



April 18, 2021

The Honorable Nancy Pelosi
Speaker, U.S. House of Representatives
H-232, US Capitol
Washington, DC 20515

Dear Madam Speaker,

I am writing on behalf of the City and County of San Francisco in support of a request for federal funding by the San Francisco Bay Area Water Emergency Transportation Authority (WETA) and the Port of San Francisco for construction of the Mission Bay Ferry Landing. This project will extend WETA's San Francisco Bay Ferry service and provide a critical connection between Downtown and the Mission Bay and southern waterfront neighborhoods of San Francisco, supporting the growing workforce in Mission Bay and events at Chase Center. The route will be served by an all-electric vessel, which will further our goals of protecting the environment and reducing traffic on congested roads and bridges.

The new ferry route will open up a much-needed transbay transit link to Mission Bay and southern waterfront for employees and residents. This connection is crucial in order to connect disadvantaged communities in the East Bay to the large employment center in Mission Bay. Additionally, the Mission Bay ferry service will function as an extension service, improving existing ferry routes from Vallejo, Richmond, Oakland and Alameda.

I strongly support the request for federal funds as it will ensure the completion of this vital transportation project. Thank you for your continued advocacy for our City and your consideration of this matter.

Sincerely,

A handwritten signature in blue ink, reading "London N. Breed".

London N. Breed
Mayor, City and County of San Francisco



March 25, 2021

The Honorable Nancy Pelosi
Speaker, U.S. House of Representatives
H-232, US Capitol
Washington, DC 20515

Dear Speaker Pelosi:

We are writing to support a \$12 million request for federal funding by the San Francisco Bay Area Water Emergency Transportation Authority (WETA) and the Port of San Francisco for construction of the Mission Bay Ferry Landing. This project provides a critical extension of WETA's San Francisco Bay Ferry service linking Downtown San Francisco with the Mission Bay neighborhood, and providing ferry service for events at the Chase Center, including Golden State Warriors games.

WETA is working with the Port of San Francisco to fund and build the Mission Bay Ferry Landing. To date, the Port and the City of San Francisco have already contributed \$17.8 million to advance the project through Phase 1. Despite securing private contributions and additional funding through the Regional Measure 3 program, the project remains short of necessary funds for completion. The Port's ongoing effort to identify additional sources has been hampered by the economic crisis caused by the COVID- 19 pandemic. If additional funding sources cannot be identified soon, it will delay construction and increase overall costs of the project.

The Mission Bay Ferry Service will provide a much-needed transportation option for commuters and residents in Mission Bay, a dense and growing neighborhood that features increasing employment opportunities, world-class entertainment and blossoming residential areas. The new ferry route will improve on existing ferry routes from Vallejo, Richmond, Oakland and Alameda; thus reducing congestion on overcrowded highways, lowering vehicle related emissions, and shrinking maintenance costs on existing roads. These routes connect communities in the East Bay to the large employment center in Mission Bay, which hosts two major medical campuses and the new Chase Center; all of which employ a diverse population of workers.

This service will also utilize WETA's first all-electric high-speed commute ferry vessel, which represents WETA's first step toward converting its vessel fleet to zero emission

Speaker Nancy Pelosi

March 25, 2021

Page 2

technology. WETA was awarded a Transit and Intercity Rail Capital Program grant to build this all-electric vessel; however, construction of the vessel cannot begin until construction of the ferry landing is fully funded.

WETA and the Port of San Francisco have been working collaboratively together since 2015 to bring this project to fruition. With full funding, construction work could begin in early 2023 and could be completed by fall of 2024. Once funding for the terminal is finalized, the new all-electric vessel will be built in approximately 18 months.

We strongly support federal funding for this exciting project. Thank you for your consideration of this request.

Sincerely,



Scott Wiener
Senator, 11th District



Nancy Skinner
Senator, 9th District



David Chiu
Assemblymember, 17th District

CALIFORNIA LEGISLATURE

STATE CAPITOL
SACRAMENTO, CA
95814

March 25, 2021

The Honorable Nancy Pelosi
Speaker, U.S. House of Representatives
H-232, US Capitol
Washington, DC 20515

Dear Speaker Pelosi:

We are writing to support a \$12 million request for federal funding by the San Francisco Bay Area Water Emergency Transportation Authority and the Port of San Francisco for construction of the Mission Bay Ferry Landing. This project provides a critical extension of WETA's San Francisco Bay Ferry service linking Downtown San Francisco with the Mission Bay neighborhood of San Francisco, and providing ferry service for events at Chase Center, including Golden State Warriors games. The new Mission Bay ferry route will be served by an all-electric vessel, the first zero emission commuter passenger ferry on the Bay.

WETA is working with the Port of San Francisco to fund and build the Mission Bay Ferry Landing. To date, the Port and the City of San Francisco have contributed \$17.8 million to advance the project through Phase 1 while seeking full funding for the program. Despite securing a private contribution to the project, in addition to funding through the Regional Measure 3 program and Port and City contributions, the project remains short of necessary funding for completion. The Port's ongoing effort to identify additional sources has been challenged by the economic crisis caused by the COVID-19 pandemic. This unforeseen event will seriously delay construction of this project if alternative funding sources cannot be identified.

Mission Bay Ferry Service will provide a much-needed transportation option for commuters and residents in Mission Bay, a growing neighborhood that features dense employment, world-class entertainment and blossoming residential areas. This service will also utilize WETA's first all-electric vessel, which will significantly reduce the climate impact of this project. WETA was awarded a Transit and Intercity Rail Capital Program grant to build this all-electric vessel; however, construction of the vessel cannot begin until construction of the ferry landing is fully funded. This means that any delay in the overall Mission Bay project will cause a delay in the implementation of this groundbreaking demonstration of an all-electric high-speed commute ferry vessel, which represents WETA's first step toward converting its vessel fleet to zero emission technology.

CALIFORNIA LEGISLATURE

STATE CAPITOL
SACRAMENTO, CA
95814

The new ferry route will open up a transbay transit link to Mission Bay for employees and residents and relieve traffic congestion on surface streets and bridges alike. It will connect disadvantaged communities in the East Bay to the large employment center in Mission Bay, which is host to two major medical campuses and the new Chase Center, all of which employ a diverse population of workers. Mission Bay ferry service, as an extension service, will also improve existing ferry routes from Vallejo, Richmond, Oakland and Alameda. Growing water transit reduces congestion on crowded Bay Area highways, which will result in significant vehicle related emission reductions while also reducing the wear and tear that plagues our region's roads and leads to increases in maintenance costs. Using a zero-emission ferry to provide that service would make this an even bigger win.

WETA and the Port of San Francisco have been working collaboratively together since 2015 to bring this project to fruition. With full funding, construction work could begin in early 2023 and could be completed by fall of 2024. Once funding for the terminal is finalized, the new all-electric vessel will be built in approximately 18 months.

We strongly support federal funding for this exciting project. Thank you for your consideration of this request.

Sincerely,



State Senator Bill Dodd, 3rd District



Assemblymember Tim Grayson, 14th District

STATE CAPITOL
SACRAMENTO, CA 95814
(916) 651-4013

California State Senate

SENATOR
JOSH BECKER

THIRTEENTH SENATE DISTRICT



March 25, 2021

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

Dear Speaker Pelosi:

I am writing to support a \$12 million request for federal funding by the San Francisco Bay Area Water Emergency Transportation Authority and the Port of San Francisco for construction of the Mission Bay Ferry Landing. This project provides a critical extension of WETA's San Francisco Bay Ferry service linking Downtown San Francisco with the Mission Bay neighborhood of San Francisco, and providing ferry service for events at Chase Center, including Golden State Warriors games. The new Mission Bay ferry route will be served by an all-electric vessel, the first zero emission commuter passenger ferry on the Bay.

WETA is working with the Port of San Francisco to fund and build the Mission Bay Ferry Landing. To date, the Port and the City of San Francisco have contributed \$17.8 million to advance the project through Phase 1 while seeking full funding for the program. Despite securing a private contribution to the project, in addition to funding through the Regional Measure 3 program and Port and City contributions, the project remains short of necessary funding for completion. The Port's ongoing effort to identify additional sources has been challenged by the economic crisis caused by the COVID- 19 pandemic. This unforeseen event will seriously delay construction of this project if alternative funding sources cannot be identified.

Mission Bay Ferry Service will provide a much-needed transportation option for commuters and residents in Mission Bay, a growing neighborhood that features dense employment, world-class entertainment and blossoming residential areas. This service will also utilize WETA's first all-electric vessel, which will significantly reduce the climate impact of this project. WETA was awarded a Transit and Intercity Rail Capital Program grant to build this all-electric vessel; however, construction of the vessel cannot begin until construction of the ferry landing is fully funded. This means that any delay in the overall Mission Bay project will cause a delay in the implementation of this groundbreaking demonstration of an all-electric high-speed commute ferry vessel, which represents WETA's first step toward converting its vessel fleet to zero emission technology.

The new ferry route will open up a transbay transit link to Mission Bay for employees and residents and relieve traffic congestion on surface streets and bridges alike. It will connect disadvantaged communities in the East Bay to the large employment center in Mission Bay, which is host to two major medical campuses and the new Chase Center, all of which employ a diverse population of workers. Mission Bay ferry service, as an extension service, will also improve existing ferry routes from Vallejo, Richmond, Oakland and Alameda. Growing water transit reduces congestion on crowded Bay Area highways, which will result in significant vehicle related emission reductions while also reducing the wear and tear that plagues our region's roads and leads to increases in maintenance costs. Using a zero-emission ferry to provide that service would make this an even bigger win.

WETA and the Port of San Francisco have been working collaboratively together since 2015 to bring this project to fruition. With full funding, construction work could begin in early 2023 and could be completed by fall of 2024. Once funding for the terminal is finalized, the new all-electric vessel will be built in approximately 18 months.

I strongly support federal funding for this exciting project. Thank you for your consideration of this request.

Sincerely,

A handwritten signature in black ink, appearing to read "Josh Becker", is written over a light gray rectangular background.

Senator Josh Becker
CA State Senate, District 13

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0011
(916) 319-2011
FAX (916) 319-2111

DISTRICT OFFICE
1261 TRAVIS BOULEVARD, SUITE 110
FAIRFIELD, CA 94533
(707) 399-3011
FAX (707) 399-3030



COMMITTEES
CHAIR: GOVERNMENTAL ORGANIZATION
BUDGET
BUDGET SUBCOMMITTEE #1 ON
HEALTH AND HUMAN SERVICES
INSURANCE
MILITARY AND VETERANS AFFAIRS
SELECT COMMITTEES
CHAIR: INTELLECTUAL AND
DEVELOPMENTAL DISABILITIES

March 25, 2021

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

Dear Speaker Pelosi:

I am writing to support a \$12 million request for federal funding by the San Francisco Bay Area Water Emergency Transportation Authority and the Port of San Francisco for construction of the Mission Bay Ferry Landing. This project provides a critical extension of WETA's San Francisco Bay Ferry service linking Downtown San Francisco with the Mission Bay neighborhood of San Francisco, and providing ferry service for events at Chase Center, including Golden State Warriors games. The new Mission Bay ferry route will be served by an all-electric vessel, the first zero emission commuter passenger ferry on the Bay.

WETA is working with the Port of San Francisco to fund and build the Mission Bay Ferry Landing. To date, the Port and the City of San Francisco have contributed \$17.8 million to advance the project through Phase 1 while seeking full funding for the program. Despite securing a private contribution to the project, in addition to funding through the Regional Measure 3 program and Port and City contributions, the project remains short of necessary funding for completion. The Port's ongoing effort to identify additional sources has been challenged by the economic crisis caused by the COVID- 19 pandemic. This unforeseen event will seriously delay construction of this project if alternative funding sources cannot be identified.

Mission Bay Ferry Service will provide a much-needed transportation option for commuters and residents in Mission Bay, a growing neighborhood that features dense employment, world-class entertainment and blossoming residential areas. This service will also utilize WETA's first all-electric vessel, which will significantly reduce the climate impact of this project. WETA was awarded a Transit and Intercity Rail Capital Program grant to build this all-electric vessel; however, construction of the vessel cannot begin until construction of the ferry landing is fully funded. This means that any delay in the overall Mission Bay project will cause a delay in the implementation of this groundbreaking demonstration of an all-electric high-speed commute ferry vessel, which represents WETA's first step toward converting its vessel fleet to zero emission technology.

The new ferry route will open up a transbay transit link to Mission Bay for employees and residents and relieve traffic congestion on surface streets and bridges alike. It will connect disadvantaged communities in the East Bay to the large employment center in Mission Bay,

which is host to two major medical campuses and the new Chase Center, all of which employ a diverse population of workers. Mission Bay ferry service, as an extension service, will also improve existing ferry routes from Vallejo, Richmond, Oakland and Alameda. Growing water transit reduces congestion on crowded Bay Area highways, which will result in significant vehicle related emission reductions while also reducing the wear and tear that plagues our region's roads and leads to increases in maintenance costs. Using a zero-emission ferry to provide that service would make this an even bigger win.

WETA and the Port of San Francisco have been working collaboratively together since 2015 to bring this project to fruition. With full funding, construction work could begin in early 2023 and could be completed by fall of 2024. Once funding for the terminal is finalized, the new all-electric vessel will be built in approximately 18 months.

I strongly support federal funding for this exciting project. Thank you for your consideration of this request.

Respectfully,

A handwritten signature in blue ink, appearing to read "Jim Frazier", with a stylized, flowing script.

Jim Frazier
Assemblymember, District 11

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0022
(916) 319-2022
FAX (916) 319-2122

DISTRICT OFFICE
1528 S. EL CAMINO REAL, SUITE 302
SAN MATEO, CA 94402
(650) 349-2200
FAX (650) 341-4676



COMMITTEES
BUDGET
BUSINESS AND PROFESSIONS
ELECTIONS AND REDISTRICTING
REVENUE AND TAXATION
SUBCOMMITTEES
BUDGET SUBCOMMITTEE NO. 3 ON
RESOURCES AND TRANSPORTATION
SELECT COMMITTEES
CHAIR: BIOTECHNOLOGY
CALIFORNIA WORKFORCE
DEVELOPMENT BOARD

March 25, 2021

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

Dear Speaker Pelosi:

I am writing to support a \$12 million request for federal funding by the San Francisco Bay Area Water Emergency Transportation Authority and the Port of San Francisco for construction of the Mission Bay Ferry Landing. This project provides a critical extension of WETA's San Francisco Bay Ferry service linking Downtown San Francisco with the Mission Bay neighborhood of San Francisco, and providing ferry service for events at Chase Center, including Golden State Warriors games. The new Mission Bay ferry route will be served by an all-electric vessel, the first zero emission commuter passenger ferry on the Bay.

WETA is working with the Port of San Francisco to fund and build the Mission Bay Ferry Landing. To date, the Port and the City of San Francisco have contributed \$17.8 million to advance the project through Phase 1 while seeking full funding for the program. Despite securing a private contribution to the project, in addition to funding through the Regional Measure 3 program and Port and City contributions, the project remains short of necessary funding for completion. The Port's ongoing effort to identify additional sources has been challenged by the economic crisis caused by the COVID- 19 pandemic. This unforeseen event will seriously delay construction of this project if alternative funding sources cannot be identified.

Mission Bay Ferry Service will provide a much-needed transportation option for commuters and residents in Mission Bay, a growing neighborhood that features dense employment, world-class entertainment and blossoming residential areas. This service will also utilize WETA's first all-electric vessel, which will significantly reduce the climate impact of this project. WETA was awarded a Transit and Intercity Rail Capital Program grant to build this all-electric vessel; however, construction of the vessel cannot begin until construction of the ferry landing is fully funded. This means that any delay in the overall Mission Bay project will cause a delay in the implementation of this groundbreaking demonstration of an all-electric high-speed commute

ferry vessel, which represents WETA's first step toward converting its vessel fleet to zero emission technology.

The new ferry route will open up a transbay transit link to Mission Bay for employees and residents and relieve traffic congestion on surface streets and bridges alike. It will connect disadvantaged communities in the East Bay to the large employment center in Mission Bay, which is host to two major medical campuses and the new Chase Center, all of which employ a diverse population of workers. Mission Bay ferry service, as an extension service, will also improve existing ferry routes from Vallejo, Richmond, Oakland and Alameda. Growing water transit reduces congestion on crowded Bay Area highways, which will result in significant vehicle related emission reductions while also reducing the wear and tear that plagues our region's roads and leads to increases in maintenance costs. Using a zero-emission ferry to provide that service would make this an even bigger win.

WETA and the Port of San Francisco have been working collaboratively together since 2015 to bring this project to fruition. With full funding, construction work could begin in early 2023 and could be completed by fall of 2024. Once funding for the terminal is finalized, the new all-electric vessel will be built in approximately 18 months.

I strongly support federal funding for this exciting project. Thank you for your consideration of this request.

Sincerely,

A handwritten signature in black ink that reads "Kevin Mullin". The signature is written in a cursive, flowing style. The first name "Kevin" is written with a large, stylized "K" and "M" for Mullin. The signature is contained within a thin black rectangular border.

Kevin Mullin
Speaker pro Tempore
Assembly District 22

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0019
(916) 319-2019
FAX (916) 319-2119

DISTRICT OFFICE
455 GOLDEN GATE AVENUE, SUITE 14600
SAN FRANCISCO, CA 94102
(415) 557-2312
FAX (415) 557-1178

Assemblymember.Ting@assembly.ca.gov
www.assembly.ca.gov/ting



COMMITTEES
CHAIR: BUDGET
BUSINESS AND PROFESSIONS
REVENUE AND TAXATION
UTILITIES AND ENERGY

March 25, 2021

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

Dear Speaker Pelosi:

I am writing to support a \$12 million request for federal funding by the San Francisco Bay Area Water Emergency Transportation Authority and the Port of San Francisco for construction of the Mission Bay Ferry Landing. This project provides a critical extension of WETA's San Francisco Bay Ferry service linking Downtown San Francisco with the Mission Bay neighborhood of San Francisco, and providing ferry service for events at Chase Center, including Golden State Warriors games. The new Mission Bay ferry route will be served by an all-electric vessel, the first zero emission commuter passenger ferry on the Bay.

WETA is working with the Port of San Francisco to fund and build the Mission Bay Ferry Landing. To date, the Port and the City of San Francisco have contributed \$17.8 million to advance the project through Phase 1 while seeking full funding for the program. Despite securing a private contribution to the project, in addition to funding through the Regional Measure 3 program and Port and City contributions, the project remains short of necessary funding for completion. The Port's ongoing effort to identify additional sources has been challenged by the economic crisis caused by the COVID- 19 pandemic. This unforeseen event will seriously delay construction of this project if alternative funding sources cannot be identified.

Mission Bay Ferry Service will provide a much-needed transportation option for commuters and residents in Mission Bay, a growing neighborhood that features dense employment, world-class entertainment and blossoming residential areas. This service will also utilize WETA's first all-electric vessel, which will significantly reduce the climate impact of this project. WETA was awarded a Transit and Intercity Rail Capital Program grant to build this all-electric vessel; however, construction of the vessel cannot begin until construction of the ferry landing is fully funded. This means that any delay in the overall Mission Bay project will cause a delay in the

implementation of this groundbreaking demonstration of an all-electric high-speed commute ferry vessel, which represents WETA's first step toward converting its vessel fleet to zero emission technology.

The new ferry route will open up a transbay transit link to Mission Bay for employees and residents and relieve traffic congestion on surface streets and bridges alike. It will connect disadvantaged communities in the East Bay to the large employment center in Mission Bay, which is host to two major medical campuses and the new Chase Center, all of which employ a diverse population of workers. Mission Bay ferry service, as an extension service, will also improve existing ferry routes from Vallejo, Richmond, Oakland and Alameda. Growing water transit reduces congestion on crowded Bay Area highways, which will result in significant vehicle related emission reductions while also reducing the wear and tear that plagues our region's roads and leads to increases in maintenance costs. Using a zero-emission ferry to provide that service would make this an even bigger win.

WETA and the Port of San Francisco have been working collaboratively together since 2015 to bring this project to fruition. With full funding, construction work could begin in early 2023 and could be completed by fall of 2024. Once funding for the terminal is finalized, the new all-electric vessel will be built in approximately 18 months.

I strongly support federal funding for this exciting project. Thank you for your consideration of this request.

Sincerely,

A handwritten signature in black ink, appearing to read 'Philip Y. Ting', written in a cursive style.

Philip Y. Ting
Assemblymember, 19th District



City of Alameda California

March 25, 2021

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

Dear Speaker Pelosi:

I am writing on behalf of the City of Alameda to ask you to support a \$12 million request for federal funding by the San Francisco Bay Area Water Emergency Transportation Authority (WETA) and the Port of San Francisco. The funds will be used for construction of the Mission Bay Ferry Landing, adjacent to a major regional employment and entertainment hub.

As an island city in the heart of the Bay Area, Alameda is dependent upon water transportation. We have three WETA-operated ferry terminals, with the most recent one expected to open this summer at Seaplane Lagoon, the site of the former Alameda Naval Air Station.

The proposed project will increase the inter-connectivity of water transit in the Bay Area, benefiting the region and the residents of Alameda. It will also reduce vehicle miles traveled, greenhouse gas emissions, and freeway congestion by providing enhanced ferry service—using a new, all-electric vessel—for those that work at Mission Bay and for large entertainment events at Chase Center, including Golden State Warriors games.

The City of Alameda offers its full support for this exciting project, and would welcome your support. Thank you in advance for your time and attention.

Best Regards,

Marilyn Ezzy Ashcraft
Mayor, City of Alameda

MEA:jo

Office of the Mayor

2263 Santa Clara Avenue, Room 320
Alameda, California 94501
510.747.4701



March 25, 2021

The Honorable Nancy Pelosi
Speaker, House of Representatives
H-232, US Capitol
Washington, DC 20515

RE: Letter of Support for the San Francisco Bay Area Water Emergency Transportation Authority and Port of San Francisco's Mission Bay Ferry Landing Funding Proposal

Dear Speaker Pelosi,

I am writing to express my support for a \$12 million request for federal funding from the San Francisco Bay Area Water Emergency Transportation Authority (WETA) and Port of San Francisco for construction of the Mission Bay Ferry Landing. This project provides a critical extension of WETA's San Francisco Bay Ferry service, linking Downtown San Francisco with the Mission Bay and southern waterfront neighborhoods and providing ferry service for events at Chase Center, including Golden State Warriors games. The new Mission Bay ferry route will be served by an all-electric vessel, the first zero emission commuter passenger ferry on the Bay.

WETA and the Port are working to fund and build the Mission Bay Ferry Landing. The Port and City and County of San Francisco have contributed \$17.8 million to advance the project through Phase 1 while seeking full funding for the program. Despite a private contribution, Regional Measure 3 program funding, and Port and City contributions, the project remains short of necessary funding for completion. The Port's ongoing effort to identify additional sources has been challenged by the economic crisis caused by COVID-19. This unforeseen event will seriously delay construction of this project if alternative funding sources cannot be identified.

Mission Bay ferry service will provide a much-needed transportation option for commuters and residents in Mission Bay as well as along the southern waterfront, a growing area that features dense employment, world-class entertainment, and blossoming mixed use residential neighborhoods. This service will also utilize WETA's first all-electric vessel, which will significantly reduce the climate impact of this project. WETA was awarded a Transit and Intercity Rail Capital Program grant to build this all-electric vessel; however, construction of the vessel cannot begin until construction of the ferry landing is fully funded. This means that any delay in the overall Mission Bay project will cause a delay in the implementation of this groundbreaking demonstration of an all-electric high-speed commute ferry vessel, which represents WETA's first step toward converting its vessel fleet to zero emission technology.

The new ferry route will open up a transbay transit link to Mission Bay and the southern waterfront for employees and residents. It will provide a new connection for disadvantaged communities in the East Bay to the large employment center in Mission Bay, which hosts two major medical campuses and the new Chase Center. Mission Bay ferry service, as an extension service, will also improve existing ferry routes from Vallejo, Richmond, Oakland, and Alameda. Growing water transit reduces congestion on crowded Bay Area highways, surface streets, and bridges, which will result in significant vehicle-related emission reductions, as well as reductions in the wear and tear that plagues our region's roads and leads to increased maintenance costs. Using a zero-emission ferry to provide that service would make this an even bigger win.

WETA and the Port have worked collaboratively since 2015 to bring this project to fruition. With full funding, construction could begin in early 2023 and be completed by fall of 2024. Once funding is finalized, the new all-electric vessel will be built in approximately 18 months.

For these reasons, I support WETA and the Port's Mission Bay Ferry Landing funding proposal. If you have any questions, please reach out at 510-620-6503 or tom.butt@intres.com.

Sincerely,



Mayor Tom Butt
City of Richmond

JEANINE R. NICHOLSON
CHIEF OF DEPARTMENT



LONDON N. BREED
MAYOR

SAN FRANCISCO FIRE DEPARTMENT
CITY AND COUNTY OF SAN FRANCISCO

March 24, 2021

The Honorable Nancy Pelosi
Speaker, U.S. House of Representatives
H-232, US Capitol
Washington, DC 20515

Dear Speaker Pelosi:

I am writing on behalf of the San Francisco Fire Department (SFFD) to ask you to support a \$12 million request for federal funding by the San Francisco Bay Area Water Emergency Transportation Authority (WETA) and the Port of San Francisco for construction of the Mission Bay Ferry Landing. This project provides a critical extension of WETA's San Francisco Bay Ferry service linking Downtown San Francisco with the Mission Bay and southern waterfront neighborhoods of San Francisco, and providing ferry service for events at Chase Center, including Golden State Warriors games. The new Mission Bay ferry route will be served by an all-electric vessel, the first zero emission commuter passenger ferry on the Bay.

WETA is working with the Port of San Francisco to fund and build the Mission Bay Ferry Landing. To date, the Port and the City of San Francisco have contributed \$17.8 million to advance the project through Phase 1 while seeking full funding for the program. Despite securing a private contribution to the project, in addition to funding through the Regional Measure 3 program and Port and City contributions, the project remains short of necessary funding for completion. The Port's ongoing effort to identify additional sources has been challenged by the economic crisis caused by the COVID-19 pandemic. This unforeseen event will seriously delay construction of this project if alternative funding sources cannot be identified.

Hon. Nancy Pelosi
March 24, 2021
Page 2

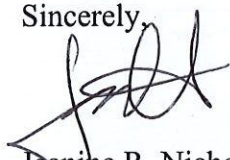
Mission Bay Ferry Service will provide a much-needed transportation option for commuters and residents in Mission Bay and the southern waterfront, a growing area that features dense employment, world-class entertainment and blossoming mixed use residential neighborhoods. This service will also utilize WETA's first all-electric vessel, which will significantly reduce the climate impact of this project. WETA was awarded a Transit and Intercity Rail Capital Program grant to build this all-electric vessel; however, construction of the vessel cannot begin until construction of the ferry landing is fully funded. This means that any delay in the overall Mission Bay project will cause a delay in the implementation of this groundbreaking demonstration of an all-electric high-speed commute ferry vessel, which represents WETA's first step toward converting its vessel fleet to zero emission technology.

The new ferry route will open a transbay transit link to Mission Bay and southern waterfront for employees and residents and relieve traffic congestion on surface streets and bridges alike. It will provide a new connection for disadvantaged communities in the East Bay to the large employment center in Mission Bay, which is host to two major medical campuses and the new Chase Center. Mission Bay ferry service, as an extension service, will also improve existing ferry routes from Vallejo, Richmond, Oakland, and Alameda. Growing water transit reduces congestion on crowded Bay Area highways, which will result in significant vehicle related emission reductions while also reducing the wear and tear that plagues our region's roads and leads to increases in maintenance costs. Using a zero-emission ferry to provide that service would make this an even bigger win.

WETA and the Port of San Francisco have been working collaboratively together since 2015 to bring this project to fruition. With full funding, construction of the Ferry Landing could begin in early 2023 and could be completed by fall of 2024. Once funding for the terminal is finalized, the new all-electric vessel will be built in approximately 18 months.

Again, the SFFD offers our full support for this exciting project. Thank you in advance for your time and attention.

Sincerely,



Jeanine R. Nicholson
Chief of Department



**San Francisco
County Transportation
Authority**

1455 Market Street, 22ND Floor, San Francisco, California 94103

415-522-4800

info@sfcta.org

www.sfcta.org

March 25, 2021

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

Re: Letter of Support for the San Francisco Bay Area Water Emergency Transportation Authority and Port of San Francisco's Mission Bay Ferry Landing Project

Dear Speaker Pelosi:

The San Francisco County Transportation Authority (Transportation Authority) is pleased to support the San Francisco Bay Area Water Emergency Transportation Authority (WETA) and Port of San Francisco's request for \$12 million in federal funding for construction of the Mission Bay Ferry Landing. The Transportation Authority develops San Francisco's transportation policies through our roles as the county Congestion Management Agency and administrator of San Francisco's Prop K transportation sales tax and Prop AA vehicle registration fee programs. The proposed project provides a critical extension of WETA's San Francisco Bay Ferry service linking Downtown San Francisco with the Mission Bay and southern waterfront neighborhoods of San Francisco, and providing ferry service for events at Chase Center, including Golden State Warriors games. The Ferry Landing will further activate existing maritime activity along our working waterfront. The new Mission Bay ferry route will be served by an all-electric vessel, the first zero emission commuter passenger ferry on the Bay. We hope to eventually interline this route with new ferry service between Treasure Island and San Francisco.

San Francisco has the second-worst traffic congestion in the nation and the Transbay corridor is experiencing overcrowding. The ferry landing is essential to alleviate current regional transportation overcrowding and will provide transportation resiliency in the event of an earthquake, BART or Bay Bridge failure, or other unplanned events.

WETA is working with the Port of San Francisco to fund and build the Mission Bay Ferry Landing. To date, the Port and the City of San Francisco have contributed \$17.8 million to advance the project through Phase 1 while seeking full funding for the program. Despite securing a private contribution to the project, in addition to funding through the Regional Measure 3 program and Port and City contributions, the project remains short of necessary funding for completion. The Port's ongoing effort to identify additional sources has been challenged by the economic crisis caused by the COVID-19 pandemic. This unforeseen event will seriously delay construction of this project if alternative funding sources cannot be identified.

Mission Bay Ferry Service will provide a much-needed transportation option for commuters and residents in Mission Bay and the southern waterfront, a growing area that features dense employment, world-class entertainment and blossoming mixed use residential neighborhoods. This service will also utilize WETA's first all-electric vessel, which will significantly reduce the climate impact of this project. WETA was awarded a Transit and Intercity Rail Capital Program grant to build this all-electric vessel; however, construction of the vessel cannot begin until construction of the ferry landing is fully funded. This means that any delay in the overall Mission Bay project will cause a delay in the implementation of this groundbreaking demonstration of an all-electric high-speed commute ferry vessel, which represents WETA's first step toward converting its vessel fleet to zero emission technology.

The new ferry route will open up a transbay transit link to Mission Bay and southern waterfront for employees and residents and relieve traffic congestion on surface streets and bridges alike. It will

provide a new connection for disadvantaged communities in the East Bay to the large employment center in San Francisco's Mission Bay, which is host to two major medical campuses and the new Chase Center, as well as from San Francisco to the East Bay. Mission Bay ferry service, as an extension service, will also improve existing ferry routes from Vallejo, Richmond, Oakland and Alameda. Growing water transit reduces congestion on crowded Bay Area highways, which will result in significant vehicle related emission reductions while also reducing the wear and tear that plagues our region's roads and leads to increases in maintenance costs. Using a zero-emission ferry to provide that service would make this an even bigger win.

WETA and the Port of San Francisco have been working collaboratively together since 2015 to bring this project to fruition. With full funding, construction of the Ferry Landing could begin in early 2023 and could be completed by Fall of 2024. Once funding for the terminal is finalized, the new all-electric vessel will be built in approximately 18 months.

I urge your favorable consideration for this important project that will have a substantial impact on the region's transportation capacity. We look forward to supporting our partners at WETA and the Port of San Francisco in this exciting project. Thank you in advance for your time and attention.

Sincerely,



Tilly Chang
Executive Director

California Department of Transportation

OFFICE OF THE DIRECTOR
P.O. BOX 942873, MS-49 | SACRAMENTO, CA 94273-0001
(916) 654-6130 | FAX (916) 653-5776 TTY 711
www.dot.ca.gov



April 7, 2021

Dear California Congressional Member:

The California Department of Transportation (Caltrans) is pleased to support the request from the San Francisco Bay Area Water Emergency Transportation Authority for Congressional Community Project Funding for the Mission Bay Ferry Terminal project.

President Biden's announcement of a major infrastructure initiative – a \$2 trillion, eight-year "American Jobs Plan," and the surface transportation reauthorization legislation, presents opportunities for Congress to make critical investments in infrastructure that will address decades of inequities and the rising challenge of climate change, while also spurring economic growth. This will lead the way to developing a brighter future for all.

Caltrans assessed letter of support requests from local agencies based on guiding principles supporting state priorities in collaboration with the California State Transportation Agency. Therefore, I am confident the approval of this request will help to support a safe and reliable transportation network that serves all people and respects the environment. Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read 'T. Omishakin'.

TOKS OMISHAKIN
Director

c: San Francisco Bay Area Water Emergency Transportation Authority



March 25, 2021

The Honorable Nancy Pelosi
Speaker, U.S. House of Representatives
H-232, US Capitol
Washington, DC2051

Dear Speaker Pelosi:

I am writing on behalf of the Port of San Francisco to request your support of a \$12 million request for federal funding by the San Francisco Bay Area Water Emergency Transportation Authority and the Port of San Francisco for construction of the Mission Bay Ferry Landing. This project provides a critical extension of WETA's San Francisco Bay Ferry service linking Downtown San Francisco with the Mission Bay and southern waterfront neighborhoods of San Francisco, providing ferry service for the growing work force in Mission Bay and to events at Chase Center, including Golden State Warriors games. The new Mission Bay ferry route will be served by an all-electric vessel, the first zero emission commuter passenger ferry on the Bay, protecting the environment and keeping people off congested roads and bridges.

WETA is working with the Port of San Francisco to fund and build the Mission Bay Ferry Landing. To date, the Port and the City of San Francisco have contributed \$17.8 million to advance the project through Phase 1 while seeking full funding for the program. Despite securing a private contribution, a Regional Measure 3 allocation and Port and City contributions, the project remains short of necessary funding for completion. The Port's ongoing effort to identify additional sources has been challenged by the economic crisis caused by the COVID-19 pandemic. This unforeseen event will seriously delay construction of this project if alternative funding sources cannot be identified.

Mission Bay Ferry Service will provide a much-needed transportation option for commuters and residents in Mission Bay and the southern waterfront, a growing area that features dense employment, world-class entertainment and blossoming mixed use residential neighborhoods. This service will also utilize WETA's first all-electric vessel, which will significantly reduce the climate impact of this project. WETA was awarded a Transit and Intercity Rail Capital Program grant to build this all-electric vessel; however, construction of the vessel cannot begin until construction of the ferry landing is fully funded. This means that any delay in the overall Mission Bay project will cause a delay in the implementation of this groundbreaking demonstration of an all-electric high-speed commute ferry vessel, which represents WETA's first step toward converting its vessel fleet to zero emission technology.

PORT OF SAN FRANCISCO

TEL 415 274 0400

TTY 415 274 0587

ADDRESS Pier 1

FAX 415 274 0528

WEB sfport.com

San Francisco, CA 94111

The new ferry route will open up a transbay transit link to Mission Bay and southern waterfront for employees and residents and relieve traffic congestion on surface streets and bridges alike. It will provide a new connection for disadvantaged communities in the East Bay to the large employment center in Mission Bay, which is host to two major medical campuses and the new Chase Center, as well as from San Francisco to the East Bay. Mission Bay ferry service, as an extension service, will also improve existing ferry routes from Vallejo, Richmond, Oakland and Alameda. Growing water transit reduces congestion on crowded Bay Area highways, which will result in significant vehicle related emission reductions while also reducing the wear and tear that plagues our region's roads and leads to increases in maintenance costs. Using a zero-emission ferry to provide that service would make this an even bigger win.

WETA and the Port of San Francisco have been working collaboratively together since 2015 to bring this project to fruition. With full funding, construction of the Ferry Landing could begin in early 2023 and could be completed by fall of 2024. Once funding for the terminal is finalized, the new all-electric vessel will be built in approximately 18 months.

Again, the Port of San Francisco offers our full support for this exciting project. Thank you in advance for your time and attention. Thank you also for your continued leadership in these turbulent times. You are an inspiration.

Sincerely,



Elaine Forbes
Port of San Francisco, Executive Director



March 25, 2021

The Honorable Nancy Pelosi
Speaker, U.S. House of Representatives
H-232, US Capitol
Washington, DC 20515

Subject: Support for Mission Bay Ferry Project

Dear Speaker Pelosi:

We are writing on behalf of the Port of San Francisco's Northern Advisory Committee (NAC) to ask you to support a \$12 million request for federal funding by the San Francisco Bay Area Water Emergency Transportation Authority and the Port of San Francisco for construction of the Mission Bay Ferry Landing. This project provides a critical extension of WETA's San Francisco Bay Ferry service linking Downtown San Francisco with the Mission Bay and southern waterfront neighborhoods of San Francisco, and providing ferry service for events at Chase Center, including Golden State Warriors games. The new Mission Bay ferry route will be served by an all-electric vessel, the first zero emission commuter passenger ferry on the Bay.

WETA is working with the Port of San Francisco to fund and build the Mission Bay Ferry Landing. To date, the Port and the City of San Francisco have contributed \$17.8 million to advance the project through Phase 1 while seeking full funding for the program. Despite securing a private contribution to the project, in addition to funding through the Regional Measure 3 program and Port and City contributions, the project remains short of necessary funding for completion. The Port's ongoing effort to identify additional sources has been challenged by the economic crisis caused by the COVID-19 pandemic. This unforeseen event will seriously delay construction of this project if alternative funding sources cannot be identified.

Mission Bay Ferry Service will provide a much-needed transportation option for commuters and residents in Mission Bay and the southern waterfront, a growing area that features dense employment, world-class entertainment and blossoming mixed use residential neighborhoods. This service will also utilize WETA's first all-electric vessel, which will significantly reduce the climate impact of this project. WETA was awarded a Transit and Intercity Rail Capital Program grant to build this all-electric vessel; however, construction of the vessel cannot begin until construction of the ferry landing is fully funded. This means that any delay in the overall Mission Bay project will cause a delay in the implementation of this groundbreaking demonstration of an all-electric high-speed commute ferry vessel, which represents WETA's first step toward converting its vessel fleet to zero emission technology.

The new ferry route will open up a transbay transit link to Mission Bay and southern waterfront for employees and residents and relieve traffic congestion on surface streets and bridges alike. It will provide a new connection for disadvantaged communities in the East Bay to the large employment center in Mission Bay, which is host to two major medical campuses and the new Chase Center. Mission Bay ferry service, as an extension service, will also improve existing ferry routes from Vallejo, Richmond, Oakland and Alameda. Growing water transit reduces congestion on crowded Bay Area highways, which will result in significant vehicle related emission reductions while also reducing the wear and tear that plagues

our region's roads and leads to increases in maintenance costs. Using a zero-emission ferry to provide that service would make this an even bigger win.

WETA and the Port of San Francisco have been working collaboratively together since 2015 to bring this project to fruition. With full funding, construction of the Ferry Landing could begin in early 2023 and could be completed by fall of 2024. Once funding for the terminal is finalized, the new all-electric vessel will be built in approximately 18 months.

Again, the Port's Northern Advisory Committee offers our full support for this exciting project. Thank you in advance for your time and attention.

Sincerely,

Members of the Northern Advisory Committee:

Katy Liddell (Co-Chair)

Jane Connors (Co-Chair)

Ted Choi

Shani Krevsky

Marc Dragun

Bruno Kanter

Stewart Morton

Carol Parlette

Flicka McGurrin

Bob Iwersen

Alec Bash

Bob Harrer

Diana Taylor

Pam Perez

Kelsey Bauer

Ritika Puri

Mahesh Katwani

March 25, 2021

The Honorable Nancy Pelosi
Speaker, U.S. House of Representatives
H-232, US Capitol
Washington, DC2051

Dear Speaker Pelosi:

I am writing on behalf of the San Francisco Bay Area Water Emergency Transportation Authority (WETA) to request your support of a \$12 million request for federal funding for construction of the Mission Bay Ferry Landing. This project provides a critical extension of WETA's San Francisco Bay Ferry service linking Downtown San Francisco with the Mission Bay and southern waterfront neighborhoods of San Francisco, providing ferry service for the growing work force in Mission Bay and to events at Chase Center, including Golden State Warriors games. The new Mission Bay ferry route will be served by an all-electric vessel, the first zero emission commuter passenger ferry on the Bay, protecting the environment and keeping people off congested roads and bridges.

WETA is working with the Port of San Francisco to fund and build the Mission Bay Ferry Landing. To date, \$46.8 million of the total project cost of approximately \$57 - \$58 million has been secured – WETA has pledged \$25M of Regional Measure 3 funds; the Port of San Francisco and the City and County of San Francisco have contributed \$17.8 million; and a \$4 million unsecured private contribution will be announced when all other funding sources are confirmed. Despite securing a private contribution, a Regional Measure 3 allocation and Port and City contributions, the project remains short of necessary funding for completion. Ongoing effort to identify additional funding sources has been challenged by the economic crisis caused by the COVID- 19 pandemic. This unforeseen event will seriously delay construction of this project if alternative funding sources cannot be identified. However, the requested funds will result in full funding of this project, which would allow construction of the Ferry Landing to begin in early 2023 and be completed by fall of 2024.

Mission Bay Ferry Service will provide a much-needed transportation option for commuters and residents in Mission Bay and the southern waterfront, a growing area that features dense employment, world-class entertainment and blossoming mixed use residential neighborhoods. This service will also utilize WETA's first all-electric vessel, which will significantly reduce the climate impact of this project. WETA was awarded a Transit and Intercity Rail Capital Program grant to build this all-electric vessel; however, construction of the vessel cannot begin until construction of the ferry landing is fully funded. This means that any delay in the overall Mission Bay project will cause a delay in the implementation of this groundbreaking demonstration of an all-electric high-speed commute ferry vessel, which represents WETA's first step toward converting its vessel fleet to zero emission technology.

The new ferry route will open up a transbay transit link to Mission Bay and southern waterfront for employees and residents and relieve traffic congestion on surface streets and bridges alike. It will provide a new connection for disadvantaged communities in the East Bay to the large employment center in Mission Bay, which is host to two major medical campuses and the new Chase Center, as well as from San Francisco to the East Bay. Mission Bay ferry service, as an extension service, will also improve existing ferry routes from Vallejo, Richmond, Oakland and Alameda. Growing water transit reduces congestion on crowded Bay Area highways, which will result in significant vehicle related emission reductions while also reducing the wear and tear that plagues our region's roads and leads to increases in maintenance costs. Using a zero-emission ferry to provide that service would make this an even bigger win.

WETA and the Port of San Francisco have been working collaboratively together since 2015 to bring this project to fruition. With full funding, construction of the Ferry Landing could begin in early 2023 and could be completed by fall of 2024. Once funding for the terminal is finalized, the new all-electric vessel will be built in approximately 18 months.

Again, the San Francisco Bay Area Water Emergency Transportation Authority offers our full support for this exciting project. Thank you in advance for your time and attention. Thank you also for your continued leadership in these turbulent times. Your efforts to prioritize emergency investment in public transit from Federal COVID-19 relief legislation have saved thousands of Bay Area jobs and have ensured continued serviced for essential workers and the most vulnerable members of our communities. On behalf of our riders and workers, we are incredibly grateful.

Sincerely,

A handwritten signature in black ink, appearing to read 'Seamus', with a stylized flourish at the end.

Seamus Murphy
Executive Director

2021 BOARD OF DIRECTORS

Laura Kennedy, President
Kennedy/Jenks Consultants.

Jaclyn Gnusti, Vice President
Anchor QEA

Ane Deister, Treasurer
HDR

Anju Wicke, Secretary
Geosyntec

William Adams
*International Longshore
& Warehouse Union*

Amnon Bar-Ilan
Ramboll

Michele Barlow
Environmental Resource Management

Russell Barnes
Wilshire Consulting

Linda A. Blue
Pacific Inter-Club Yacht Association

Scott Bodensteiner
Haley & Aldrich

William H. Butler
Lind Marine, Inc.

Paul Campos
*Building Industry Association
of the Bay Area*

Art Coon
Miller Starr Regalia

Brian Cooney
Marsh & McLennan Companies

Ginna Demetrios
Arcadis

Bill T. Dutra
The Dutra Group

William H. Hanson
Great Lakes Dredge & Dock, Inc.

Eric Hinz
Kleinfelder

Jim Holland
Levin-Richmond Terminal Corp.

Brian Hubinger
Chevron U.S.A. Inc.

David Ivester
Briscoe Ivester & Bazel LLP

James D. Levine
Montezuma Wetlands LLC

Pat Mapelli
Graniterock

Christian Marsh
Downey Brand LLP

James McNally
Manson Construction Company

Amara Morrison
Wendel Rosen LLP

Seamus Murphy
*Water Emergency Transportation
Authority*

Ric Notini
Cargill

Gary Oates
Environmental Science Associates

Diane Oshima
Port of San Francisco

Melanie Richardson
Valley Water

Thorsten Rotter
Lehigh Hanson

John Schneider
Marathon Petroleum Corporation

Brad Sherwood
Sonoma County Water Agency

Richard Sinkoff
Port of Oakland

Dilip Trivedi
Moffatt & Nichol

Ellis A. Wallenberg III
Weiss Associates

Jeff Wingfield
Port of Stockton

Scott Warner
BBJ Group

Kristine A. Zortman
Port of Redwood City

John A. Coleman
Chief Executive Officer

March 23, 2021

The Honorable Nancy Pelosi
Speaker, U.S. House of Representatives
H-232, US Capitol
Washington, DC 20515

Dear Speaker Pelosi:

The Bay Planning Coalition, a non-profit, policy advocacy organization supporting strong economic growth and environmental health of the San Francisco Bay and surrounding region, submits this letter to ask you to support a \$12 million request for funding by the San Francisco Bay Area Water Emergency Transportation Authority (WETA) and the Port of San Francisco for construction of the Mission Bay Ferry Landing. This project provides a critical extension of WETA's San Francisco Bay Ferry service linking Downtown San Francisco with the Mission Bay neighborhood of San Francisco, and providing ferry service for events at Chase Center, including Golden State Warriors games. The new Mission Bay ferry route will be served by an all-electric vessel, the first zero emission commuter passenger ferry on the Bay.

WETA is working with the Port of San Francisco to fund and build the Mission Bay Ferry Landing. To date, the Port and the City of San Francisco have contributed \$17.8 million to advance the project through Phase 1 while seeking full funding for the program. Despite securing a private contribution to the project, in addition to funding through the Regional Measure 3 program and Port and City contributions, the project remains short of necessary funding for completion. The Port's ongoing effort to identify additional sources has been challenged by the economic crisis caused by the COVID- 19 pandemic. This unforeseen event will seriously delay construction of this project if alternative funding sources cannot be identified.

Mission Bay Ferry Service will provide a much-needed transportation option for commuters and residents in Mission Bay, a growing neighborhood that features dense employment, world-class entertainment and blossoming residential areas. This service will also utilize WETA's first all-electric vessel, which will significantly reduce the climate impact of this project. WETA was awarded a Transit and Intercity Rail Capital Program grant to build this all-electric vessel; however, construction of the vessel cannot begin until construction of the ferry landing is fully funded. This means that any delay in the overall Mission Bay project will cause a delay in the implementation of this groundbreaking demonstration of an all-electric high-speed commute ferry vessel, which represents WETA's first step toward converting its vessel fleet to zero emission technology. This is an important opportunity to establish WETA as a global

2021 BOARD OF DIRECTORS

Laura Kennedy, President
Kennedy/Jenks Consultants.

Jaclyn Gnusti, Vice President
Anchor QEA

Ane Deister, Treasurer
HDR

Anju Wicke, Secretary
Geosyntec

William Adams
*International Longshore
& Warehouse Union*

Amnon Bar-Ilan
Ramboll

Michele Barlow
Environmental Resource Management

Russell Barnes
Wilshire Consulting

Linda A. Blue
Pacific Inter-Club Yacht Association

Scott Bodensteiner
Haley & Aldrich

William H. Butler
Lind Marine, Inc.

Paul Campos
*Building Industry Association
of the Bay Area*

Art Coon
Miller Starr Regalia

Brian Cooney
Marsh & McLennan Companies

Gianna Demetrios
Arcadis

Bill T. Dutra
The Dutra Group

William H. Hanson
Great Lakes Dredge & Dock, Inc.

Eric Hinz
Kleinfelder

Jim Holland
Levin-Richmond Terminal Corp.

Brian Hubinger
Chevron U.S.A. Inc.

David Ivester
Briscoe Ivester & Bazel LLP

James D. Levine
Montezuma Wetlands LLC

Pat Mapelli
Graniterock

Christian Marsh
Downey Brand LLP

James McNally
Manson Construction Company

Amara Morrison
Wendel Rosen LLP

Seamus Murphy
*Water Emergency Transportation
Authority*

Ric Notini
Cargill

Gary Oates
Environmental Science Associates

Diane Oshima
Port of San Francisco

Melanie Richardson
Valley Water

Thorsten Rotter
Lehigh Hanson

John Schneider
Marathon Petroleum Corporation

Brad Sherwood
Sonoma County Water Agency

Richard Sinkoff
Port of Oakland

Dilip Trivedi
Moffatt & Nichol

Ellis A. Wallenberg III
Weiss Associates

Jeff Wingfield
Port of Stockton

Scott Warner
BBJ Group

Kristine A. Zortman
Port of Redwood City

John A. Coleman
Chief Executive Officer

environmental leader, dramatically reduce transportation emissions, and help California meet its climate goals.

The new ferry route will open up a transbay transit link to Mission Bay for employees and residents and relieve traffic congestion on surface streets and bridges alike. It will connect disadvantaged communities in the East Bay to the large employment center in Mission Bay, which is host to two major medical campuses and the new Chase Center, all of which employ a diverse population of workers. Mission Bay ferry service, as an extension service, will also improve existing ferry routes from Vallejo, Richmond, Oakland and Alameda. Growing water transit reduces congestion on crowded Bay Area highways, which will result in significant vehicle related emission reductions while also reducing the wear and tear that plagues our region's roads and leads to increases in maintenance costs.

WETA and the Port of San Francisco have been working collaboratively together since 2015 to bring this project to fruition. With full funding, construction of the Ferry Landing could begin in early 2023 and could be completed by fall of 2024. Once funding for the terminal is finalized, the new all-electric vessel will be built in approximately 18 months.

Again, Bay Planning Coalition offers our full support for this exciting project. We look forward to continuing to work together to expand ferry service and reduce emissions to ensure the future economic and environmental resilience of the region. Thank you in advance for your time and attention.

Sincerely,



John A. Coleman
Chief Executive Officer



**METROPOLITAN
TRANSPORTATION
COMMISSION**

Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105
415.778.6700
www.mtc.ca.gov

Alfredo Pedroza, Chair
Napa County and Cities

Nick Josefowitz, Vice Chair
San Francisco Mayor's Appointee

Margaret Abe-Koga
Cities of Santa Clara County

Eddie Abn
San Francisco Bay Conservation
and Development Commission

David Canepa
San Mateo County

Cindy Chavez
Santa Clara County

Damon Connolly
Marin County and Cities

Carol Dutra-Vernaci
Cities of Alameda County

Dina El-Tawansy
California State
Transportation Agency

Dorene M. Giacomini
U.S. Department of Transportation

Federal D. Glover
Contra Costa County

Sam Liccardo
San Jose Mayor's Appointee

Nate Miley
Alameda County

Gina Papan
Cities of San Mateo County

David Rabbitt
Association of Bay Area Governments

Hillary Ronen
City and County of San Francisco

Libby Schaaf
Oakland Mayor's Appointee

James P. Spering
Solano County and Cities

Amy R. Worth
Cities of Contra Costa County

Vacant
Sonoma County and Cities

Vacant
U.S. Department of Housing
and Urban Development

Therese W. McMillan
Executive Director

Alix Bockelman
Deputy Executive Director, Policy

Andrew B. Fremier
Deputy Executive Director, Operations

Brad Paul
Deputy Executive Director,
Local Government Services

March 25, 2021

The Honorable Nancy Pelosi
Speaker, U.S. House of Representatives
H-232, US Capitol
Washington, D.C. 20515

RE: Letter of Regional Transportation Plan Consistency for Mission Bay Ferry Landing
Project in San Francisco

Dear Speaker Pelosi:

The Metropolitan Transportation Commission (MTC) submits this letter of support for the federal funding request submitted by the San Francisco Bay Area Water Emergency Transportation Authority (WETA) and the Port of San Francisco.

WETA and the Port are requesting \$12 million in federal funding for the Mission Bay Ferry Landing project. MTC supports this project as being consistent with MTC's Regional Transportation Plan/Sustainable Communities Strategy, *Plan Bay Area 2040*, adopted by MTC in 2017.

With full funding, construction work could begin in early 2023 and could be completed by fall of 2024. Once funding for the terminal is finalized, the new all-electric vessel will be built in approximately 18 months. MTC has already shown support for this project through issuance of a Letter of No Prejudice to proceed with work funded by Regional Measure 3.

Please contact me at (415) 778-6772, or Mark Dedrick, MTC's Washington representative, at (202) 494-3618, if you need further information on our letter.

Sincerely,

Theresa Romell
Section Director, Funding Policy and Programs
Metropolitan Transportation Commission

cc: Seamus Murphy, WETA
Elaine Forbes, Port of San Francisco

TR:as

J:\PROJECT\Funding\T6-NEW Act\T6-NEW Act Authorization\Earmark Request Consistency Letters\Mission Bay Federal Support Letter.docx



Friday, April 9, 2021

The Honorable Nancy Pelosi
Speaker, U.S. House of Representatives
H-232, US Capitol
Washington, DC 20515

Re: Support for the Water Emergency Transportation Authority's Project – Launch Mission Bay Ferry Service Using All-Electric Vessel

Dear Speaker Pelosi,

On behalf of the San Francisco Giants, we are writing to ask you to support a \$12 million request for federal funding by the San Francisco Bay Area Water Emergency Transportation Authority (WETA) and the Port of San Francisco for construction of the Mission Bay Ferry Landing. This project will enhance the role of water transit in our local public transit ecosystem, and WETA plans to service the route with an all-electric vessel – the first zero-emission commuter passenger ferry in the San Francisco Bay Area.

This Mission Bay Ferry Service will offer a much-needed transportation option for commuters and residents in the growing communities of Mission Rock and Mission Bay. The neighborhood features dense employment and world-class entertainment, and it is a blossoming residential neighborhood. This critical extension of WETA's San Francisco Bay Ferry service, which was booming before the pandemic, will support the growth of the neighborhood while taking pressure off the area's roadway network and existing transit lines. Further, the all-electric vessel will help move the ferry industry toward a zero-emission future. All in all, this effort is a groundbreaking endeavor and a much needed enhancement to our public transit network in the area.

The ongoing efforts of WETA and the Port of San Francisco to identify additional funding sources has been challenged by the economic crisis caused by the COVID- 19 pandemic. We offer our support for this exciting project and for this \$12 million request for federal funding that will allow WETA and the Port to see this project through promptly. Thank you in advance for your time and attention.

Sincerely,

A handwritten signature in black ink that reads "Larry Baer".

Larry Baer
Chief Executive Officer
San Francisco Giants

A handwritten signature in black ink that reads "Frances Weld".
Frances Weld (Apr 8, 2021 18:38 PDT)

Frances Weld
Senior Vice President, Strategy & Development
San Francisco Giants



March 25, 2021
The Honorable Nancy Pelosi
Speaker, US House of Representatives
H-232, US Capitol
Washington, DC 20515

Dear Speaker Pelosi:

I am writing on behalf of Bay Area Council to ask you to support a \$12 million request for federal funding by the San Francisco Bay Area Water Emergency Transportation Authority and the Port of San Francisco for construction of the Mission Bay Ferry Landing. This project provides a critical extension of WETA's San Francisco Bay Ferry service linking Downtown San Francisco with the Mission Bay and southern waterfront neighborhoods of San Francisco, and providing ferry service for events at Chase Center, including Golden State Warriors games. The new Mission Bay ferry route will be served by an all-electric vessel, the first zero emission commuter passenger ferry on the Bay.

WETA is working with the Port of San Francisco to fund and build the Mission Bay Ferry Landing. To date, the Port and the City of San Francisco have contributed \$17.8 million to advance the project through Phase 1 while seeking full funding for the program. Despite securing a private contribution to the project, in addition to funding through the Regional Measure 3 program and Port and City contributions, the project remains short of necessary funding for completion. The Port's ongoing effort to identify additional sources has been challenged by the economic crisis caused by the COVID- 19 pandemic. This unforeseen event will seriously delay construction of this project if alternative funding sources cannot be identified.

Mission Bay Ferry Service will provide a much-needed transportation option for commuters and residents in Mission Bay and the southern waterfront, a growing area that features dense employment, world-class entertainment and blossoming mixed use residential neighborhoods. This service will also utilize WETA's first all-electric vessel, which will significantly reduce the climate impact of this project. WETA was awarded a Transit and Intercity Rail Capital Program grant to build this all-electric vessel; however, construction of the vessel cannot begin until construction of the ferry landing is fully funded. This means that any delay in the overall Mission Bay project will cause a delay in the implementation of this groundbreaking demonstration of an all-electric high-speed commute ferry vessel, which represents WETA's first step toward converting its vessel fleet to zero emission technology.

The new ferry route will open up a transbay transit link to Mission Bay and southern waterfront for employees and residents and relieve traffic congestion on surface streets and bridges alike. It will provide a new connection for disadvantaged communities in the East Bay to the large employment center in Mission Bay, which is host to two major medical campuses and the new Chase Center. Mission Bay ferry service, as an extension service, will also improve existing ferry routes from Vallejo, Richmond,



University of California
San Francisco

Sam Hawgood, MBBS
Chancellor
Arthur and Toni Rembe Rock
Distinguished Professor

Office of the Chancellor
UCSF Box 0402
550 16th Street, Room 7107
San Francisco, CA 94143

tel: 415.476.6582
Sam.Hawgood@ucsf.edu
www.ucsf.edu

March 24, 2021

The Honorable Nancy Pelosi
Speaker, U.S. House of Representatives
H-232, U.S. Capitol
Washington, DC 20515

Dear Speaker Pelosi:

I am writing on behalf of the University of California, San Francisco (UCSF) to ask you to support a \$12 million request for funding by the San Francisco Bay Area Water Emergency Transportation Authority (WETA) and the Port of San Francisco for construction of the Mission Bay Ferry Landing. This project provides a critical extension of WETA's San Francisco Bay Ferry service linking downtown San Francisco with the Mission Bay neighborhood of San Francisco, and providing ferry service for students, faculty, and staff at UCSF. The new Mission Bay ferry route will be served by an all-electric vessel, the first zero emission commuter passenger ferry on the Bay.

WETA is working with the Port of San Francisco to fund and build the Mission Bay Ferry Landing. Current circumstances have jeopardized the Port's previously committed funding. While the Port had committed \$12 million to this project, the economic crisis caused by the COVID-19 pandemic has affected the Port's revenues and has made it impossible for the Port to provide this funding. This unforeseen event will seriously delay construction of this project if alternative funding sources cannot be identified.

Mission Bay ferry service will provide a much-needed transportation option for commuters and residents in Mission Bay, a growing neighborhood that features dense employment, world-class entertainment, and blossoming residential areas. This service will also utilize WETA's first all-electric vessel, which will significantly reduce the climate impact of this project. WETA was awarded a Transit and Intercity Rail Capital Program grant to build this all-electric vessel; however, construction of the vessel cannot begin until construction of the ferry landing is fully funded. This means that any delay in the overall Mission Bay project will cause a delay in the implementation of this groundbreaking demonstration of an all-electric, high-speed commuter ferry vessel, which represents WETA's first step toward converting its vessel fleet to zero emission technology.

The new ferry route will open up a transbay transit link to Mission Bay for UCSF students, faculty, and staff and relieve traffic congestion on surface streets and bridges alike. It will connect disadvantaged communities in the East Bay to the large employment center in Mission Bay, which is host to UCSF's Mission Bay campus, UCSF Medical Center at Mission Bay, UCSF Benioff Children's Hospital San Francisco, and the new Chase Center, all of

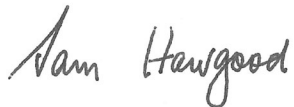


which employ a diverse population of workers. Mission Bay ferry service, as an extension service, also will improve existing ferry routes from Vallejo, Richmond, Oakland, and Alameda. Growing water transit reduces congestion on crowded Bay Area highways, which will result in a significant reduction in vehicle-related emissions while also reducing the wear and tear that plagues our region's roads and leads to increases in maintenance costs. Using a zero-emission ferry to provide that service would make this an even bigger win.

WETA and the Port of San Francisco have been working collaboratively since 2015 to bring this project to fruition. With full funding, construction of the Ferry Landing could begin in early 2023 and could be completed by fall of 2024. Once funding for the terminal is finalized, the new all-electric vessel will be built in approximately 18 months.

UCSF offers our full support for this exciting project. Thank you in advance for your time and attention.

Sincerely,

A handwritten signature in black ink that reads "Sam Hawgood". The signature is written in a cursive, flowing style.

Sam Hawgood, MBBS
Chancellor
Arthur and Toni Rembe Rock Distinguished Professor



International Organization of

Masters, Mates & Pilots

700 Maritime Boulevard, Suite B, Linthicum Heights, MD 21090-1953

Telephone: 410-850-8700 • Fax: 410-850-0973

Internet: www.bridgedeck.org

DONALD J. MARCUS
International President

DONALD F. JOSBERGER
International Secretary-Treasurer

March 24, 2021

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

Dear Speaker Pelosi:

I am writing on behalf of the Masters, Mates & Pilots Union to ask you to support a \$12 million request for federal funding by the San Francisco Bay Area Water Emergency Transportation Authority and the Port of San Francisco for construction of the Mission Bay Ferry Landing. This project provides a critical extension of WETA's San Francisco Bay Ferry service linking Downtown San Francisco with the Mission Bay and southern waterfront neighborhoods of San Francisco, and providing ferry service for events at Chase Center, including Golden State Warriors games. The new Mission Bay ferry route will be served by an all-electric vessel, the first zero emission commuter passenger ferry on the Bay.

WETA is working with the Port of San Francisco to fund and build the Mission Bay Ferry Landing. To date, the Port and the City of San Francisco have contributed \$17.8 million to advance the project through Phase 1 while seeking full funding for the program. Despite securing a private contribution to the project, in addition to funding through the Regional Measure 3 program and Port and City contributions, the project remains short of necessary funding for completion. The Port's ongoing effort to identify additional sources has been challenged by the economic crisis caused by the COVID- 19 pandemic. This unforeseen event will seriously delay construction of this project if alternative funding sources cannot be identified.

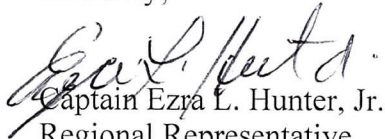
Mission Bay Ferry Service will provide a much-needed transportation option for commuters and residents in Mission Bay and the southern waterfront, a growing area that features dense employment, world-class entertainment and blossoming mixed use residential neighborhoods. This service will also utilize WETA's first all-electric vessel, which will significantly reduce the climate impact of this project. WETA was awarded a Transit and Intercity Rail Capital Program grant to build this all-electric vessel; however, construction of the vessel cannot begin until construction of the ferry landing is fully funded. This means that any delay in the overall Mission Bay project will cause a delay in the implementation of this groundbreaking demonstration of an all-electric high-speed commute ferry vessel, which represents WETA's first step toward converting its vessel fleet to zero emission technology.

The new ferry route will open up a transbay transit link to Mission Bay and southern waterfront for employees and residents and relieve traffic congestion on surface streets and bridges alike. It will provide a new connection for disadvantaged communities in the East Bay to the large employment center in Mission Bay, which is host to two major medical campuses and the new Chase Center, as well as from San Francisco to the East Bay. Mission Bay ferry service, as an extension service, will also improve existing ferry routes from Vallejo, Richmond, Oakland and Alameda. Growing water transit reduces congestion on crowded Bay Area highways, which will result in significant vehicle related emission reductions while also reducing the wear and tear that plagues our region's roads and leads to increases in maintenance costs. Using a zero-emission ferry to provide that service would make this an even bigger win.

WETA and the Port of San Francisco have been working collaboratively together since 2015 to bring this project to fruition. With full funding, construction of the Ferry Landing could begin in early 2023 and could be completed by fall of 2024. Once funding for the terminal is finalized, the new all-electric vessel will be built in approximately 18 months.

Again, M.M.&P. offers our full support for this exciting project. Thank you in advance for your time and attention.

Sincerely,

A handwritten signature in dark ink, appearing to read "Ezra L. Hunter, Jr.", written in a cursive style.

Captain Ezra L. Hunter, Jr.
Regional Representative
Masters, Mates & Pilots
UIG/PMR, AFL-CIO



Oakland and Alameda. Growing water transit reduces congestion on crowded Bay Area highways, which will result in significant vehicle related emission reductions while also reducing the wear and tear that plagues our region's roads and leads to increases in maintenance costs. Using a zero-emission ferry to provide that service would make this an even bigger win.

WETA and the Port of San Francisco have been working collaboratively together since 2015 to bring this project to fruition. With full funding, construction of the Ferry Landing could begin in early 2023 and could be completed by fall of 2024. Once funding for the terminal is finalized, the new all-electric vessel will be built in approximately 18 months.

Again, the Bay Area Council offers our full support for this exciting project. Thank you in advance for your time and attention.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Gwendolyn Litvak', with a long horizontal flourish extending to the right.

Gwendolyn Litvak
Senior Vice President, Public Policy



Inlandboatmen's Union of the Pacific

MARINE DIVISION -- INTERNATIONAL LONGSHORE & WAREHOUSE UNION
NATIONAL OFFICE • 1711 W NICKERSON ST, SUITE D • SEATTLE, WA 98119 • (206) 284-6001 • FAX (206) 284 5043



March 24, 2021

The Honorable Nancy Pelosi
Speaker, U.S. House of Representatives
H-232, US Capitol
Washington, DC 20515

Dear Speaker Pelosi:

I am writing on behalf of the Inlandboatmen's Union of the Pacific to ask you to support a \$12 million request for federal funding by the San Francisco Bay Area Water Emergency Transportation Authority and the Port of San Francisco for construction of the Mission Bay Ferry Landing. This project provides a critical extension of WETA's San Francisco Bay Ferry service linking Downtown San Francisco with the Mission Bay and southern waterfront neighborhoods of San Francisco, and providing ferry service for events at Chase Center, including Golden State Warriors games. The new Mission Bay ferry route will be served by an all-electric vessel, the first zero emission commuter passenger ferry on the Bay.

WETA is working with the Port of San Francisco to fund and build the Mission Bay Ferry Landing. To date, the Port and the City of San Francisco have contributed \$17.8 million to advance the project through Phase 1 while seeking full funding for the program. Despite securing a private contribution to the project, in addition to funding through the Regional Measure 3 program and Port and City contributions, the project remains short of necessary funding for completion. The Port's ongoing effort to identify additional sources has been challenged by the economic crisis caused by the COVID- 19 pandemic. This unforeseen event will seriously delay construction of this project if alternative funding sources cannot be identified.

Mission Bay Ferry Service will provide a much-needed transportation option for commuters and residents in Mission Bay and the southern waterfront, a growing area that features dense employment, world-class entertainment and blossoming mixed use residential neighborhoods. This service will also utilize WETA's first all-electric vessel, which will significantly reduce the climate impact of this project. WETA was awarded a Transit and Intercity Rail Capital Program grant to build this all-electric vessel; however, construction of the vessel cannot begin until construction of the ferry landing is fully funded. This means that any delay in the overall Mission Bay project will cause a delay in the implementation of this groundbreaking demonstration of an all-electric high-speed commute ferry vessel, which represents WETA's first step toward converting its vessel fleet to zero emission technology.

The new ferry route will open up a transbay transit link to Mission Bay and southern waterfront for employees and residents and relieve traffic congestion on surface streets and bridges alike. It will provide a new connection for disadvantaged communities in the East Bay to the large employment center in Mission Bay, which is host to two major medical campuses and the new Chase Center, as well as from San Francisco to the East Bay.

REGIONAL OFFICES

PUGET SOUND
1711 W. Nickerson, Ste. D
Seattle, WA 98119
(206) 284-5040
FAX: (206) 284-5043

REGION 37
1711 W. Nickerson, Ste. D
Seattle, WA 98119
(206) 284-5321
FAX: (206) 284-5043

COLUMBIA RIVER
2435 NW Front Ave.
Portland, OR 97209
(503) 228-6000
FAX: (503) 223-2556

SAN FRANCISCO
450 Harrison Street Ste. 103
San Francisco, CA 94105
(415) 896-1224
FAX: (415) 896-1226

HAWAII
451 Atkinson Drive
Honolulu, HI 96814
(808) 944-0611
FAX: (808) 944-8051

SOUTHERN CALIFORNIA
1911 N. Gaffey, Ste. A-B
San Pedro, CA 90731
(310) 521-9003
FAX: (310) 521-9094

ALASKA
211 4th Street, Ste. 108
Juneau, AK 99801
(907) 790-9644
FAX: (907) 790-9646

KETCHIKAN
317 Stedman St., #C
Ketchikan, AK 99901
(907) 225-6360

Mission Bay ferry service, as an extension service, will also improve existing ferry routes from Vallejo, Richmond, Oakland and Alameda. Growing water transit reduces congestion on crowded Bay Area highways, which will result in significant vehicle related emission reductions while also reducing the wear and tear that plagues our region's roads and leads to increases in maintenance costs. Using a zero-emission ferry to provide that service would make this an even bigger win.

WETA and the Port of San Francisco have been working collaboratively together since 2015 to bring this project to fruition. With full funding, construction of the Ferry Landing could begin in early 2023 and could be completed by fall of 2024. Once funding for the terminal is finalized, the new all-electric vessel will be built in approximately 18 months.

Again, the Inlandboatmen's Union of the Pacific offers our full support for this exciting project. Thank you in advance for your time and attention.

Sincerely,

A handwritten signature in black ink, appearing to read "Robert Estrada", written over a light blue horizontal line.

Robert Estrada
Regional Director



MISSION BAY CITIZENS ADVISORY COMMITTEE

March 23, 2021

The Honorable Nancy Pelosi
Speaker, U.S. House of Representatives
H-232, US Capitol
Washington, DC 20515

MBCAC MEMBERS

Terezia Nemeth
Chair

Donna Dell'Era
Vice Chair

Kevin Beauchamp
Yoyo Chan
Sarah Davis
Alfonso Felder
Michael D. Freeman
Toby Levine
JoAnn Locke
Catherine Sharpe

Dear Speaker Pelosi:

I am writing on behalf of Mission Bay Citizens Advisory Committee to ask you to support a \$12 million request for federal funding by the San Francisco Bay Area Water Emergency Transportation Authority and the Port of San Francisco for construction of the Mission Bay Ferry Landing. This project provides a critical extension of WETA's San Francisco Bay Ferry service linking Downtown San Francisco with the Mission Bay and southern waterfront neighborhood of San Francisco, and providing ferry service for events at Chase Center, including Golden State Warriors games. The new Mission Bay ferry route will be served by an all-electric vessel, the first zero emission commuter passenger ferry on the Bay.

WETA is working with the Port of San Francisco to fund and build the Mission Bay Ferry Landing. To date, the Port and the City of San Francisco have contributed \$17.8 million to advance the project through Phase 1 while seeking full funding for the program. Despite securing a private contribution to the project, in addition to funding through the Regional Measure 3 program and Port and City contributions, the project remains short of necessary funding for completion. The Port's ongoing effort to identify additional sources has been challenged by the economic crisis caused by the COVID-19 pandemic. This unforeseen event will seriously delay construction of this project if alternative funding sources cannot be identified.

Mission Bay Ferry Service will provide a much-needed transportation option for commuters and residents in Mission Bay and the southern waterfront, a growing area that features dense employment, world-class entertainment and blossoming mixed use residential neighborhoods. This service will also utilize WETA's first all-electric vessel, which will significantly reduce the climate impact of this project. WETA was awarded a Transit and Intercity Rail Capital Program grant to build this all-electric vessel; however, construction of the vessel cannot begin until construction of the ferry landing is fully funded. This means that any delay in the overall Mission Bay project will cause a delay in the implementation of this groundbreaking demonstration of an all-electric high-speed commute ferry vessel, which represents WETA's first step toward converting its vessel fleet to zero emission technology.


The new ferry route will open up a transbay transit link to Mission Bay and southern waterfront for employees and residents and relieve traffic congestion on surface streets and bridges alike. It will provide a new connection for disadvantaged communities in the East Bay to the large employment center in Mission Bay, which is host to two major medical campuses and the new Chase Center. Mission Bay ferry service, as an extension service, will also improve existing ferry routes from Vallejo, Richmond, Oakland and Alameda. Growing water transit reduces congestion on crowded Bay Area highways, which will result in significant vehicle related emission reductions while

also reducing the wear and tear that plagues our region's roads and leads to increases in maintenance costs. Using a zero-emission ferry to provide that service would make this an even bigger win.

WETA and the Port of San Francisco have been working collaboratively together since 2015 to bring this project to fruition. With full funding, construction of the Ferry Landing could begin in early 2023 and could be completed by fall of 2024. Once funding for the terminal is finalized, the new all-electric vessel will be built in approximately 18 months.

Again, Mission Bay Citizens Advisory Committee offers our full support for this exciting project. Thank you in advance for your time and attention.

Sincerely,

DocuSigned by:

B207E769499E414...
Terezia Nemeth
Chair



Port of San Francisco – Pier 1 – San Francisco, CA 94111 – 415-274-0400

March 23, 2021

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

Dear Speaker Pelosi:

The Port of San Francisco's Maritime Commerce Advisory Committee (MCAC) is writing to support a \$12 million request for federal funding by the San Francisco Bay Area Water Emergency Transportation Authority (WETA) and the Port of San Francisco for construction of the Mission Bay Ferry Landing. The members of the MCAC represent the Port's multi-faceted maritime businesses and labor and strives to preserve this essential Port industry mission held in trust for the people of the city of San Francisco and the state of California. The MCAC members include cruise and cargo shipping, ferries, excursion boats, and water taxis; tugs, barges and harbor services; commercial fishing and recreational marinas; ship repair and railroad service; ready-reserve ships and labor union hiring halls.

WETA is working with the Port of San Francisco to fund and build the Mission Bay Ferry Landing. To date, the Port and the City of San Francisco have contributed \$17.8 million to advance the project through Phase 1 while seeking full funding for the program. Despite securing a private contribution to the project, in addition to funding through the Regional Measure 3 program and Port and City contributions, the project remains short of necessary funding for completion. The Port's ongoing effort to identify additional sources has been challenged by the economic crisis caused by the COVID- 19 pandemic. This unforeseen event will seriously delay construction of this project if alternative funding sources cannot be identified.

Mission Bay Ferry Service will provide a much-needed transportation option for commuters and residents in Mission Bay and the southern waterfront, a growing area that features dense employment, world-class entertainment and blossoming mixed use residential neighborhoods. This service will also utilize WETA's first all-electric vessel, which will significantly reduce the climate impact of this project. WETA was awarded a Transit and Intercity Rail Capital Program grant to build this all-electric vessel; however, construction of the vessel cannot begin until

construction of the ferry landing is fully funded. This means that any delay in the overall Mission Bay project will cause a delay in the implementation of this groundbreaking demonstration of an all-electric high-speed commute ferry vessel, which represents WETA's first step toward converting its vessel fleet to zero emission technology.

The new ferry route will open up a transbay transit link to Mission Bay and southern waterfront for employees and residents and relieve traffic congestion on surface streets and bridges alike. It will provide a new connection for disadvantaged communities in the East Bay to the large employment center in Mission Bay, which is host to two major medical campuses and the new Chase Center, as well as from San Francisco to the East Bay. Mission Bay ferry service, as an extension service, will also improve existing ferry routes from Vallejo, Richmond, Oakland and Alameda. Growing water transit reduces congestion on crowded Bay Area highways, which will result in significant vehicle related emission reductions while also reducing the wear and tear that plagues our region's roads and leads to increases in maintenance costs. Using a zero-emission ferry to provide that service would make this an even bigger win.

WETA and the Port of San Francisco have been working collaboratively together since 2015 to bring this project to fruition. With full funding, construction of the Ferry Landing could begin in early 2023 and could be completed by fall of 2024. Once funding for the terminal is finalized, the new all-electric vessel will be built in approximately 18 months.

MCAC supports projects, like the Mission Bay Ferry Landing and ferry service, that implement key Port policies for the preservation of maritime water-dependent uses in the Waterfront Land Use Plan. MCAC is very excited about the Mission Bay Ferry Landing and ferry service, but it needs this funding to come to fruition.

Thank you for your consideration and support of the \$12 million funding request for the project.

Sincerely yours,



Ellen Johnck, Co-chair
Maritime Commerce Advisory Committee



Marina Secchitano, Co-chair
Maritime Commerce Advisory Committee



March 25, 2021

The Honorable Nancy Pelosi
Speaker, U.S. House of Representatives
H-232, U.S. Capitol
Washington, DC 20515

RE: Support for funding for construction of the Mission Bay Ferry Landing

Dear Speaker Pelosi:

Biocom California is the largest, most experienced leader and advocate for the state's life science sector, which includes biotechnology, pharmaceutical, medical device, genomics, and diagnostics companies of all sizes, as well as research universities and institutes, clinical research organizations, investors and service providers. With more than 1,400 members dedicated to improving health and quality of life, Biocom CA drives public policy initiatives to positively influence the state's life science community in the research, development, and delivery of innovative products. California's life sciences industry generates over \$372 billion in annual economic output, boosts the state's total gross product by \$211.5 billion, supports over 1.4 million jobs, and increases labor income by more than \$115 billion per year¹.

I am writing to express Biocom California's support for a \$12 million request for federal funding by the San Francisco Bay Area Water Emergency Transportation Authority (WETA) and the Port of San Francisco for construction of the Mission Bay Ferry Landing.

This project provides a critical extension of WETA's San Francisco Bay Ferry service linking downtown San Francisco with the Mission Bay neighborhood of San Francisco, and providing ferry service for events at Chase Center, including Golden State Warriors games. The new Mission Bay ferry route will be served by an all-electric vessel, the first zero emission commuter passenger ferry on the Bay.

WETA is working with the Port of San Francisco to fund and build the Mission Bay Ferry Landing. The Port and the City of San Francisco have contributed \$17.8 million to Phase 1 while seeking full funding for the program. The project remains short of necessary funding for completion despite securing a private contribution, funding through the Regional Measure 3 program, and Port and City contributions. The Port's efforts to identify additional sources have been challenged by the economic crisis caused by the COVID-19 pandemic. The project will be seriously delayed if alternative funding sources cannot be identified.

Mission Bay Ferry Service will provide a much-needed transportation option for commuters and residents in Mission Bay, a growing neighborhood that features dense employment, world-class entertainment, and flourishing residential areas. This service will also utilize WETA's first all-electric vessel, which will significantly reduce the climate impact of this project. WETA was awarded a Transit and Intercity Rail Capital Program grant to build this all-electric vessel; however, construction of the vessel cannot begin until construction of the ferry landing is fully funded. This means that any delay in

¹ *Biocom California 2020 Economic Impact Report Databook*



the overall Mission Bay project will cause a delay in the implementation of this groundbreaking demonstration of an all-electric high-speed commute ferry vessel, which represents WETA's first step toward converting its vessel fleet to zero emission technology.

The new ferry route will open a trans-bay transit link to Mission Bay for employees and residents. It will connect underserved communities in the East Bay to the large employment center in Mission Bay, which employs a diverse population of workers and includes two major medical campuses and the new Chase Center. Mission Bay ferry service, as an extension service, will also improve existing ferry routes from Vallejo, Richmond, Oakland, and Alameda. Growing water transit reduces congestion on crowded surface streets, bridges, and highways, which will result in significant vehicle related emission reductions while also reducing the wear and tear that plagues the region's roads and leads to increases in maintenance costs. This is on top of the emission reductions resulting from deploying the all-electric vessel and future conversion of the vessel fleet.

WETA and the Port of San Francisco have been working collaboratively together since 2015 to bring this project to fruition. With full funding, construction work could begin in early 2022 and be completed by fall of 2023. Once funding for the terminal is finalized, the new all-electric vessel will be built in approximately 18 months.

We encourage approval of this funding request.

Sincerely,

Jimmy Jackson, Senior Vice President & Chief Policy Officer
Biocom California



March 22, 2021

The Honorable Nancy Pelosi
Speaker, U.S. House of Representatives
H-232, US Capitol
Washington, DC 20515
Dear Speaker Pelosi:

I am writing on behalf of FibroGen to ask you to support a \$12 million request for federal funding by the San Francisco Bay Area Water Emergency Transportation Authority and the Port of San Francisco for construction of the Mission Bay Ferry Landing. This project provides a critical extension of WETA's San Francisco Bay Ferry service linking Downtown San Francisco with the Mission Bay neighborhood of San Francisco, and providing ferry service for events at Chase Center, including Golden State Warriors games. The new Mission Bay ferry route will be served by an all-electric vessel, the first zero emission commuter passenger ferry on the Bay.

WETA is working with the Port of San Francisco to fund and build the Mission Bay Ferry Landing. To date, the Port and the City of San Francisco have contributed \$17.8 million to advance the project through Phase 1 while seeking full funding for the program. Despite securing a private contribution to the project, in addition to funding through the Regional Measure 3 program and Port and City contributions, the project remains short of necessary funding for completion. The Port's ongoing effort to identify additional sources has been challenged by the economic crisis caused by the COVID-19 pandemic. This unforeseen event will seriously delay construction of this project if alternative funding sources cannot be identified.

Mission Bay Ferry Service will provide a much-needed transportation option for commuters and residents in Mission Bay, a growing neighborhood that features dense employment, world-class entertainment and blossoming residential areas. This service will also utilize WETA's first all-electric vessel, which will significantly reduce the climate impact of this project. WETA was awarded a Transit and Intercity Rail Capital Program grant to build this all-electric vessel; however, construction of the vessel cannot begin until construction of the ferry landing is fully funded. This means that any delay in the overall Mission Bay project will cause a delay in the implementation of this groundbreaking demonstration of an all-electric high-speed commute ferry vessel, which represents WETA's first step toward converting its vessel fleet to zero emission technology.

The new ferry route will open up a transbay transit link to Mission Bay for employees and residents and relieve traffic congestion on surface streets and bridges alike. It will connect



disadvantaged communities in the East Bay to the large employment center in Mission Bay, which is host to two major medical campuses and the new Chase Center, all of which employ a diverse population of workers. Mission Bay ferry service, as an extension service, will also improve existing ferry routes from Vallejo, Richmond, Oakland and Alameda. Growing water transit reduces congestion on crowded Bay Area highways, which will result in significant vehicle related emission reductions while also reducing the wear and tear that plagues our region's roads and leads to increases in maintenance costs. Using a zero-emission ferry to provide that service would make this an even bigger win.

WETA and the Port of San Francisco have been working collaboratively together since 2015 to bring this project to fruition. With full funding, construction work could begin in early 2022 and could be completed by fall of 2023. Once funding for the terminal is finalized, the new all-electric vessel will be built in approximately 18 months.

Again, FibroGen offers our full support for this exciting project. Thank you in advance for your time and attention.

Sincerely,

Catherine Sharpe

Catherine Sharpe
Sr. Director, Community Affairs
FibroGen, Inc.