reported monthly to the Board of Directors in accordance with Government Code Sections 53607 and 53646; now, therefore, be it

RESOLVED, the Board of Directors hereby approves the adoption of the FY 2025/26 Budget including the annual Salary Schedule, as presented to the Board at its meeting on this date; and be it further

RESOLVED, that the Chief Financial Officer is authorized to complete any administrative or accounting adjustments or transfers necessary for the proper presentation of WETA's annual financial statements that are in accordance with the Board's direction and approval of the Budget, including non-cash adjustments for depreciation and recording assets; and be it further

RESOLVED, the Chief Financial Officer is authorized to adjust capital project expenditure amounts between fiscal years to reflect cashflow within approved project totals as approved by the Executive Director and reported to the Board as part of the monthly financial reports; and be it further

RESOLVED that, pursuant to Government Code Section 53607, the Board of Directors hereby delegates to the Chief Financial Officer, for a period of one year, the authority to create and maintain accounts as necessary for management of WETA's funds, including the ability to invest and reinvest funds.

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 June 10, 2025.

YEA:

NAY:

ABSTAIN:

ABSENT:

/s/ Board Secretary

2025-21

END

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

RESOLUTION NO. 2025-22

AUTHORIZE FILING AN ALLOCATION REQUEST WITH THE METROPOLITAN TRANSPORTATION COMMISSION FOR FY 2025/26 BRIDGE TOLL FUNDING

WHEREAS, Bay Area voters approved Regional Measure 1 (RM1) in November 1988, which authorized a standard auto toll of \$1.00 for all seven state-owned Bay Area toll bridges, to fund transportation projects that reduce congestion in the bridge corridors, as well as capital costs associated with the design, construction, and acquisition of rapid water transit systems; and

WHEREAS, Bay Area voters approved Regional Measure 2 (RM2) in November 2004, which authorized an additional \$1.00 toll increase to fund various transportation projects in the Bay Area Region; and

WHEREAS, Bay Area voters approved Regional Measure 3 (RM3) in June, 2018, which authorized an additional \$3.00 toll increase to fund projects identified in the Regional Measure 3 Expenditure Plan, which includes both specific SF Bay Area Water Emergency Transportation Authority (SF Bay Ferry) capital projects and its operating program; and

WHEREAS, the Metropolitan Transportation Commission (MTC) is responsible for funding capital projects and operating assistance eligible for RM1, RM2, and RM3 funds; and

WHEREAS, SF Bay Ferry operating costs are eligible for funding under Regional Measure 3, as identified in California Streets and Highways Code Section 30914.7(c); and

WHEREAS, as part of its consideration of the SF Bay Ferry Fiscal Year 2024/25 proposed budget, SF Bay Ferry has identified the need for RM1, RM2, and RM3 assistance for projects necessary for the efficient operation of ferry services; and

WHEREAS, MTC has established a process whereby eligible transportation project sponsors may submit allocation requests for RM1, RM2, and RM 3 funding; and

WHEREAS, SF Bay Ferry is an eligible sponsor and is authorized to submit an application for RM1, RM2, and RM3 funds in accordance with the California Streets and Highways Code and MTC policy and procedures; and

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

WHEREAS, SF Bay Ferry's allocation requests demonstrate and are part of a fully funded operating plan that is consistent with the adopted performance measures, as applicable, for which SF Bay Ferry is requesting that MTC allocate funds; now, therefore, be it

RESOLVED, that the Board of Directors authorizes its Executive Director or his designee to submit an allocation request to MTC for FY 2024/25 RM 1 funds up to the amount of \$5,202,000, RM2 funds of up to \$15,800,000, and RM 3 funds of up to of \$41,215,000 for the projects, purposes, and amounts included in the applications for funding, and to enter into all agreements and provide all certifications and assurances as may be necessary to secure these funds; and be it further

RESOLVED, that SF Bay Ferry certifies that the requested projects are consistent with Regional Transportation Plans and that SF Bay Ferry will comply with all MTC policies and resolutions as necessary for MTC to allocate funds: in particular (i) there is no legal impediment to SF Bay Ferrymaking allocation requests for RM1, RM2, and RM3 funds, (ii) 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 (iii) SF Bay Ferry 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 SF Bay Ferry certifies that pursuant to the expenditure plan set forth in Streets and Highways Code Section 30914.7, which requires that the Metropolitan Transportation Commission use revenue generated each year from toll increases approved by the voters to fund SF Bay Ferry operating programs in support of expanded ferry service, the Board certifies that SF Bay Ferry is legally eligible to receive these funds.

RESOLVED, that SF Bay Ferry certifies that the projects and purposes for which funds are being requested are in compliance with the requirements of the California Environmental Quality Act (Public Resources Code §21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations §150000 et seq.) and, if relevant, the National Environmental Policy Act (NEPA), 42 USC § 4-1 et seq. and the applicable regulations thereunder; and be it further

RESOLVED, that SF Bay Ferry indemnifies and holds harmless MTC, its 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 the Authority, its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under this allocation of funds. In addition to any other remedy authorized by law, so much of the funding due under this allocation of 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 SF Bay Ferry 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 SF Bay Ferry 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 SF Bay Ferry, its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under this allocation of RM3 funds. SF Bay Ferry 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 SF Bay Ferry shall, if there are 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 MTC is entitled to a proportionate share equal to MTC's percentage participation in the project(s); and be it further

RESOLVED, that assets purchased with RM1, RM2, or 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 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 RM1, RM2, or RM3 funds were originally used; and be it further

RESOLVED, that a copy of this resolution shall be transmitted to MTC in conjunction with the filing of SF Bay Ferry's requests 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 June 10, 2025.

YEA:

NAY:

ABSTAIN:

ABSENT:

/s/ Board Secretary

2025-22

END

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

RESOLUTION NO. 2025-23

**APPROVING THE PROJECT LIST FOR FY 2025/26
FOR THE CALIFORNIA STATE OF GOOD REPAIR PROGRAM**

WHEREAS, Senate Bill 1 (SB 1), the Road Repair and Accountability Act of 2017, establishes the State of Good Repair (SGR) program to fund eligible transit maintenance, rehabilitation, and capital project activities that maintain the public transit system in a state of good repair; and

WHEREAS, SGR funds are allocated by the Metropolitan Transportation Commission (MTC); and

WHEREAS, the San Francisco Bay Area Water Emergency Transportation Authority's (SF Bay Ferry or WETA) share of SGR funds for fiscal year 2025/26 is estimated to be \$477,713; and

WHEREAS, these funds will be used for the North Bay Fuel Farm Upgrades project; and

WHEREAS, in order to qualify for these funds, SF Bay Ferry is required to submit a proposed project list to California Department of Transportation (Caltrans) on an annual basis; now, therefore, be it

RESOLVED that the Board of Directors hereby approves the North Bay Fuel Farm Upgrades project for inclusion on the SB1 State of Good Repair Project List for FY 2025/26; and be it further

RESOLVED that SF Bay Ferry agrees to comply with all conditions and requirements set forth in the Certification and Assurances document and applicable statutes, regulations and guidelines for all SGR funded transit capital projects; and be it further

RESOLVED that the Executive Director and/or Chief Financial Officer are hereby authorized to submit a request for Scheduled Allocation of the SB1 State of Good Repair Funds and to execute the related grant applications, forms and agreements.

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 June 10, 2025.

YEA:

NAY:

ABSTAIN:

ABSENT:

/s/ Board Secretary

2025-23

END

SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY

RESOLUTION NO. 2025-24

**AUTHORIZING THE SUBMITTAL OF A CLAIM FOR STATE TRANSIT ASSISTANCE FUNDS
AND DESIGNATION OF THE EXECUTIVE DIRECTOR
AND/OR CHIEF FINANCIAL OFFICER AS AUTHORIZED AGENTS**

WHEREAS, the San Francisco Bay Area Water Emergency Transportation Authority (SF Bay Ferry or WETA) is an eligible project sponsor and may receive funding from the State Transit Assistance (STA) Revenue Program described in Public Utilities Code Section 99314; and

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional agency responsible for disbursement of STA Revenue Funds apportioned by the State Controller's Office; and

WHEREAS, MTC has developed guidelines for the purpose of administering and distributing STA funds to eligible project sponsors, described in MTC's Annual Fund Application Manual; and

WHEREAS, SF Bay Ferry wishes to use STA funds for the purpose of funding the FY 2025/26 Operating budget; and

WHEREAS, SF Bay Ferry wishes to delegate authorization to submit and execute all required STA claim documents and any amendments thereto to the Executive Director and/or Chief Financial Officer, in accordance with MTC guidelines; now therefore, be it

RESOLVED that the Board of Directors hereby

1. Authorizes the submittal of the SF Bay Ferry claim for State Transit Assistance Revenue Funds to support the FY 2024/25 Operating Budget; and
2. Designates the SF Bay Ferry Executive Director and/or Chief Financial Officer to be authorized to execute all required documents of the STA program and any amendments thereto with MTC which may be necessary for the completion of the aforementioned project.

CERTIFICATION

The undersigned, Board Secretary, does hereby certify that the foregoing is a full, true and correct copy of a resolution duly and regularly adopted at a meeting of the San Francisco Bay Area Water Emergency Transportation Authority held on June 10, 2025.

YEA:

NAY:

ABSTAIN:

ABSENT:

/s/ Board Secretary

2025-24

END

MEMORANDUM

TO: Board Members

FROM: Seamus Murphy, Executive Director
Michael Gougherty, Director of Planning
Arthi Krubanandh, Senior Transportation Planner

SUBJECT: Green Marine Program Update

Recommendation

This is an information item.

Background

In August 2024, the Board adopted a Sustainability Policy to guide environmentally responsible ferry operations in line with regional and state climate goals. One of the objectives of the policy is to strengthen efforts through independent monitoring and programs like Green Marine.

Green Marine is a voluntary certification program that helps maritime operators improve performance beyond regulatory requirements, focusing on issues such as GHG emissions, underwater noise, and waste. By participating, SF Bay Ferry gains access to standardized indicators, a structured self-evaluation process, and third-party verification. These tools support tracking progress, benchmarking against peers, and ensuring measurable results. The program also fosters collaboration with peers, regulators, and environmental groups, enhancing SF Bay Ferry's leadership in sustainability and positioning it for future funding opportunities.

In October 2024, the Board approved participation in the Green Marine program.

Discussion

As part of the agency's first year of participation in the Green Marine program, staff completed a self-evaluation report using the program's framework and submitted supporting documentation in April 2025. A third-party verifier accredited by Green Marine conducted a verification interview and site visit to confirm compliance and validate the report.

Key steps in the process included:

- Documenting policies and practices aligned with Green Marine's performance indicators, including GHGs, NOx, SOx, particulate matter, aquatic invasive species, underwater noise, oily discharge, and waste management.
- Coordinating with Blue & Gold Fleet to demonstrate operational best practices such as emissions control, spill prevention, and noise mitigation.
- Participating in a verification interview and site visit in April 2025 to validate the self-assessment results.

Each performance indicator is rated on a 1-to-5 scale: Level 1 reflects basic regulatory compliance, while Level 5 represents industry-leading practices. The scale helps benchmark progress and identify areas for improvement.

Highlights from the verifier's report:

- All self-declared performance levels were confirmed as accurate.
- SF Bay Ferry's strong organizational commitment to sustainability from leadership to daily operations was noted as a key strength.
- The agency is well-positioned for continued progress and is expected to reach higher Green Marine performance levels in future cycles.

Following verification, SF Bay Ferry will receive its Year One certification at the GreenTech Conference in June 2025.

Next Steps

Staff will outline a path for continued participation and improvement in the program. Priority actions will include:

- Advancing performance in at least one indicator in the next cycle (Year Two).
- Support updates to the Green Marine framework to better reflect passenger ferry-specific operations by accounting for terminal and facility-related activities such as facility maintenance.

Fiscal Impact

There is no fiscal impact associated with this informational item. The membership and certification fee for the Green Marine program are included in the current FY 2024/25 budget as well as the upcoming FY 2025/26 budget.

END

MEMORANDUM

TO: Board Members

FROM: Seamus Murphy, Executive Director
Michael Gougherty, Director of Planning
Arthi Krubanandh, Senior Transportation Planner
Gabriel Chan, Transportation Planner
Lensaa Temesgen, Transportation Planning Intern

SUBJECT: Transportation Planning Internship Capstone Project

Recommendation

There is no recommendation associated with this informational item.

Background/Discussion

The SF Bay Ferry year-long internship program is for students in their undergraduate or graduate programs who have a passion for transportation and are looking for real-world working experiences that teach them vital skills to help advance their planning career. Under the primary supervision of Transportation Planner staff, the Transportation Planning Intern supports various day-to-day planning tasks and gains mentorship in an actual work environment. The Intern is also responsible for completing a capstone project on a topic of their choice that intertwines the intern's interests and the needs of the agency. The capstone culminates in a professional or academic report, as well as a presentation before the staff and the Board of Directors.

This year's Transportation Planning Intern, Lensaa Temesgen, has developed a capstone project relating to waste management practices. For context, the Central Bay Operation and Maintenance Facility, operated under contract by Blue & Gold Fleet, maintains approximately 70% of the SF Bay Ferry's vessel fleet. With the operation and maintenance of the fleet comes the generation of waste, which is handled by trained Blue & Gold staff in accordance with established safety and environmental protocols. To evaluate and improve these practices, Ms. Temesgen has prepared a detailed analysis of waste management operations at the Central Bay facility. This analysis advances implementation of SF Bay Ferry's Sustainability Policy and supports the agency's broader goals to reduce waste, improve environmental performance, and ensure compliance with regional environmental practices. The capstone project includes recommendations that can be implemented specifically at the Central Bay facility or scaled as a model analytical framework for other similar buildings in the SF Bay Ferry system.

The analysis identifies current practices for managing hazardous and non-hazardous waste, and outlines areas for enhancement. It includes short, and long-term recommendations aligned with both the Sustainability Policy and Green Marine program's guidelines. Implementing these measures would strengthen waste reduction and recycling efforts, reinforce regulatory compliance, and demonstrate SF Bay Ferry's commitment to environmental stewardship and sustainability leadership. Ms. Temesgen will present a summary of the capstone project findings to the Board.

END