

**Members of the Board**

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

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

*Thursday, November 14, 2024 at 1:00 p.m.*

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

**San Francisco, CA  
and**

**Videoconference**

Join WETA BOD Zoom Meeting

**<https://us02web.zoom.us/j/89718217408>**

**Meeting ID: 897 1821 7408**

**Password: 33779**

Dial by your location

+1 669 900 6833 US (San Jose)

+1 929 205 6099 US (New York)

***The full agenda packet is available for download at [weta.sanfranciscobayferry.com](http://weta.sanfranciscobayferry.com)***

**AGENDA**

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

Directors are limited to providing information, asking clarifying questions about matters not on the agenda, responding to public comment, referring matters to committee or staff for information, or requesting a report to be made at another meeting.
5. REPORTS OF STAFF **Information**
  - a. Executive Director's Report on Agency Projects, Activities and Services
    - i. Interferry 2024
    - ii. Grants Update
    - iii. MV *Karl* Update
    - iv. Emergency Operations
    - v. Website Redesign
  - b. Monthly Review of Financial Statements
  - c. Federal Legislative Update
  - d. State Legislative Update
  - e. Monthly Operations, Ridership, and Recovery Report
  - f. Quarterly Review of Capital Program
6. CONSENT CALENDAR **Action**
  - a. Approve Board Meeting Minutes – October 10, 2024
  - b. Approve Board of Directors Meeting Schedule for Calendar Year 2025
  - c. Authorize Correction to Second Amendment to Agreement with RIM Architects, LLP for Services Related to Office Reconfiguration Projects

**Water Emergency Transportation Authority  
November 14, 2024 Meeting of the Board of Directors**

---

- d. Authorize Participation in MTC's Interagency Transfer Pilot Program
  - e. Authorize Contract Award to Anchor QEA for Oakland and Harbor Bay Ferry Terminal Modernization Projects, Environmental Review and Permitting Services
  - f. Award Contract for MV Pyxis and MV Vela Repairs and Drydock to Bay Ship & Yacht Co.
  - g. Award Contract for Gemini Class Mid-life Refurbishment to Bay Ship & Yacht Co.
  - h. Approve Sole Source Contract Award to Northern Lights Power & Energy Inc. for Main Engine Preventative Maintenance Services
7. ADOPT WETA TERMINAL ACCESS GUIDELINES **Action**
8. NON-RIDER RESEARCH AND MARKETING UPDATE **Information**
9. PUBLIC COMMENTS FOR NON-AGENDA ITEMS
10. RECESS INTO CLOSED SESSION **Action/  
Information**
- a. Public Employee Performance Evaluation; Conference with Labor Negotiator Pursuant to Government Code Sections 54957(b)(1) and 54957.6  
Title: Executive Director  
Agency Designated Representative: Jim Wunderman
11. REPORT OF ACTIVITY IN CLOSED SESSION **To Be  
Determined**
- Potential approval of amendment to Executive Director employment agreement.

ADJOURNMENT

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

**PUBLIC COMMENTS** WETA welcomes comments from the public.

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

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

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

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

**AGENDA ITEM 1**  
**CALL TO ORDER**

**AGENDA ITEM 2**  
**ROLL CALL**

**AGENDA ITEM 3**  
**REPORT OF BOARD CHAIR**

**AGENDA ITEM 4**  
**REPORTS OF DIRECTORS**

**NO MATERIALS**

TO: WETA Board Members

FROM: Seamus Murphy, Executive Director

DATE: November 14, 2024

RE: Executive Director's Report

### **Grants Update**

SF Bay Ferry received two discretionary grant awards in October, providing investment that is critical to the future decarbonization and expansion of the system. The California State Transportation Agency awarded \$12.5 million from the Transit and Intercity Rail Capital Program to support the electrification and construction of charging infrastructure at Alameda's Harbor Bay Terminal. Later in the month, the United States Environmental Protection Agency (EPA) awarded \$55 million to the Port of San Francisco to support the construction of a new SF Bay Ferry Terminal in Mission Bay, the electrification of the agency's Downtown San Francisco Terminal, procurement of a third 400 passenger battery electric vessel, and investment in workforce development programs to expand the supply of qualified maritime workers in the region.

SF Bay Ferry staff organized an event to celebrate the EPA award announcement. Speakers included US House of Representatives Speaker Emerita Nancy Pelosi, State Senator Scott Weiner, San Francisco Mayor London Breed, SF Port Executive Director Elaine Forbes, and SF Bay Ferry Board Chair Jim Wunderman. The inaugural class of the Working Waterfront Coalition was also on hand and acknowledged as critical part of successfully advancing these projects.

### **Vessel Delivery Dorado Class**

MV Karl is set to begin sea trials and delivery is expected at the end of December. Karl is the first vessel in the United States to be equipped with CARB-compliant EPA Tier 4 + DFP engines. Enhanced fuel efficiency and reduced maintenance costs will contribute to improved operational efficiency. Karl has capacity for 320 passengers and 37 bikes. Blue & Gold Fleet will conduct crew training in January 2025 and the vessel is scheduled to begin passenger service in February 2025.

### **Pilot Services Update**

#### ***Sea Change Hydrogen Ferry***

Sea Change continues to run three days per week on the Pier 41 Short Hop route, supplementing existing weekend service. The agency and SWITCH Maritime continue to host interested groups on Sea Change and have several more scheduled in the coming weeks.

#### ***Oakland Alameda Water Shuttle***

The Oakland Alameda Water Shuttle continues to successfully operate between Jack London Square and Alameda Landing. Through the end of October, the service carried more than 38,000 passengers over 15 weeks. A new schedule went into effect on November 6, adding 52 additional trips per week. The City of Alameda, SF Bay Ferry, the Alameda Transportation Management Agency (TMA) and other partners held a celebration for the Water Shuttle on November 9.

### **November 2024 Schedule Changes**

New schedules across the system went into effect on Monday, November 4. The primary objectives of this schedule change cycles were to improve weekend on-time performance on the Vallejo route by

strategically expanding dwell times for key trips and improving vessel flexibility through some weekday tweaks. The next schedule change is planned for April 2025.

### **San Francisco Fleet Week Exercise**

The agency and Blue & Gold Fleet participated in the annual Defense Support of Civil Authorities (DSCA) exercise on Tuesday, October 8, as a part of San Francisco Fleet Week. DSCA is the process by which United States military assets and personnel can be used to assist in missions normally carried out by civilian authorities.

The agency partnered with the San Francisco Department of Emergency Management in a full-scale exercise, transporting and tracking first responders and Disaster Service Workers (DSWs) from Oakland to San Francisco after a catastrophic earthquake. On October 8, the agency transported around 30 DSWs and support staff from the Oakland Ferry Terminal to the Pier 48 Ferry Dock, testing radio communications in transit. Participants were then shuttled by bus to Pier 30/32 and offered a return ferry ride to Oakland.

### **WETA Emergency Operations Functional Exercise**

On Tuesday, October 22, agency staff participated in a 3-hour exercise to test coordination between two Emergency Operations Center (EOC) sites in Alameda and Vallejo as well as the use of a Virtual EOC via Microsoft Teams in response to a major earthquake. Staff successfully activated both EOCs, initiated response plans, conducted terminal and vessel inspections and prepared for California Office of Emergency Services (Cal OES) transportation requests. The debrief identified a need for more foundational Incident Command System (ICS) training and enhanced familiarity with the Virtual EOC.

### **Website Redesign Preview**

In March 2024, the Board approved the award of the website redesign contract to Exemplifi LLC, and since then, the vendor has been working with staff to research, design and implement major improvements to [sanfranciscobayferry.com](http://sanfranciscobayferry.com). The new site features a creative, dynamic design. Key trip planning, mapping and scheduling tools make it easier for passengers to get the information they need to ride the ferry. The site also allows staff to easily update and promote information about our critical projects and emergency mission to industry stakeholders. The site is mobile-friendly, accessible in multiple languages and includes tools for users of varying mental and physical abilities.

[Weta.sanfranciscobayferry.com](http://Weta.sanfranciscobayferry.com) has been incorporated to the "about us" section of the new site, clarifying brand recognition. We are doing final checks and quality controls and plan to launch the new site on Monday, Nov. 18.

### **Richmond Free Ferry Fridays**

The Richmond Free Ferry Fridays promotion, funded by the Contra Costa Transportation Authority (CCTA) and presented to the Board of Directors in October, launched on Friday, November 1. The agency set a goal of 20% ridership growth during the promotion compared to Fridays in November and December 2023. On the first day of the promotion, ridership on the Richmond route was 210% of 2023 levels.

### **Onboard Concessions**

In accordance with the agency's operating agreement, Blue & Gold Fleet (BGF) contracts for concessions services onboard SF Bay Ferry vessels. BGF recently conducted a procurement for onboard concession services. Insta Concession, a Bay Area company, was chosen as the new concessionaire and assumed operation effective November 1, 2024. Insta Concession currently also operates concessions for Golden Gate Ferry.

Prior to the pandemic, concessions had been offered on all SF Bay Ferry departures. Concessions were suspended on SF Bay Ferry service from March 2020 through June 2021. Upon resumption of concessions service in July 2021, BGF's previous contracted concessionaire could not staff morning departures on any service and evening departures on the South San Francisco route.

On November 4, Insta Concession reinstated evening concessions on the South San Francisco route. On November 12, morning concessions on all Vallejo route service will be reinstated. Insta Concession is currently onboarding staff in hopes of providing concessions on all SF Bay Ferry departures by the end of the year.

Agency staff is working closely with Insta Concession to inform passengers of concession upgrades and availability.

### **Public Ferry Coalition Update**

San Francisco Bay Ferry has worked over the last couple of years to revitalize a loosely knit group of public ferry operators around the country to form the Public Ferry Coalition (PFC). The PFC is co-chaired by San Francisco Bay Ferry and Washington State Ferries, meets quarterly and is regularly attended by about 20-25 public ferry operators around the country with the goal of increasing coordination, information exchange and advocating for common issues. The PFC recently voted to formalize the organization by developing a voting structure, a logo and will be working over the next several months to develop a website. The next couple of quarterly meetings will be dedicated to identifying common priorities to advocate for in the next surface transportation re-authorization bill that expires in September 2026.

### **Interferry 2024 Conference**

Executive Director Seamus Murphy attended the Annual Interferry Conference and Board of Directors meeting. The Conference was held in Marrakech, Morocco and featured presentations from global ferry operators about their biggest challenges, with a focus on decarbonization efforts. There is a tremendous amount of progress happening in this area. Like, SF Bay Ferry, operators are moving quickly toward the implementation phase of these efforts and there is a definite trend toward battery electric technology as preferred approach. Another trend worth noting is that project cost escalation is not unique to the US, but escalation continues to be markedly higher in the US compared to other countries.

We can also expect to see operators increasingly exploring full-foil hull technology in 2025. Pilots operations are underway in Sweden, more are planned, including in the US, and the vessel designers are releasing new options that trend toward increased capacity. SF Bay Ferry staff is working closely with all of these companies to understand how our service can benefit from the technology and how to explore the demonstration of it on our network

Lastly, San Francisco has been floated as the location for Interferry in 2028. SF Bay Ferry staff will be working with partners throughout the region to gauge support for submitting a proposal to the Interferry Board of Directors to advance that effort.

\*\*\*END\*\*\*

**MEMORANDUM**

**TO: Board Members**

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

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

**Recommendation**

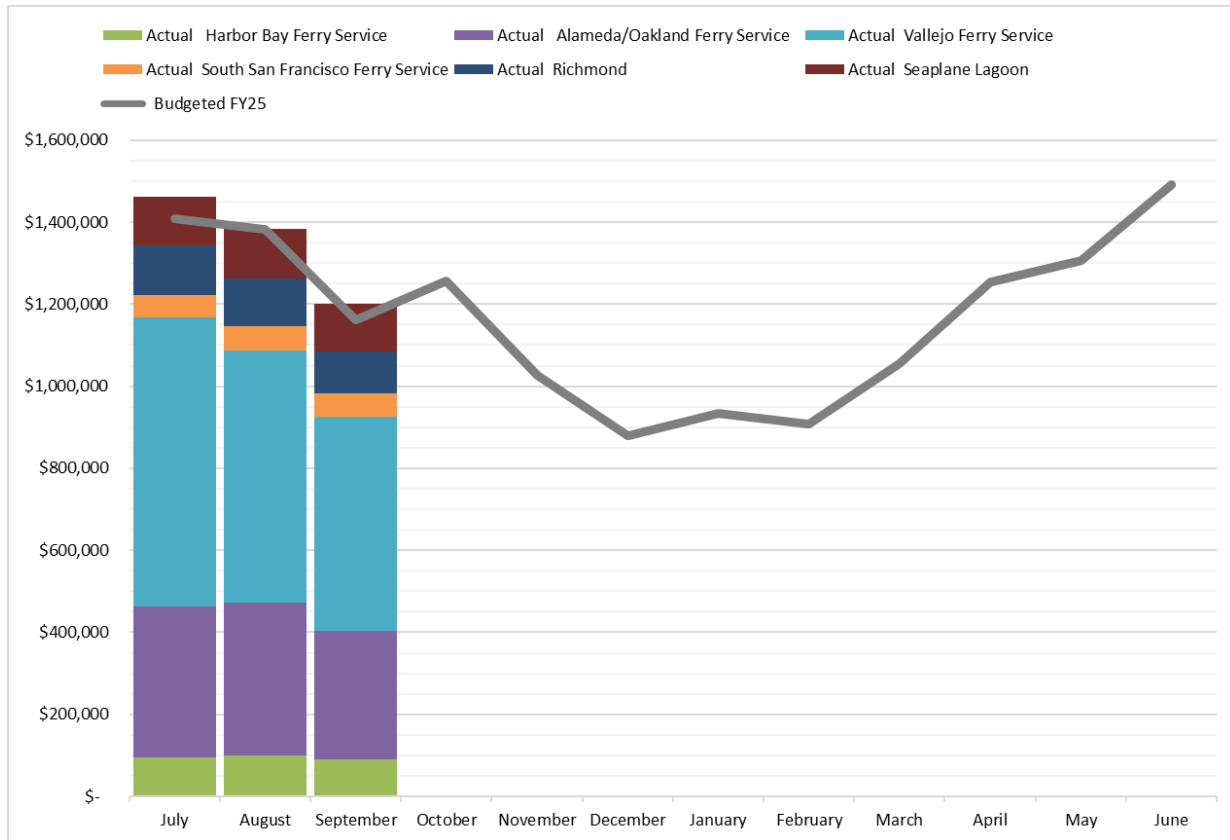
There is no recommendation associated with this informational item.

**Financial Statements Summary**

This report provides a summary of financial activity through September 2024, the first quarter of the Fiscal Year. For the operating budget, the summary chart below outlines current progress against budget which is trending within the projected budget. Total revenue and expense to date for operations is \$15.6 Million with 25% of the fiscal year completed. Revenue and expense by both category and route is shown in the detailed charts attached to this report.

Ferry Operations Summary	Year - To - Date	Annual	
	FY2024/25 Actual Current YTD	FY2024/25 Approved Budget	% of FY2024/25 Budget
<b>Revenue:</b>			
Fare Revenue	\$ 4,048,462	\$ 14,065,234	29%
Transfers to Reserves	(1,784,347)	(8,439,141)	21%
Bridge Toll Revenues	9,582,796	50,606,165	19%
State Operating Assistance	2,588,849	11,664,129	22%
Alameda/Contra Costa Tax Revenue	1,113,226	4,307,450	26%
Other Revenue	13,100	2,545,000	1%
<b>Total Operating Revenues</b>	<b>\$ 15,562,086</b>	<b>\$ 74,748,837</b>	<b>21%</b>
<b>Expense:</b>			
Operations Labor	\$ 4,396,393	\$ 19,291,343	23%
Vessel Fuel	3,075,211	15,687,000	20%
Vessel Operations & Maintenance	1,449,986	8,805,864	16%
Facility Operations & Maintenance	2,464,133	11,296,160	22%
Systemwide Expense	2,172,168	10,649,045	20%
Demonstration/Pilot Projects	989,548	3,473,724	28%
Planning & Administration	1,014,646	5,545,703	18%
<b>Total Operating Expenses</b>	<b>\$ 15,562,086</b>	<b>\$ 74,748,838</b>	<b>21%</b>
<b>Farebox Recovery % (Regular Service)</b>	<b>28%</b>		

Although fare revenue shows 29% of budget, it is essentially on target for the year due to the variability of the projection by month. Fall receipts are projected higher than in the winter months. The chart below shows an illustration of that variability by month.



Capital Budget expenses are summarized below, with more detail provided on the following pages. Expenses through the first quarter, as shown below, are \$3.9 million. The total program value may be revised in the coming months as successful grants are announced and as the Chief Capital Officer reviews total project budgets and recent cost estimates as part of that program review.

Capital Budget Summary	FY2024/25 Actual Current YTD	FY2024/25 Approved Budget	% of FY2024/25 Budget
<b>Revenue:</b>			
Federal Funds	\$ 2,884,090	\$ 37,035,764	8%
State Funds	413,139	22,204,389	2%
Bridge Toll Revenues	568,555	22,320,841	3%
Local/Other Revenues	13,639	1,856,893	1%
<b>Total Capital Revenues</b>	<b>\$ 3,879,423</b>	<b>\$ 83,417,887</b>	<b>5%</b>
<b>Expense:</b>			
Repair and Replacement	\$ 823,434	\$ 26,057,363	3%
Vessel Projects	2,502,878	13,263,495	19%
Electrification Program (REEF)	553,110	44,097,030	1%
<b>Total Capital Expense</b>	<b>\$ 3,879,423</b>	<b>\$ 83,417,887</b>	<b>5%</b>

**Investment Report**

The total monthly balance held in both the Local Agency Investment Fund (LAIF) and our commercial bank as of September 30 is \$12.6 million. Further detail is provided below. Quarterly interest earnings in LAIF are attached to this report and show \$122,219 in interest earned.

	<b>September 2024</b>
Bank of America (Checking)	\$ 756,940
Bank of America (Measure B/BB)	6,562,531
Local Agency Investment Fund (LAIF)	5,329,295
<b>Total</b>	<b>\$ 12,648,766</b>

**Fiscal Impact**

There is no fiscal impact associated with this informational item.

\*\*\*END\*\*\*

**San Francisco Bay Ferry (WETA)**  
**Operating & Administration Monthly Budget Report FY 2024/25**  
**Through the Month Ending 9/30/2024**

% of Year Elapsed 25%

	Month Sep. 2024 Actual	Year - To - Date		Total FY2024-25 Budget	Total Budget
		FY2023-24 Actual	FY2024-25 Actual		
<b>OPERATING REVENUE</b>					
Fare Revenue	\$1,201,425	\$3,564,573	4,048,462	\$14,065,234	29%
Revenue Transfer to Reserve	(828,983)	-	(1,784,347)	(8,439,141)	21%
Federal Operating Assistance	-	6,635,558	-	-	-
Regional - Bridge Toll	3,397,772	2,653,588	9,582,796	50,606,165	19%
State Operating Assistance	675,137	-	2,588,849	11,664,129	22%
Local	377,136	940,427	1,113,226	4,307,450	26%
Other Revenue	7,700	67,256	13,100	2,545,000	1%
<b>Total Operating Revenue</b>	<b>\$4,830,187</b>	<b>\$ 13,861,402</b>	<b>\$ 15,562,086</b>	<b>\$ 74,748,837</b>	<b>21%</b>
<b>OPERATING EXPENSE</b>					
<b>Harbor Bay Ferry Service</b>					
Operations Labor	\$132,169	\$393,930	439,639	\$1,688,425	26%
Vessel Fuel	71,494	254,812	215,117	1,254,960	17%
Vessel Operations & Maintenance	46,286	87,547	153,531	1,023,362	15%
Facility Operations & Maintenance	47,403	170,246	156,735	760,837	21%
Systemwide Expense	60,941	181,515	196,415	966,188	20%
<b>Total Harbor Bay Farebox Recovery</b>	<b>\$358,293</b>	<b>\$1,088,049</b>	<b>\$ 1,161,437</b>	<b>\$ 5,693,772</b>	<b>20%</b>
	<b>25%</b>	<b>22%</b>	<b>25%</b>	<b>19%</b>	
<b>Alameda/Oakland Ferry Service</b>					
Operations Labor	\$303,988	\$1,046,007	\$1,011,170	\$4,408,474	23%
Vessel Fuel	204,269	804,648	615,042	2,823,660	22%
Vessel Operations & Maintenance	77,065	150,955	256,471	1,646,620	16%
Facility Operations & Maintenance	127,911	436,657	421,204	1,926,387	22%
Systemwide Expense	161,788	514,518	528,063	2,541,987	21%
<b>Total Alameda/Oakland Farebox Recovery</b>	<b>\$875,021</b>	<b>\$ 2,952,785</b>	<b>\$ 2,831,951</b>	<b>\$ 13,347,128</b>	<b>21%</b>
	<b>36%</b>	<b>36%</b>	<b>37%</b>	<b>24%</b>	
<b>Vallejo Ferry Service (Vallejo)</b>					
Operations Labor	\$356,855	\$1,173,061	\$1,187,026	\$5,851,832	20%
Vessel Fuel	449,393	1,789,338	1,353,093	\$6,745,410	20%
Vessel Operations & Maintenance	98,057	278,659	317,241	\$2,506,542	13%
Facility Operations & Maintenance	329,452	844,994	1,156,983	5,194,472	22%
Systemwide Expense	211,019	599,692	680,247	3,151,145	22%
<b>Total Vallejo Farebox Recovery</b>	<b>\$1,444,777</b>	<b>\$ 4,685,744</b>	<b>\$ 4,694,590</b>	<b>\$ 23,449,402</b>	<b>20%</b>
	<b>36%</b>	<b>34%</b>	<b>39%</b>	<b>27%</b>	
<b>South San Francisco Ferry Service (SSF)</b>					
Vessel Operations Labor	\$118,952	\$368,143	\$395,675	\$1,706,808	23%
Vessel Fuel	51,067	229,841	153,612	941,220	16%
Vessel Operations & Maintenance	62,185	86,179	194,551	1,129,078	17%
Facility Operations & Maintenance	56,403	170,358	159,125	719,434	22%
Systemwide Expense	44,645	116,609	146,057	800,037	18%
<b>Total South San Francisco Farebox Recovery</b>	<b>\$333,252</b>	<b>\$ 971,129</b>	<b>\$ 1,049,021</b>	<b>\$ 5,296,577</b>	<b>20%</b>
	<b>17%</b>	<b>9%</b>	<b>16%</b>	<b>13%</b>	
<b>Richmond Ferry Service (Richmond)</b>					
Vessel Operations Labor	\$237,903	\$762,320	\$791,351	\$3,384,571	23%
Vessel Fuel	142,989	554,577	430,678	2,196,180	20%
Vessel Operations & Maintenance	99,141	119,984	352,487	1,520,044	23%
Facility Operations & Maintenance	112,017	368,538	370,266	1,742,897	21%
Systemwide Expense	111,101	272,873	368,548	1,911,368	19%
<b>Total Richmond Farebox Recovery</b>	<b>\$703,151</b>	<b>\$ 2,078,292</b>	<b>\$ 2,313,329</b>	<b>\$ 10,755,060</b>	<b>22%</b>
	<b>15%</b>	<b>13%</b>	<b>15%</b>	<b>12%</b>	

(continued on next page)

**San Francisco Bay Ferry (WETA)**  
**Operating & Administration Monthly Budget Report FY 2024/25**  
**Through the Month Ending 9/30/2024**

% of Year Elapsed 25%

	Month Sep. 2024 Actual	Year - To - Date		Total FY2024-25 Budget	Total Budget
		FY2023-24 Actual	FY2024-25 Actual		
<b>OPERATING EXPENSE (continued)</b>					
<b>Seaplane Lagoon Ferry Service</b>					
Vessel Operations Labor	\$171,819	\$491,650	\$571,531	\$2,251,233	25%
Vessel Fuel	102,135	364,715	307,669	1,725,570	18%
Vessel Operations & Maintenance	52,210	80,863	175,705	980,217	18%
Facility Operations & Maintenance	60,473	225,517	199,821	952,132	21%
Systemwide Expense	78,563	231,200	252,838	1,278,319	20%
<b>Total Seaplane Lagoon Farebox Recovery</b>	<b>\$465,200</b> 25%	<b>\$ 1,393,945</b> 24%	<b>\$ 1,507,564</b> 24%	<b>\$ 7,187,472</b> 17%	<b>21%</b>
<b>Subtotal Operations (Regular Service)</b>	<b>\$4,179,693</b>	<b>\$ 13,169,943</b>	<b>\$ 13,557,892</b>	<b>\$ 65,729,411</b>	<b>21%</b>
<i>Farebox Recovery (exclud. Administration)</i>	<i>29%</i>	<i>27%</i>	<i>30%</i>	<i>21%</i>	
<b>Hydrogen Demonstration Project (Sea Change)</b>	\$269,547	58,206	\$ 797,124	<b>\$2,143,724</b>	37%
<b>Alameda - Oakland Demonstration Project (Woodstock)</b>	\$53,084	N/A	192,424	<b>\$1,330,000</b>	14%
<b>Subtotal Ferry Operations (All)</b>	<b>\$4,502,324</b>	<b>\$ 13,228,149</b>	<b>\$ 14,547,440</b>	<b>\$ 69,203,135</b>	<b>21%</b>
<b>Planning and Administration</b>					
Wages and Fringe Benefits	\$199,736	\$490,973	\$609,214	\$2,991,281	20%
Professional & Other Services	90,261	247,070	307,209	1,983,648	15%
Information Tech., Office, Supplies	5,272	5,191	12,415	99,000	13%
Utilities/Communications	1,863	3,532	5,597	25,632	22%
Insurance	1,941	7,318	7,476	28,059	27%
Dues, Memberships, Misc.	5,704	32,175	20,452	148,268	14%
Leases and Rentals	23,085	62,952	52,283	269,816	19%
Admin Overhead Expense Transfer		(215,958)	-		
<b>Subtotal Planning &amp; Administration</b>	<b>\$327,863</b>	<b>\$633,253</b>	<b>\$ 1,014,646</b>	<b>\$ 5,545,703</b>	<b>18%</b>
<b>Total Operating Expense</b>	<b>\$4,830,187</b>	<b>\$ 13,861,402</b>	<b>\$ 15,562,086</b>	<b>\$ 74,748,838</b>	<b>21%</b>
<i>Farebox Recovery incl. Admin.</i>			<b>28%</b>		

	Total Project Revenue/Expense	Prior Year Revenue/Expense	FY 2024/25 Budget (revised)	Year-To-Date FY2024/25 Actual	Total Future Year	% of Project Budget
<b>CAPITAL REVENUE</b>						
Federal Funds	\$ 131,437,683	\$ 17,266,977	\$ 37,035,764	\$ 2,884,090	77,134,942	15%
State Funds	78,802,033	25,932,860	22,204,389	413,139	30,664,854	33%
Regional - Bridge Toll	79,215,315	11,073,223	22,320,841	568,555	45,821,250	15%
Local /Other	6,590,000	707,943	1,856,893	13,639	4,025,164	11%
<b>Total Revenue</b>	<b>\$ 296,045,031</b>	<b>\$ 54,981,003</b>	<b>\$ 83,417,887</b>	<b>\$ 3,879,423</b>	<b>\$ 157,646,211</b>	
<b>CAPITAL EXPENSE</b>						
<b>Vessel Projects: Dorado Class</b>						
High Speed Vessels (Dorado/Delphinus)	30,420,100	30,183,002	237,098	-	-	99%
Vessel Replacements (Karl, Zalophus)	37,902,400	21,371,139	13,026,397	2,502,878	3,504,864	63%
<b>Repair and Replacement Program: Vessels</b>						
Vessel Mid-Life Reburishment - MV Gemini	4,488,000	20,275	4,213,000	12,641	254,725	1%
Vessel Waterjet Upgrade - Pyxis Class Vessels	700,000	214,429	360,528	3,960	125,043	31%
Vessel Mid-Life Refurbishment & Engine Overhaul -	4,679,000	8,381	4,670,000	2,670	619	0%
Water Jet Equipment	940,000	198,223	739,075	-	2,702	21%
Engine Overhauls and Improvements	9,425,000	249,894	9,175,176	31,941	-	3%
Component Improvements/Dry Dock	3,412,000	-	3,412,000	718,681	-	21%
<b>Repair and Replacement Program: Facilities</b>						
Vallejo Terminal Reconfiguration	16,696,000	451,663	600,000	50,872	15,644,337	3%
Passenger Floats Rehabilitation - Pier 9	1,362,000	-	1,362,000	-	-	0%
Vallejo Ferry Terminal Dredging	3,520,000	-	165,000	2,670	3,355,000	0%
Parking Lot Preservation & Maintenance - SSF	190,584	-	190,584	-	-	0%
NOBMF Fuel Farm Upgrades	420,000	-	420,000	-	-	0%
Mare Island-Pier 9 Office Reconfiguration	550,000	-	550,000	-	-	0%
Multiuse Emergency Float	200,000	-	200,000	-	-	0%
<b>Electrification Program (REEF)</b>						
<b>Vessels</b>						
New Electric Vessels (Three - 150 PX)	31,296,441	384,532	9,559,212	119,932	21,352,697	2%
New Electric Vessel (Intintoli Replacement)	26,446,700	956,722	11,469,302	19,440	14,020,676	4%
New Electric Vessel (Mare Island Replacement)	26,500,000	28,540	2,357,935	19,064	24,113,525	0%
<b>Facility Electrification</b>						
Central Bay Terminal	6,946,000	8,041	75,000	2,200	6,862,959	0%
Downtown San Francisco	28,315,432	848,878	12,447,141	353,724	15,019,413	4%
Treasure Island	6,798,681	-	2,593,681	11,808	4,205,000	0%
Main Street	5,689,830	-	640,313	-	5,049,518	0%
Seaplane Lagoon	11,189,000	-	780,313	-	10,408,688	0%
Harbor Bay	12,656,693	-	3,099,134	3,278	9,557,559	0%
Richmond Terminal	4,687,500	-	200,000	-	4,487,500	0%
Mission Bay Project	700,000	57,285	125,000	3,983	517,715	9%
Berkeley Pier/Ferry Project	3,000,000	-	200,000	16,315	2,800,000	1%
Oakland Ferry Terminal	16,913,670	-	550,000	3,366	16,363,670	0%
<b>Total Expense</b>	<b>\$ 296,045,031</b>	<b>\$ 54,981,003</b>	<b>\$ 83,417,887</b>	<b>\$ 3,879,423</b>	<b>\$ 157,646,211</b>	



MALIA M. COHEN  
California State Controller

LOCAL AGENCY INVESTMENT FUND  
REMITTANCE ADVICE

Agency Name SAN FRANCISCO BAY AREA WATER

Account Number [REDACTED]

As of 10/15/2024, your Local Agency Investment Fund account has been directly credited with the interest earned on your deposits for the quarter ending 09/30/2024.

Earnings Ratio		.00012912073474208
Interest Rate		4.71%
Dollar Day Total	\$	946,549,305.66
Quarter End Principal Balance	\$	5,329,294.87
Quarterly Interest Earned	\$	122,219.14

**TO: SF Bay Ferry Board Members**

**FROM: Peter Friedmann, SF Bay Ferry Federal Legislative Representative  
Ray Bucheger, SF Bay Ferry Federal Legislative Representative  
Madison Hite, SF Bay Ferry Federal Legislative Representative**

**SUBJECT: SF Bay Ferry Federal Legislative Board Report – November 2024**

This report covers the following topics:

- SF Bay Ferry Secures Funding through EPA Clean Ports Grant Program
- Update on Ferry Service Expansion Act
- Update on FY25 Appropriations Process / SF Bay Ferry Advocacy

### **SF Bay Ferry Secures Funding through EPA Clean Ports Grant Program**

SF Bay Ferry was awarded \$55 million by the Environmental Protection Agency (EPA) through the Clean Ports Grant program for 1) electrification infrastructure at the Downtown San Francisco Ferry Terminal, 2) construction of a 400 passenger zero emission vessel, 3) establishment of a Mission Bay Ferry Terminal, and 4) financial support of a regional maritime workforce development program to train over 150 participants ages 18-24 from disadvantaged and low-income communities in the greater San Francisco Bay Area and the re-entry population.

This is a massive win for SF Bay Ferry, and was made possible through the support of the Bay Area Congressional delegation. In particular, we worked with Speaker Emerita Pelosi and Senator Padilla to convey to EPA Administrator Micheal Regan the significance of this project. Letters of support were sent to Administrator Regan by Pelosi and Padilla, as well as by Senator Butler, Congresswoman Eshoo, Congressman Huffman, Congressman Mullin, Congresswoman Lee, and Congressman Garamendi.

### **Update on Ferry Service Expansion Act**

We are continuing to work towards reintroduction of the Ferry Service Expansion Act. This legislation would increase the funding level for the Federal Highway Administration's (FHWA) Ferry Boats and Ferry Terminal Facilities Formula (Grant) Program and the Federal Transit Administration's (FTA) Passenger Ferry (Competitive) Grant Program. The bill would also make permanent the Electric or Low-Emitting Ferry Pilot Program that was created by the Infrastructure Investment and Jobs Act (IIJA). We anticipate House legislation to be introduced following the election as a "placeholder" for the 119<sup>th</sup> Congress. We are continuing to work with our partners to find a Republican lead on the Senate side.

## Update on FY25 Appropriations Process / SF Bay Ferry Advocacy

Before Congress adjourned back in September, the House and Senate passed a Continuing Resolution (CR) that funds federal government agencies through December 20<sup>th</sup>. The House and Senate will come back into session the week of November 11<sup>th</sup> and at that time, Congressional leaders will start mapping out the post-election lame duck session of Congress and start negotiations related to the FY25 appropriations process. At this point, it's difficult to predict what will happen when Congress comes back after the election. While we are advocating for Congress to complete work on the FY25 appropriations bills by December 20<sup>th</sup>, there is a chance Congress could pass another CR into the new year.

When Congress returns after the election, SF Bay Ferry will continue to advocate for increased funding for two federal grant programs that are dedicated to public ferries:

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

Recall that SF Bay Ferry was awarded \$11.5 million last month through the Section 5307(h) Ferry Passenger Grant Program to increase the passenger capacity of two fully electric vessels to support WETA's Rapid Electric Emission Free (REEF) Ferry Program. This award was made possible, in part, because of SF Bay Ferry's advocacy last year for additional funding for FY24.

Respectfully Submitted,  
Peter Friedmann, Ray Bucheger and Madison Hite



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

October 28, 2024

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

FM: Matt Robinson, Partner  
Michael Pimentel, Legislative Advocate

RE: **STATE LEGISLATIVE UPDATE – November 2024**

---

***General Update***

On October 14, Governor Newsom signed into law [ABX2-1 \(Aguiar-Curry and Hart\)](#), legislation introduced in the special session to require California refineries to hold fuel in reserve to mitigate for cost increases due to refinery maintenance shutdowns.

As we reported previously, the Legislature will reconvene for the 2025-26 Legislative Session on December 2 for the Organizational Session and the swearing-in of newly elected legislators. We expect 34 new legislators in the Senate and Assembly when the Legislature reconvenes. Following the Organizational Session, the Legislature will adjourn for the remainder of the year and reconvene to begin the real work of the first year of the session in January 2025.

For more information about key legislative and budget deadlines, see the 2024 Legislative Calendar available [here](#).

***CARB Releases Proposed Fiscal Year 2024-25 Funding Plan for Clean Transportation Incentives***

On October 11, the California Air Resources Board released its [proposed Fiscal Year 2024-25 Funding Plan for Clean Transportation Incentives](#).

The Funding Plan outlines how Clean Transportation Incentive funds, authorized by the Legislature and Governor, will be spent in the Fiscal Year. Due to a series of appropriation delays, enacted in the Budget Act of 2024, the Funding Plan proposes to allocate only \$35 million for the Air Quality Improvement Program for the following project categories: Innovative Small e-Fleet Pilot Project (\$14.97 million); Clean Off-Road Equipment Project (\$14.97 million), and Zero-Emission Truck Loan Pilot (\$5 million).

The Funding Plan also proposes a series of policy changes to help implement existing programs with carry-over budget capacity, like the Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP) and Clean Off-Road Equipment Voucher Project (CORE). The proposed policy change, impacting CORE would limit program eligibility to small businesses and public agencies, like WETA.

### ***CalSTA Announces TIRCP Cycle 7 Awards, WETA Among the Award Recipients***

On October 25, Governor Newsom, in partnership with the California State Transportation Agency, announced the list of 27 projects awarded funding from Cycle 7 of the Transit Intercity Rail Capital Program (TIRCP). Included in these 27 projects was WETA's Harbor Bay Ferry Facility Electric Float and Infrastructure Project, which was awarded \$12.5 million. This cycle, CalSTA received 37 applications, totaling over \$2.5 billion in TIRCP funding requests. You can find more detailed information about each of the awarded projects on the [CalSTA website](#).

### ***CalSTA Holds Sixth Meeting of Transit Transformation Task Force***

The California State Transportation Agency convened its sixth meeting of the Transit Transformation Task Force on October 28 in Monterey.

This meeting, the third of several geared toward informing a report of recommendations required under SB 125 to be submitted to the Legislature by October 2025, focused on: changes to land use and housing policies that could improve public transit use; potential of transit-oriented development and value capture of property around transit stations as a source of sustainable revenue for transit operations; and strategies to provide first- and last-mile access to transit. Additionally, this meeting included discussion on CalSTA's draft staff report of recommendations on fare and scheduling coordination as well as safety and cleanliness – topics that were subject of discussion at the Task Force in previous months.

The California Transit Association, which represents WETA, continues to lead engagement in the Task Force discussions on behalf of California transit agencies. As we highlighted previously, the Association engaged transit agencies across the state on the challenges / barriers they face in delivering improvements to transit service and convened an internal Transit Transformation Advisory Committee to develop policy recommendations (for breaking past these challenges) for submittal to the Task Force. The Advisory Committee, which includes Executive Director Seamus Murphy as one of its members, met throughout October to develop and submit policy recommendations on the topics outlined above.

The Task Force is subject to the state's open meeting requirements for state bodies, known as Bagley-Keene, and as such, all agenda materials are available on [CalSTA's website](#).

### ***Sponsored Legislation***

#### **AB 2061 (Wilson) State Sales Tax Exemption: Zero-Emission Ferries (SPONSOR)**

This bill would, through January 1, 2030, exempt the purchase of zero-emission ferries by public transit agencies from the state portion of the sales and use tax. **This bill was vetoed by Governor Newsom.**

### ***Legislation of Interest***

#### **SB 532 (Wiener) Bridge Toll Increase for Transit Operations**

This bill, as currently drafted, would temporarily raise tolls on seven state-owned bridges in the Bay Area by \$1.50 for five years, generating approximately \$180 million annually. SB 532 would direct this revenue to the Metropolitan Transportation Commission to help eligible transit operators avoid service cuts and maintain operations and to transform transit service pursuant to MTC's adopted Transit Transformation Action Plan, or to make specific safety, security, reliability, or cleanliness improvements.

SB 532 is co-authored by a group of lawmakers, including Senators Cortese and Becker, and Assembly Members Haney, Ting, Lee, Bonta, and Wicks. **This bill was gutted-and-amended to address a new topic — parking.**

### **SB 960 (Wiener) Complete Streets Projects on the State Highway System**

On complete streets, this bill would require all transportation projects funded or overseen by Caltrans to provide complete streets facilities unless exempt pursuant to the bill. It would also require the targets and performance measures adopted by the California Transportation Commission to include within the SHOPP asset management plan objective targets and measures reflecting state transportation goals and objectives, including for complete streets assets on the state highway system. This bill would also require Caltrans' performance report to include a description of complete streets facilities on each project. Lastly, this bill would require Caltrans to develop and adopt a project intake, evaluation, and encroachment permit review process for complete streets facilities that are sponsored by a local jurisdiction or transit agency. As a part of this process, Caltrans would be required to designate an encroachment permit manager in each district to oversee the review of complete streets facilities applications. Caltrans would then be required to produce a report on the project applications submitted for complete streets facilities.

On transit priority projects, this bill would require the Director of Transportation to, on or before July 1, 2027, adopt a transit priority policy to guide the implementation of transit priority facilities on the state highway system. The bill would also require the Caltrans-prepared State Highway System Management Plan (SHSMP) to include specific and quantifiable accomplishments, goals, objectives, costs, and performance measures for transit priority facilities consistent with SHOPP asset management plan and Caltrans' most recent policy. **This bill was signed by Governor Newsom.**

### **SB 1031 (Wiener) Bay Area Transportation Regional Measure / Transit Consolidation**

This bill would provide the Metropolitan Transportation Commission with the authority to propose a regional measure to fund transportation, dubbed Connect Bay Area. Additionally, the bill, as currently in print, includes provisions for transit governance and targets for transit operations; provides clear control for MTC over both historical transit formula funding (STA and LTF), as well new measure money, and condition access to those funds on adherence to the abovementioned governance structure and operational targets; and requires CalSTA to conduct a study to consolidate all of the transit agencies in the Bay Area. As noted above, the bill will soon be amended to reflect terms approved by the Senate Transportation Committee. **This bill is not moving forward this year.**

### **AB 1837 (Papan) San Francisco Bay Area: Public Transportation**

Modeled after the work underway at MTC, this bill would create the Regional Network Management Council as an 11-member council to provide leadership and critical input on regional transit policies, and to provide executive guidance on regional transit policies and actionable implementation plans in pursuit of transformative improvements in the customer experience San Francisco Bay area transit. **This bill is not moving forward this year.**

### **AB 2824 (McCarty) Transit Employee Assaults**

This bill would have created parity in the enhanced penalties levied against individuals who commit assault or battery against a public transit operators and ticketing agents and all other transit employees

and contractors. This bill will not move forward this year. This bill was co-sponsored by the California Transit Association. **This bill is not moving forward this year.**

MEMORANDUM

---

**TO:** Board Members

**FROM:** Seamus Murphy, Executive Director  
Michael Gougherty, Director of Planning  
Timothy Hanners, Director of Project Delivery & Engineering  
Thomas Hall, Director of Operations & Customer Experience  
Gabriel Chan, Transportation Planner  
Joseph Ramey, Project Development & Controls

**SUBJECT:** Monthly Operations, Ridership, and Recovery Report – November 2024

**Background**

**Operations**

Following the implementation of the new Swiftly system for ridership and service operations data in January 2023, staff are now able to develop accurate and real-time on-time performance and reliability reports. Staff will now aggregate and publish this data in the Monthly Operations, Ridership, and Recovery Report.

The following metrics are now included in this report:

- **On-Time Trips:** Trips arriving early, on-time, or less than five minutes after the scheduled arrival time.
- **Late Trips:** Trips arriving five minutes or more past the scheduled arrival time.
- **Cancelled Trips:** Cancelled trips not replaced by a substitute (backup) vessel.
- **On-Time Performance (OTP):** The percentage of total trips that arrived early, on-time, or less than five minutes after the scheduled arrival time.
- **Service Reliability:** The percentage of scheduled trips that were operated, after adjusting for trips cancelled.

In addition, staff will compare on-time performance and service reliability metrics of other ferry operators to those of WETA moving forward. On-time performance and reliability data will be sought from the following public ferry operators:

- Golden Gate Ferry
- Washington State Ferries
- Kitsap Transit
- Staten Island Ferry
- Massachusetts Bay Transportation Authority (MBTA) Ferry

This new component of the monthly report will also inform potential initiatives that staff can pursue to improve on-time performance and reliability along with input from the Board and others.

**Ridership**

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

of weekend service on the Vallejo, Oakland & Alameda, and Richmond routes. WETA relaunched the South San Francisco service in November 2021.

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

## **Discussion**

### **Operations**

#### Highlights:

- **On-time performance** averaged 97.2% systemwide January through October 2024, a slight increase compared to the same period in 2023 of 96.9%.
- On-time performance is generally consistent for weekends and weekdays, and across routes, with minor variations from month-to-month.
- On-time performance declined slightly in October, at 96.4% compared to 97.6% in November, a 1.2% decline. This decline appears driven mostly by the extremely high ridership demand experienced during Fleet Week weekend (Oct. 11-13), which represents an all-time peak level of weekend ridership for the agency. High levels of demand put additional pressure on the system, including creating delays for certain trips.
- **Service reliability** averaged 99.6% systemwide January through October 2024 compared to 99.4% for the same period in 2023, a slight increase of 0.2%.
- There was a total of 170 trip segments cancelled January through October combined, compared to 42,269 trip segments provided during these months. Cancelled trips represented 0.4% of total scheduled trips during this period.
- SF Bay Ferry currently operates 17 vessels for non-pilot services. The agency expects to add an additional vessel, MV Karl, in the coming months, which will bring the fleet size to 18 vessels. This vessel provides additional capacity to maintain regular service, especially during periods where vessels are out of service for repairs and regular maintenance.
- WETA has similar, if not higher, levels of on-time performance and reliability compared to other public ferry operators analyzed. WETA's year-to-date on-time performance through August 2024 averaged 97.3% compared to 94.4% for other selected public ferry operators considered in this report. WETA's year-to-date reliability performance through August in 2024 averaged 99.5% compared to 99.1% for the other public ferry operators analyzed. WETA will continue to track and monitor this data in 2024 as it becomes available.

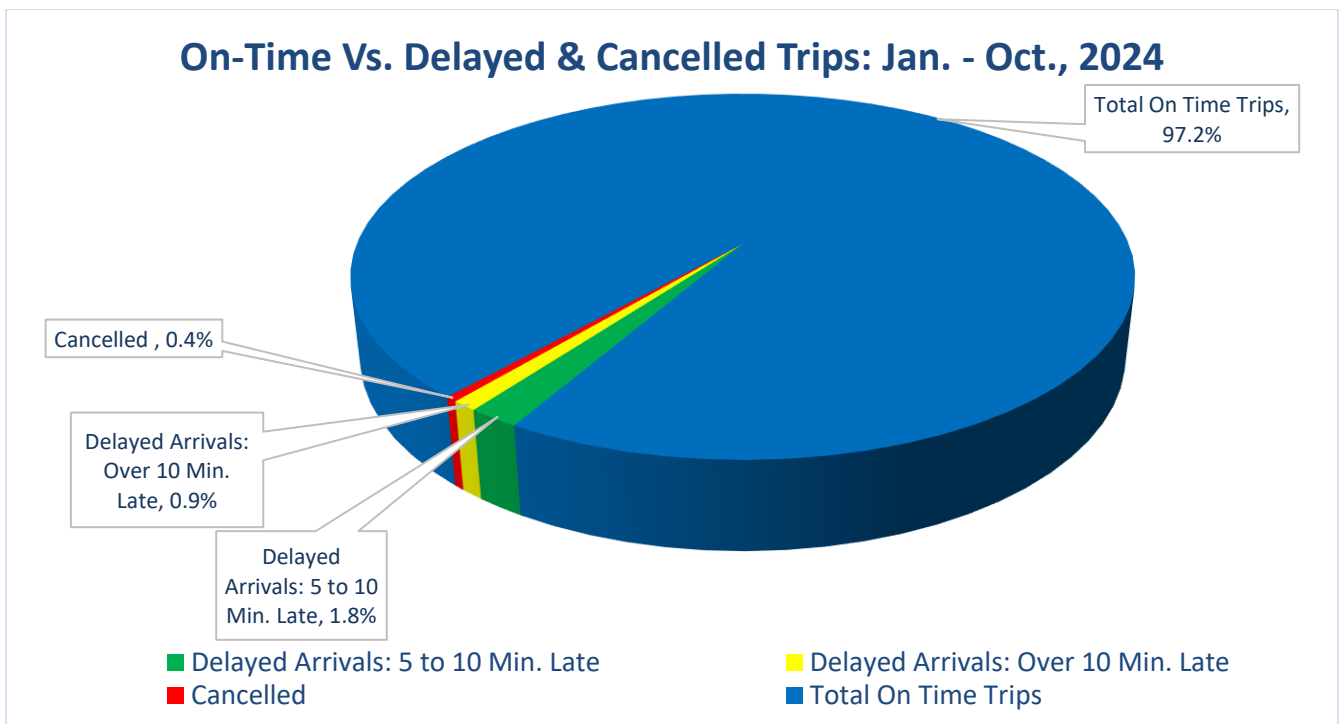
### **Ridership**

This report includes ridership data for October. SF Bay Ferry had over 262,000 boardings in October—14% higher than projections in the budget. Compared to the same month in 2019, ridership was about 84% of pre-pandemic. Year-over-year SF Bay Ferry ridership is about 48,000 boardings higher than October 2023. Compared to BART and Caltrain, SF Bay Ferry still outperforms in terms of ridership recovery. Saturday ridership in October was roughly equivalent to the average weekday in part due to Fleet Week. The Fleet Week peak event from October 11-13 represented substantially higher ridership than prior years. For the two-day Fleet Week weekend (October 12-13), SF Bay Ferry registered its highest weekend ridership ever.

**Appendix A. Operations Data Summary**

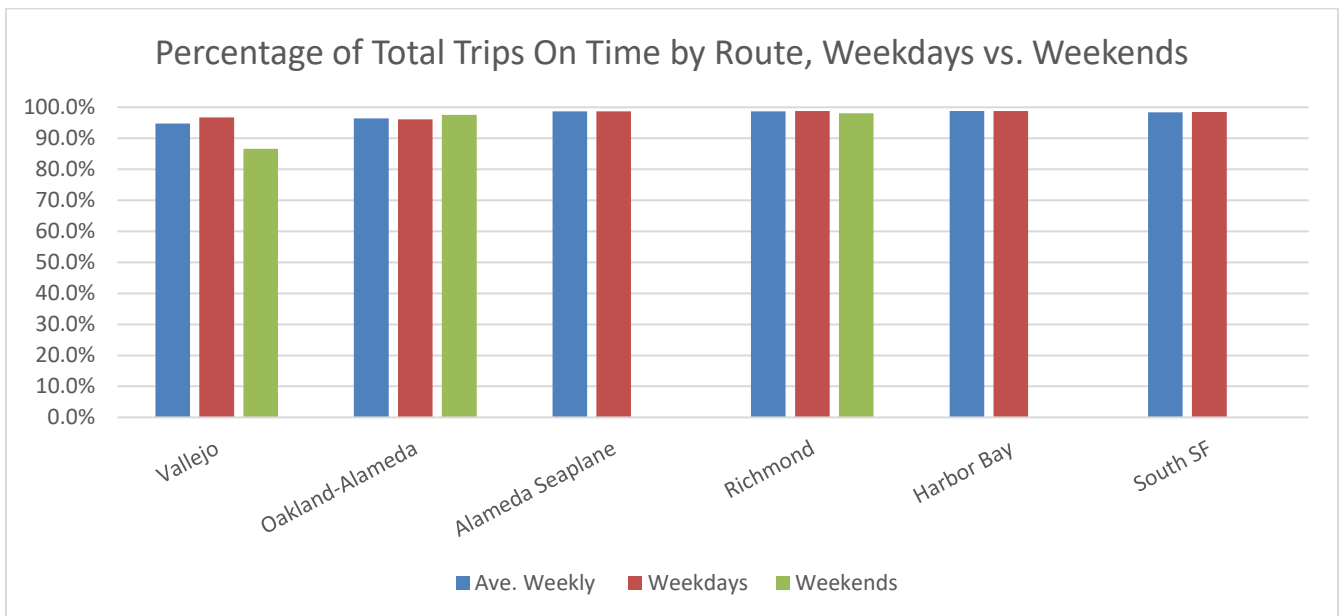
**Percentage of Trips On-Time: Year-to-Date (January – October 2024)**

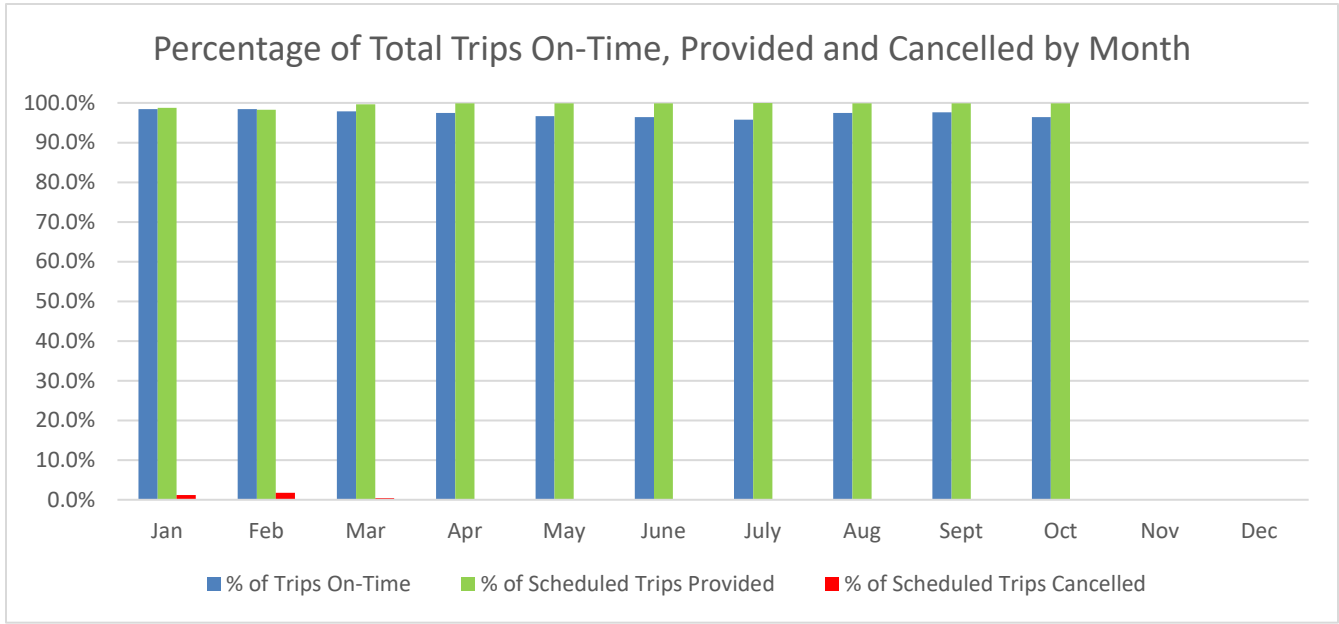
Route	Ave. Weekly	Weekdays	Weekends
Vallejo	94.7%	96.8%	86.6%
Oakland-Alameda	96.4%	96.1%	97.5%
Alameda Seaplane	98.7%	98.7%	Not Provided
Richmond	98.7%	98.8%	98.0%
Harbor Bay	98.8%	98.8%	Not Provided
South SF	98.4%	98.4%	Not Provided
<b>Total System</b>	<b>97.2%</b>	<b>97.6%</b>	<b>95.1%</b>



**On-Time Performance & Reliability by Month (January to September 2024)**

	<b>% of Trips On-Time</b>	<b>% of Scheduled Trips Provided</b>	<b>% of Scheduled Trips Cancelled</b>
January	98.5%	98.8%	1.2%
February	98.4%	98.3%	1.7%
March	97.9%	99.6%	0.4%
April	97.5%	99.9%	0.1%
May	96.7%	99.9%	0.1%
June	96.4%	99.9%	0.1%
July	95.8%	99.9%	0.1%
August	97.5%	99.9%	0.1%
September	97.6%	99.9%	0.1%
October			
November			
December			
<b>Annual Average</b>	<b>97.2%</b>	<b>99.6%</b>	<b>0.4%</b>





**WETA On-Time Performance & Reliability Compared to Other Ferry Operators, Ave. Jan. – Aug. 2024\***

	<b>% of Trips on Time</b>	<b>% of Scheduled Trips Provided</b>
Golden Gate	97.2%	99.3%
Washington State Ferries	84.5%	98.3%
Kitsap Transit	97.2%	99.2%
Massachusetts Bay Transportation Authority	98.6%	99.7%
<b>Average of Comps</b>	<b>94.4%</b>	<b>99.1%</b>
<b>WETA</b>	<b>97.3%</b>	<b>99.5%</b>
BART	74.8%	
MUNI	83.5%	
AC Transit	73.5%	

\* The definition of on-time performance varies among the other ferry and transit operators considered in this analysis. Some operators consider on-time performance based on late departures instead of late arrivals. Most operators define on-time trips as trips departing or arriving within 5 minutes of the scheduled departure or arrival time.

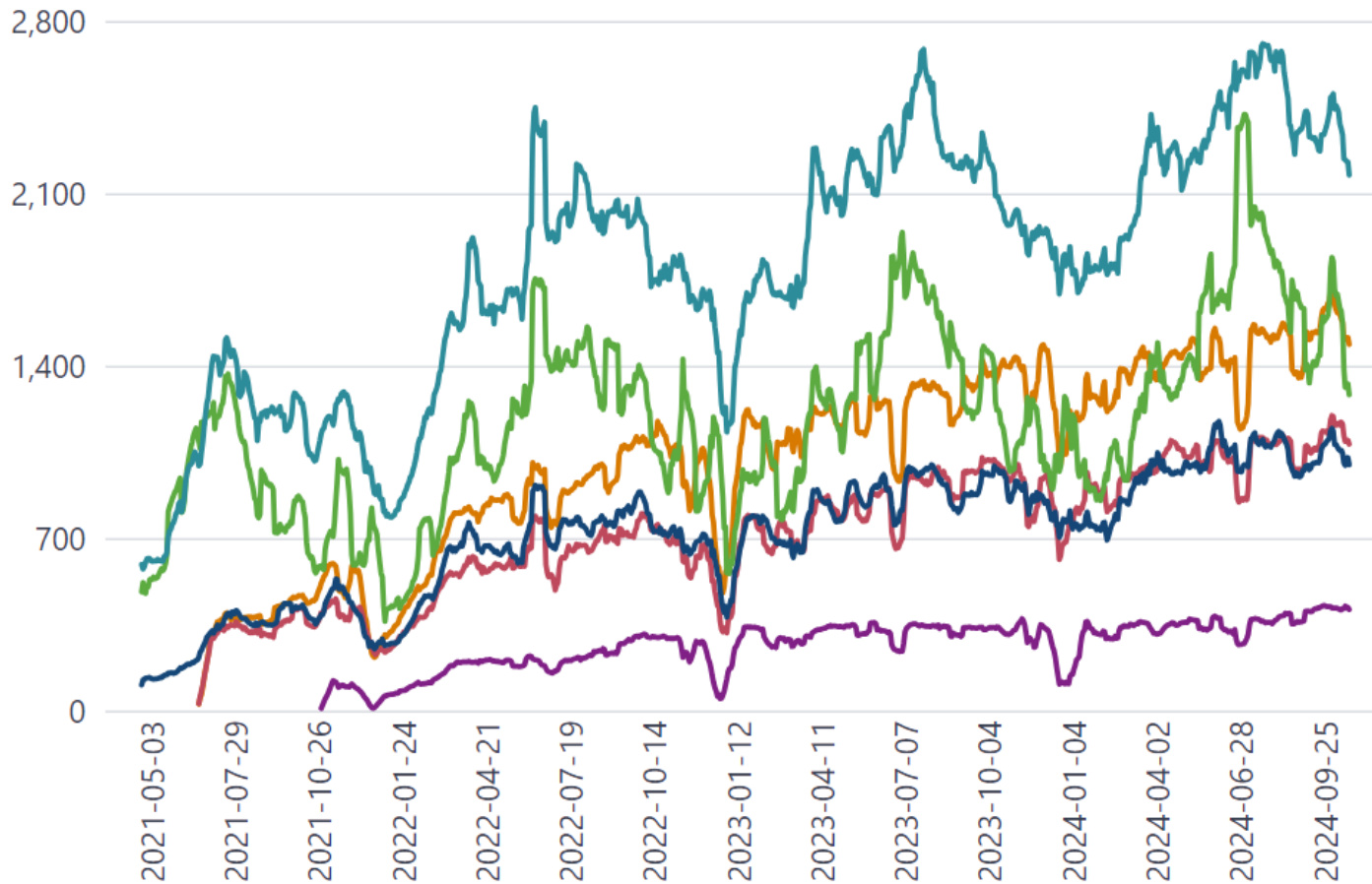
-this page left intentionally blank-

Appendix B. Ridership Data Summary

### 10-Day Weekday Average Ridership

[Download CSV](#)

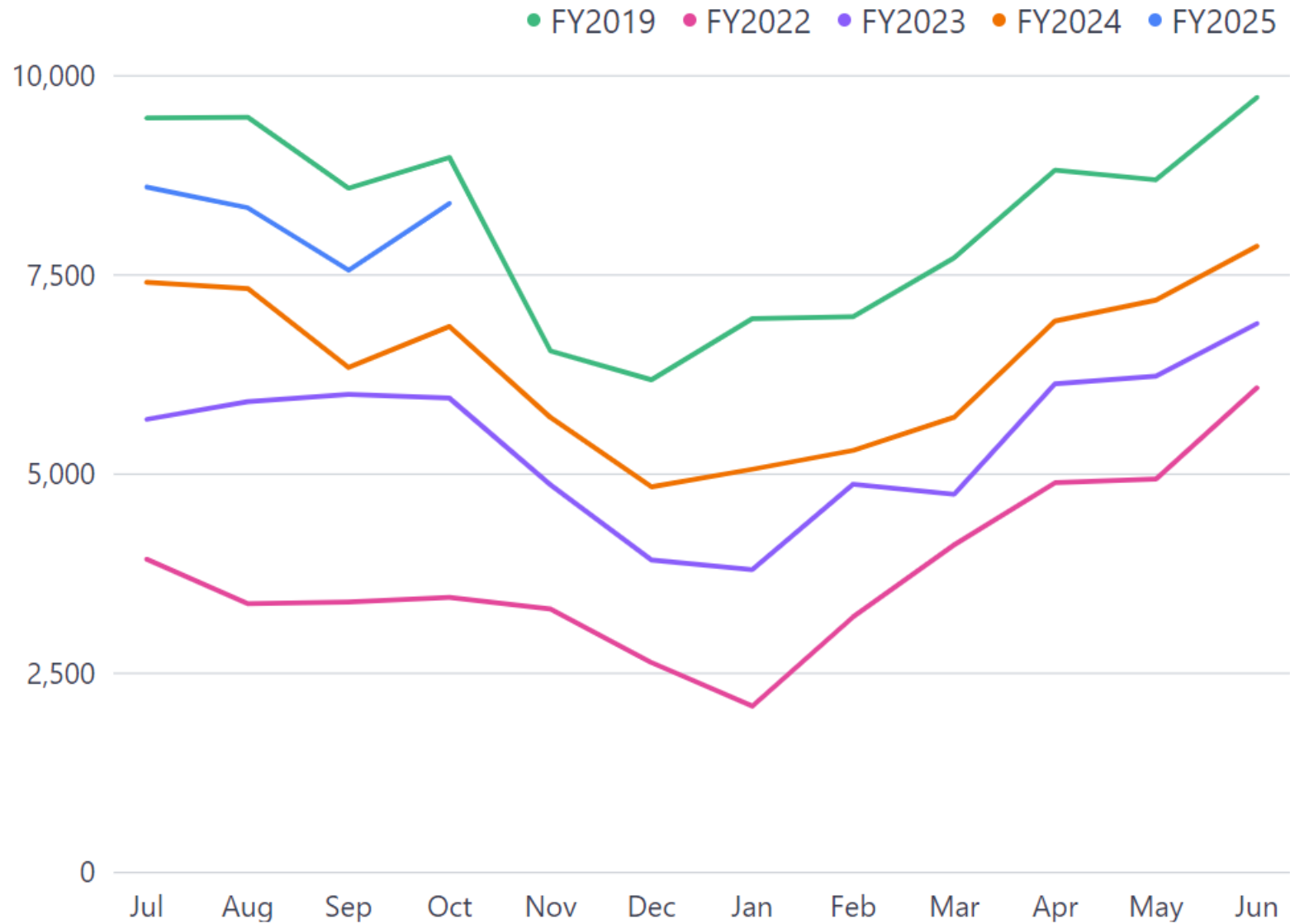
- Alameda Seaplane
- Harbor Bay
- Oakland & Alameda
- Richmond
- South San Francisco
- Vallejo



*Ridership from other routes and event ridership is excluded.*

### Average Daily Ridership By Month

[Download CSV](#)

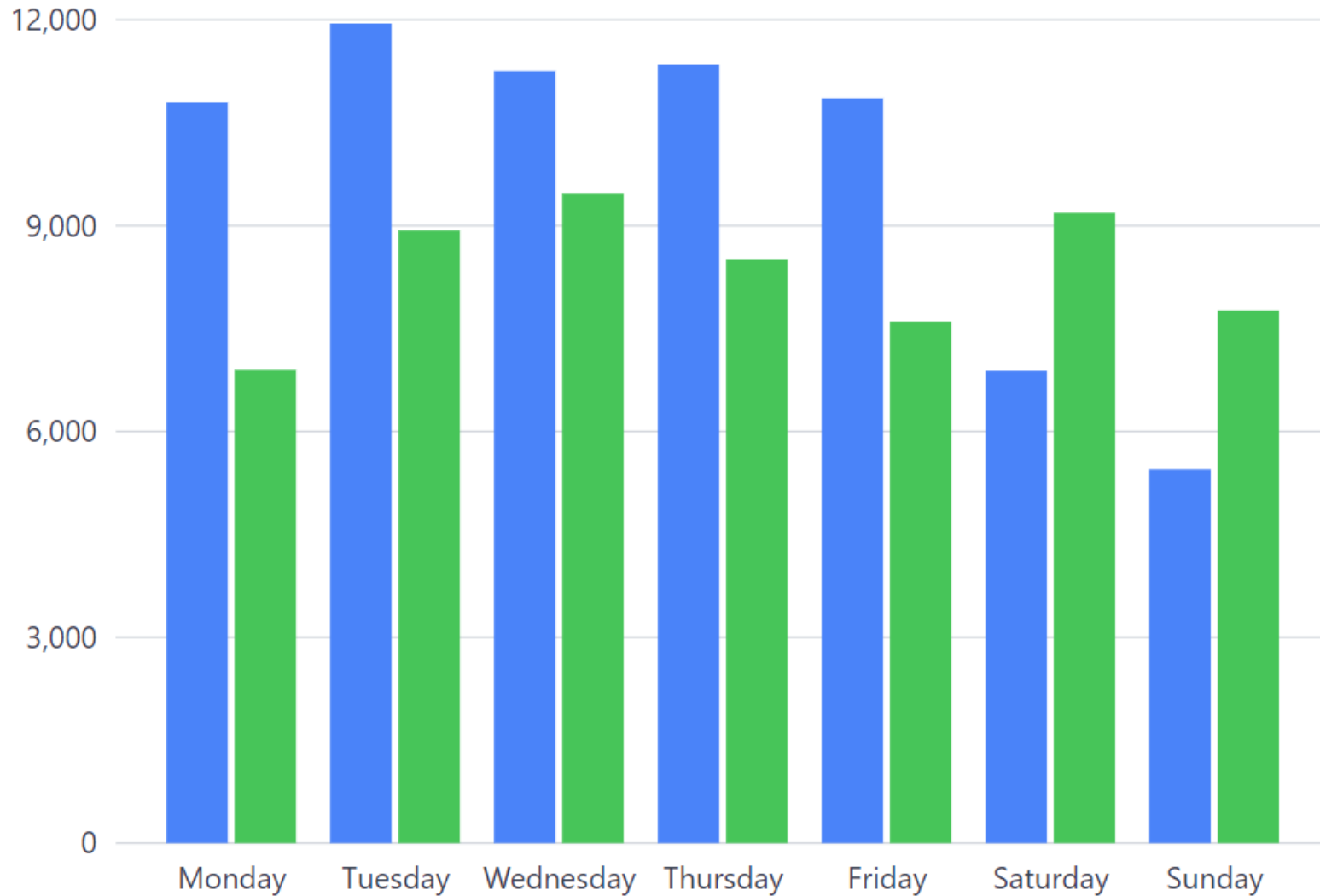


Event ridership is excluded.

## Average Ridership by Day of Week Systemwide

[Download CSV](#)

● October 2019 ● October 2024

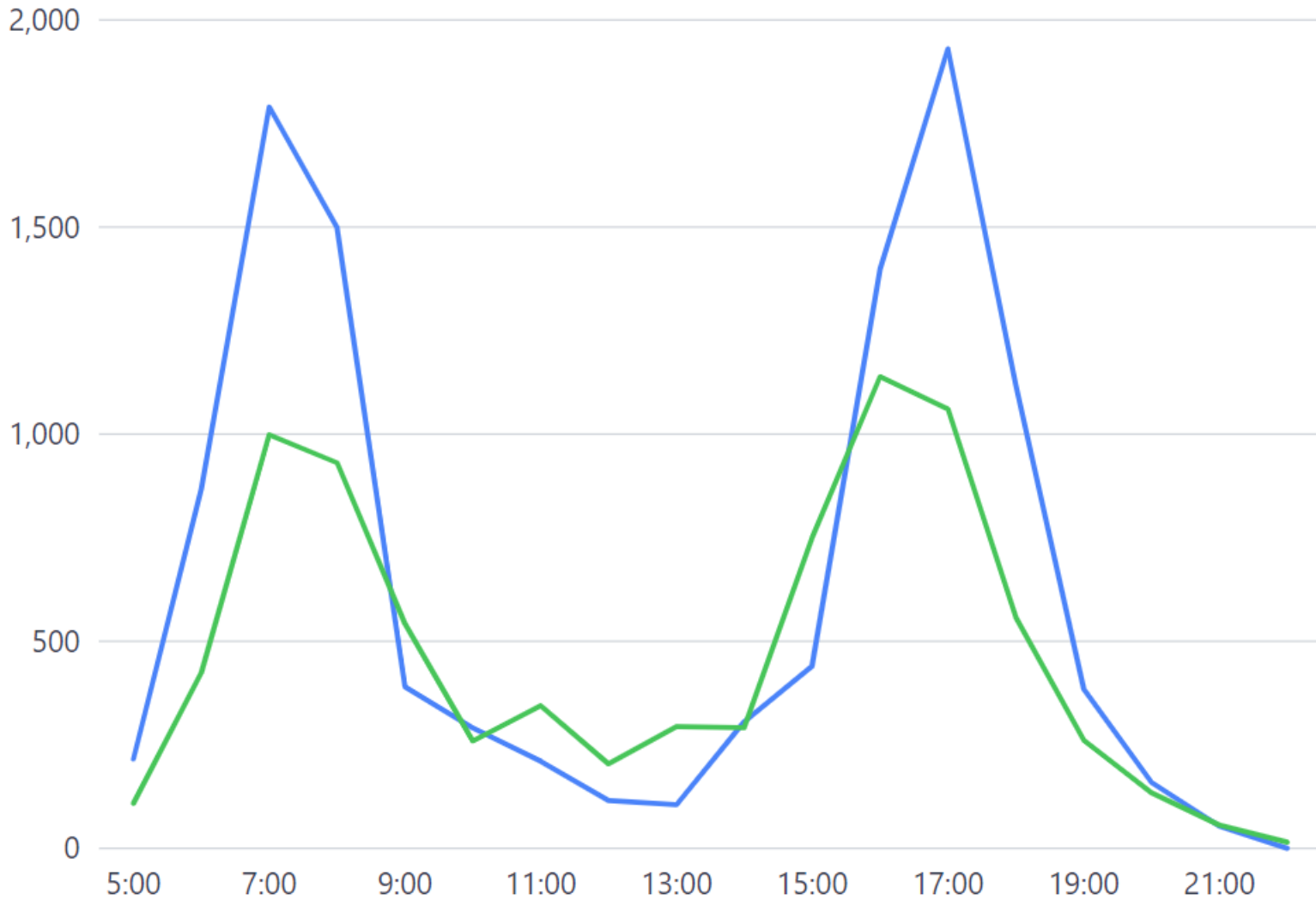


*Event ridership is excluded. Holidays with no service are excluded.*

## Average Weekday Hourly Ridership

[Download CSV](#)

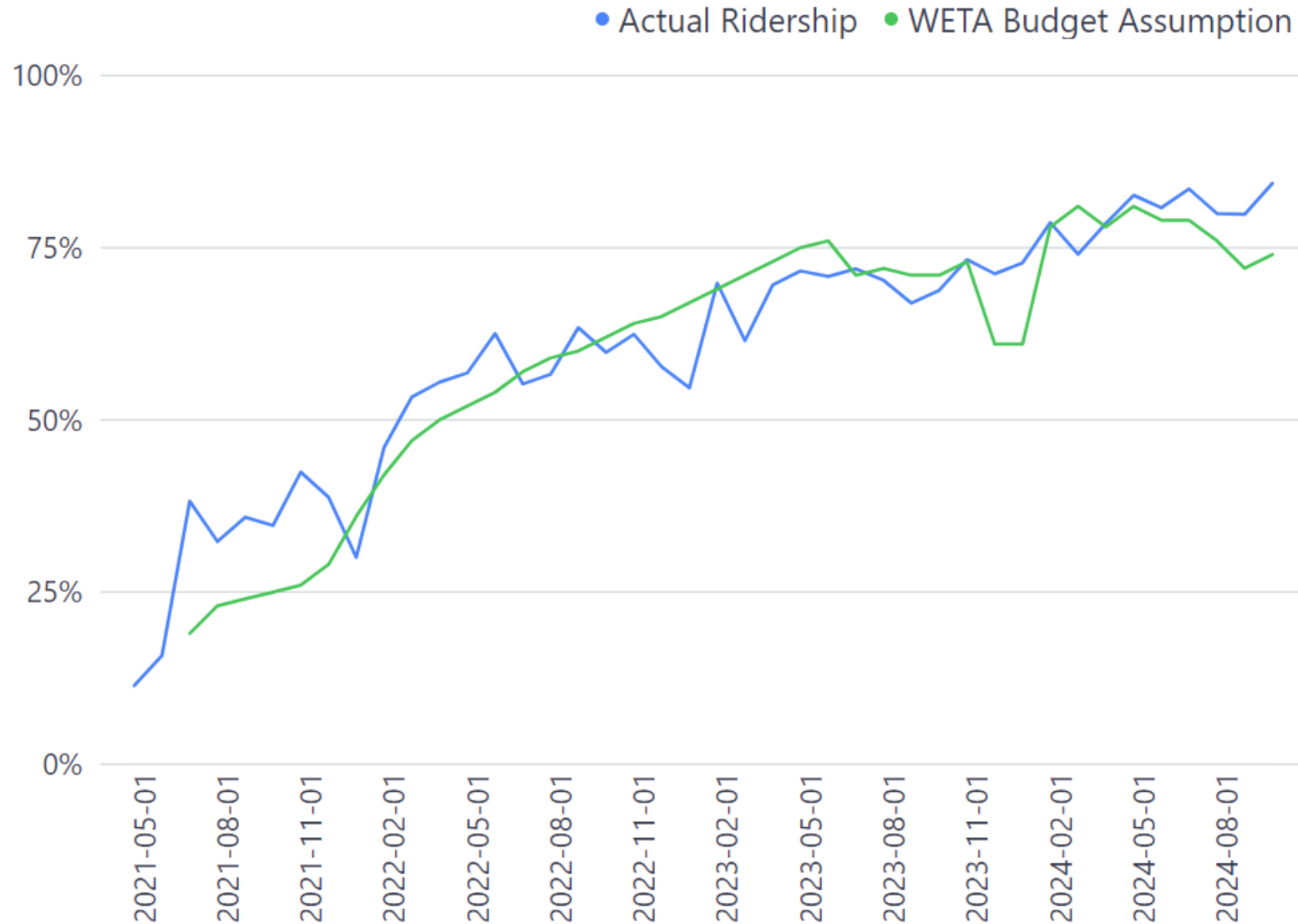
● October 2019 ● October 2024



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

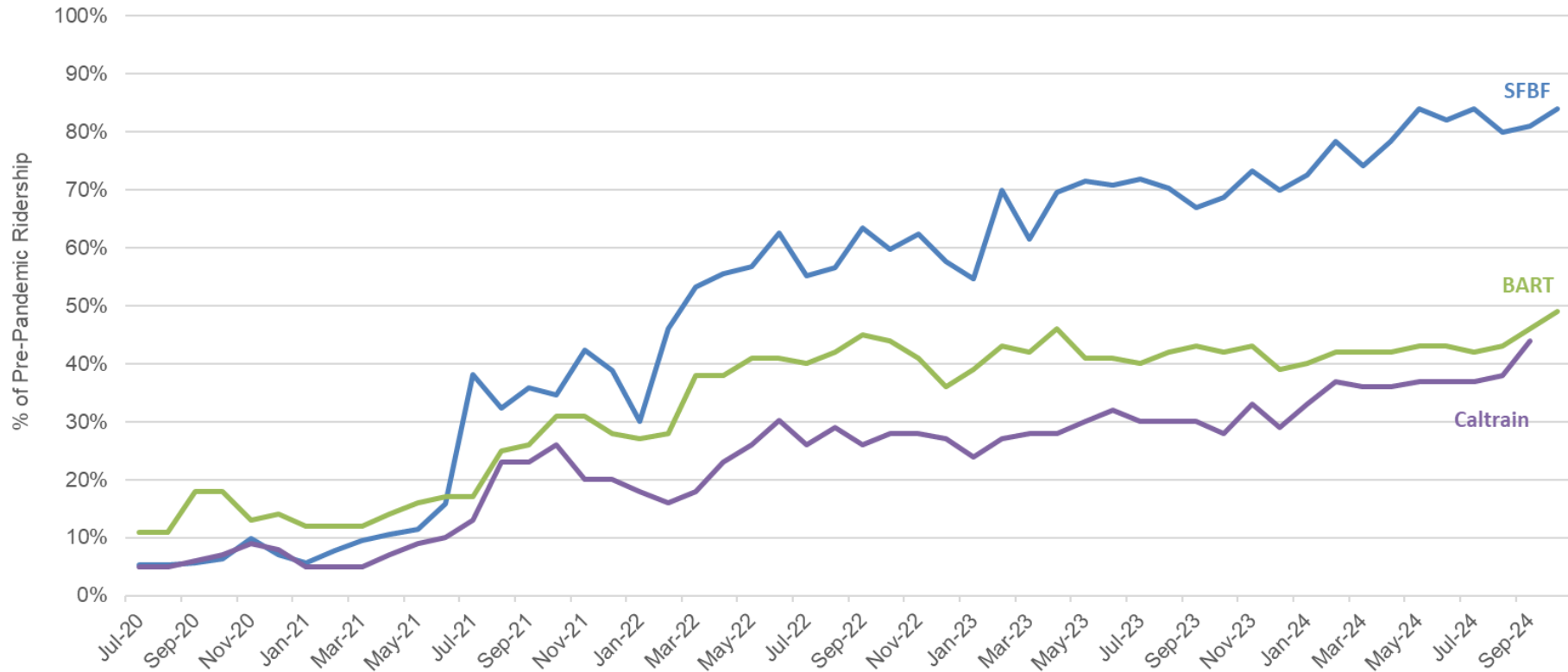
## Actual vs Budgeted Ridership

[Download CSV](#)



Event ridership is excluded.

### Regional Transit Ridership



**Operational Statistics**

[Download CSV](#)

	Oakland & Alameda	Richmond	Harbor Bay	South San Francisco	Alameda Seaplane	Vallejo	San Francisco Pier 41 Short Hop	Oakland Alameda Water Shuttle	Chase Center	Systemwide
Total Ridership October 2024	69,814	31,475	26,638	9,904	37,150	73,696	4,135	7,534	1,760	262,106
Total Ridership September 2024	62,083	26,305	21,535	8,264	30,781	66,531	1,980	9,328	0	237,347
Percent Change	12.5%	19.7%	23.7%	19.8%	20.7%	10.8%	108.8%	-19.2%	Infinity%	10.4%
Total Ridership October 2024	69,814	31,475	26,638	9,904	37,150	73,696	4,135	7,534	1,760	262,106
Total Ridership October 2023	56,730	27,075	21,899	7,329	31,475	63,724	4,219	0	1,189	214,414
Percent Change	23.1%	16.3%	21.6%	35.1%	18%	15.6%	-2%	Infinity%	48%	22.2%
Total Ridership FY2025 to date	288,398	117,255	95,171	34,182	133,137	297,447	10,208	36,786	1,760	1,042,300
Total Ridership FY2024 to date	255,699	99,925	80,772	28,462	112,472	272,870	9,386	0	1,189	888,612
Percent Change	12.8%	17.3%	17.8%	20.1%	18.4%	9%	8.8%	Infinity%	48%	17.3%
Average Weekday Ridership October 2024	1,544	1,076	1,158	431	1,615	2,368	50	281	332	8,429
Weekdays Operated in October 2024	23	23	23	23	23	23	4	14	4	23
Average Weekend Ridership October 2024	4,289	840	0	0	0	2,405	492	450	434	8,530
Weekend Days Operated in October 2024	8	8	0	0	0	8	8	8	1	8
Ridership Per Hour October 2024	135	80	127	64	162	94	159	55	302	107
Ridership Per Mile October 2024 <sup>†</sup>	9.5	4.4	6.1	3.7	9.6	3.5	11.1	36.6	25	5.5
Revenue Hours October 2024	516	393	210	155	230	786	26	137	6	2,460
Revenue Hours FY To Date	1,991	1,512	787	553	859	3,080	84	472	6	9,433
Revenue Miles October 2024 <sup>†</sup>	7,314.7	7,165.6	4,334.4	2,663.2	3,864	21,260.9	372	206	70.5	47,253.6
Revenue Miles FY To Date <sup>†</sup>	28,231.3	27,581.2	16,254	9,893.4	14,436.8	83,144.1	1,267.9	707.8	70.5	183,464.8
% of planned trip segments October 2024	100%	99.6%	99.6%	99.4%	100%	100%	81.1%	100%	100%	99.4%
% of trip segments on time October 2024 <sup>*</sup>	98%	99.2%	99.4%	99.4%	99.8%	95.8%	96.8%			98.2%

[View Trips >](#) [View Trips >](#) [View Trips >](#) [View Trips >](#) [View Trips >](#) [View Trips >](#) [View Trips >](#) [View Trips >](#) [View Trips >](#) [View Trips >](#)

<sup>†</sup>Statute miles.  
<sup>\*</sup>On time is less than 10 min of delay in arriving.

**MEMORANDUM**

---

**TO: Board Members**

**FROM: Seamus Murphy, Executive Director  
Gary Griggs, Chief Capital Program Officer**

**SUBJECT: Review of FY 2024/25 Capital Program Ending September 30, 2024**

**Recommendation**

There is no recommendation associated with this informational item.

**Performance Summary**

The capital program consists of the maintenance, rehabilitation, and expansion of the SF Bay Ferry system including conversion to zero-emissions operations. Major accomplishments through the quarter ending September 30, 2024, include:

- Funding has been increased from federal, state, and local sources.
- SF Bay Ferry has been reorganized to address the expanding capital program including the addition of key staff.
- A project management approach is being used for the delivery of the projects making up the overall program.
- The procurements of the zero-emissions battery-electric 150 and 400 passenger vessels are proceeding.
- The development of the universal charging floats is advancing.
- Terminal electrification design work is advancing including the Downtown San Francisco, Treasure Island, Mission Bay, Seaplane, Oakland, and Harbor Bay terminals.
- The project controls system is being strengthened for managing and reporting on cost and schedule performance.
- A risk management system is being established for monitoring and mitigation.
- The capital program is being implemented in general compliance with the phased approach set out in the Blueprint.

**Schedule Performance**

Following is a draft schedule showing major planned activities. Performance against schedule will be reported in future reports along with the critical path as of the end of the reporting period.

Calendar Year	2024	2025	2026	2027	2028	2029	2030
<b>Maintenance Projects</b>	_____						
<b>Electrification (REEF)</b>	_____						
• Small Vessel	_____						
• Large Vessel	_____						
• Facilities	_____						
○ Treasure Island	_____						
○ Mission Bay	_____						
○ Downtown	_____						
○ Other	_____						

**Cost Performance**

Following are the estimated project budgets, commitments to date, and expenditures through September 30, 2024. The projected costs at completion will be developed in future reports and will be based on the determination of earned value equal to the estimated physical percent complete divided by the financial percent complete.

Project	Budget Estimate	Committed to Date	Expended to Date	Budget Remaining	Projected
<b>Vessel Projects</b>	\$	\$	\$	\$	\$
High Speed (Dorado/Delphinus)	30.4	30.4	30.2	0.2	*TBD
Replacements (Karl/Zalophus)	37.9	37.9	23.9	14.0	*
<b>Repair and Replacement Program: Vessels</b>	\$	\$	\$	\$	\$
Midlife Refurb/MV Gemini	4.5	4.5	0.0	4.5	*
Waterjet Upgrade/Pyxis	0.7	0.7	0.2	0.5	*
Midlife Refurb/Engine Overhaul	4.7	4.7	0.0	4.7	*
Waterjet Equipment	0.9	0.9	0.2	0.7	*
Engine Overhaul/Improve	9.4	9.4	0.3	9.1	*
Component Improve/Dry Dock	3.4	3.4	0.7	2.7	*
<b>Repair and Replacement Program: Facilities</b>	\$	\$	\$	\$	\$
Vallejo Terminal Reconfiguration	16.7	16.7	0.5	16.2	*
Floats Rehab – Pier 9	1.4	1.4	0.0	1.4	*
Vallejo Terminal Dredging	3.5	3.5	0.0	3.5	*
Parking Lot - SSF	0.2	0.2	0.0	0.2	*
NOBMF Fuel Farm Upgrades	0.4	0.4	0.0	0.4	*
Mare Island/Pier 9 Office	0.6	0.6	0.0	0.6	*
Multiuse Emergency Float	0.2	0.2	0.0	0.2	*
<b>Electrification Program (REEF)</b>					
<b>Vessels</b>	\$	\$	\$	\$	\$
New Electric (3-150PX)	31.3	31.3	0.5	30.8	*
New Electric (400PX/Intintoli)	26.4	26.4	0.9	25.5	*
New Electric (400PX/Mare Island)	26.5	26.5	0.0	26.5	*
<b>Facilities</b>	\$	\$	\$	\$	\$
Central Bay	6.9	6.9	0.0	6.9	*
Downtown San Francisco	36.1	28.3	1.1	35.0	*
Treasure Island	6.8	6.8	0.0	6.8	*
Main Street	5.7	5.7	0.0	5.7	*
Seaplane Lagoon	11.2	11.2	0.0	11.2	*
Harbor Bay	23.2	12.7	0.0	23.2	*
Richmond	4.7	4.7	0.0	4.7	*
Mission Bay	13.5	0.7	0.1	13.4	*
Berkeley Pier	3.0	3.0	0.0	3.0	*
Oakland	16.9	16.9	0.0	16.9	*
Redwood City	*TBD	*	*	*	*

\$ Millions (Preliminary through September 30, 2024)

**Risk Management**

The following are the major risks being tracked and managed based on the standard risk level assessments of probability and impact.

<b>Probability</b>	High	<b>Medium Risk</b>	<b>High Risk</b>	<b>High Risk</b>
	Medium	<b>Low Risk</b>	<b>Medium Risk</b>	<b>High Risk</b>
	Low	<b>Low Risk</b>	<b>Low Risk</b>	<b>Medium Risk</b>
		Low	Medium	High
<b>Impact</b>				

<b>Risk ID</b>	<b>Risk Description</b>	<b>Mitigation</b>	<b>Level</b>
R1	Funding Uncertainty	Continue to seek all funding sources	Medium
R2	Cost Escalation	Maximize competition	High
R3	Schedule Delays	Consider schedule incentives	High
R4	Technical Challenges	Seek service proven experience	Medium
R5	Sufficient Utility Capacity	Utility coordination	High
R6	Impact on Current Operations	Develop contingency plans	Medium
R7	Environmental Challenges	Work closely with resource agencies	Low
R8	Code Compliance	Clarify applicable codes	Low
R9	Construction Impacts	Manage construction activity	Medium
R10	Unforeseen Conditions	Conduct thorough investigations	High

**Look Ahead Summary**

The following major activities are planned during the next quarter:

- Award of the vessel contracts with start of design and construction.
- Award of the universal charging float contract with start of design and construction.
- Advance design of the Treasure Island Terminal Electrification Project.
- Advance preliminary engineering of the downtown San Francisco and Mission Bay Terminal Electrification Projects.
- Advance preliminary engineering of the Seaplane Terminal Electrification Project.
- Perform planning, preliminary engineering, and environmental work for the Oakland and Harbor Bay Terminal Modernization Projects.
- Continue design and environmental coordination for the Berkeley Terminal Electrification Project.
- Conduct permitting and design for the Vallejo Terminal Reconfiguration Project.
- Continue planning for the Redwood City Terminal.

**Fiscal Impact**

There is no fiscal impact associated with this informational item.

\*\*\*END\*\*\*

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

***[October 10, 2024]***

The Board of Directors of the San Francisco Bay Area Water Emergency Transportation Authority met in regular session the Richmond City Council Chambers, 440 Civic Center Plaza, Richmond CA and via videoconference.

**1. CALL TO ORDER**

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

**2. ROLL CALL**

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

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

**3. REPORT OF BOARD CHAIR**

Chair Wunderman said that the Richmond Ferry Service has turned out to be a tremendous addition to the SF Bay Ferry service and that he was happy to be holding the meeting in Richmond. He introduced City of Richmond Mayor Eduardo Martinez who thanked WETA for allowing Richmond to host the meeting. Mayor Martinez shared his insights on waterfront redevelopment.

Chair Wunderman reported that he was invited by the U.S. Navy to participate on a panel to talk about redeveloping the waterfront with the purpose of rebuilding the ship repair and shipbuilding capacity. He said that there is a movement in America to rebuild the shipbuilding capacity that was being led by Secretary of the Navy Carlos Del Toro.

Chair Wunderman said that he was on the panel to talk about electric ferries and the new industry arising from SF Bay Ferry's commitment to the changing nature of how ships are powered in the future. He stated that Congressman John Garamendi was there and is a huge proponent of the Jones Act and supportive of local shipbuilding.

Mayor Martinez added that one of his main objectives was to revitalize the Port of Richmond. He said that he was looking for a way to move the MS *Red Oak Victory* next to the Rosie the Riveter Museum to free up one of the berths at the Port of Richmond for shipbuilding.

**4. REPORTS OF DIRECTORS**

Vice Chair Moyer emphasized the importance and mission of Fleet Week which changed under the leadership of Retired Marine Corps Major General Mike Myatt. Major General Myatt revived Fleet Week by showcasing the capabilities of the military relating to emergency response.

Vice Chair Moyer reported that she and Executive Director Seamus Murphy had attended an event celebrating the tenth anniversary of the James R. Herman Cruise Terminal at Pier 27 noting that the facility brings shoreside power to cruise ships and that the same can be brought to ferries. She reminded everyone about the importance of public facilities and multiple uses which included emergency response and family reunification.

Director Alba remarked that she had the opportunity to ride on the last Redwood City Ballpark Ferry Service ferry from Redwood City to Chase Center serving Oracle Park and hoped to continue that pilot.

Director DelBono said that he worked in Richmond out on an ambulance and liked being back. He encouraged people to come to San Francisco for Fleet Week and the Italian Heritage Parade.

Director Dew shared that she attended the open house for the Working Waterfront Coalition and was excited to hear about the continued conversations and opportunities on increasing shipbuilding and supporting workforce efforts.

The Directors thanked Mayor Martinez and Richmond residents for hosting SF Bay Ferry.

## **5. REPORTS OF STAFF**

Mr. Murphy congratulated Director Alba for being reelected as Secretary to the Board of Directors of the Association for Commuter Transportation, Chair Wunderman for being nominated for 2024 San Franciscan of the year by the *San Francisco Examiner*, and Vice Chair Moyer as the former Port of San Francisco Director for her leadership in the building of the James R. Herman Cruise Terminal.

Mr. Murphy thanked the Board for approving WETA's reorganization plan and introduced several new WETA staff including Transportation Planner Dorry Funaki, Maintenance Administrator Salomon Lainez, Emergency Response and Safety Analyst Cameron Bochman, and Information Technology Analyst Jonathan Elkin.

Mr. Murphy said that he was very proud of the Richmond Ferry Service and congratulated Contra Costa County and the residents of Richmond for supporting Measure J. He said that Measure J, which includes operating funds for the Richmond Ferry Service, is a huge reason the service exists and uses the service as a model for others who are interested in ferry service expansion.

Mr. Murphy introduced Director of Operations & Customer Experience Thomas Hall to present some history about the Richmond Ferry Service, opportunities, ridership since 2019, and marketing efforts. Mr. Hall stated that SF Bay Ferry provides extra service for events close to the Ferry Building such as Fleet Week, its biggest weekend of the year, and Pride Weekend. He mentioned that SF Bay Ferry would be running the Richmond Scenic Route to draw positive attention to the route.

Mr. Hall shared minor schedule changes to improve service efficiency effective November 4 and thanked Director of Planning Michael Gougherty, Senior Transportation Planner Arthi Krubanandh, and Blue & Gold Fleet (Blue & Gold) Operations Manager Aden Anderson for their work on these efforts. He added that SF Bay Ferry would be trying to make some additional tweaks to the schedule.

Mr. Murphy thanked Mr. Hall, Public Information & Marketing Manager Alexis Matsui, and Customer Experience Specialist Rafael Regan for a great job planning SF Bay Ferry's annual Ferry Rider Appreciation Day. He said that SF Bay Ferry was the only regional operator in the region to offer free fares to celebrate California Clean Air Day.

Mr. Murphy reported that Assembly Bill (AB) 2061 (Wilson), a bill that would have provided a state sales and use tax exemption for zero-emission ferries purchased by public transit agencies, was vetoed by Governor Gavin Newsom who cited concerns about the bill's impact to the state's General Fund.

Mr. Murphy provided five written reports and invited Project Development and Controls Joe Ramey and Transportation Planner Gabriel Chan to report on the operations and ridership. Mr. Ramey reported that on-time performance and service reliability continues to remain high through September 2024, and Mr. Chan said that ridership was about 80 percent compared to the same months in 2019 and higher than what was projected in the budget.

Mr. Murphy concluded his report and offered to answer questions.

Mr. Hall said that he would follow up on any actionable or improvement feedback received from the California Clean Air Day event. Vice Chair Moyer thought that it was tremendous and thanked the staff and Next Steps Marketing for their efforts.

Chair Wunderman said that along with Bay Area Co-Chair of California Clean Air Day Contra Costa Supervisor John Gioia, they had sent letters to transit agencies suggesting that they offer free fares on California Clean Air Day. He said that a few smaller systems participated but that SF Bay Ferry was the only regional one.

Director Dew said that she had heard that Caltrain was offering a promotional youth fare and asked SF Bay Ferry to consider a promotional youth fare to expose kids to ferry transit and encourage transit as a habit.

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

## **6. CONSENT CALENDAR**

Director Alba made a motion to approve the consent calendar:

- a. Approve Board Meeting Minutes – August 8, 2024
- b. Approve Changes to Diversity Program for Contracts and Submittal of the Revised Program to the U.S. Department of Transportation
- c. Ratify Contract Award to Bay Ship and Yacht Co. for MV *Cetus* and MV *Hydrus* Repair and Drydock

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

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

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

## **7. AUTHORIZE SECOND AMENDMENT TO AGREEMENT WITH RIM ARCHITECTS, LLP FOR SERVICES RELATED TO OFFICE RECONFIGURATION PROJECTS**

Mr. Ramey presented this item authorizing the Executive Director to execute a second amendment to SF Bay Ferry's Agreement with RIM Architects, LLP (RIM) to extend the term of the Agreement and increase the not-to-exceed amount to \$197,000 to allow RIM to continue providing services related to the North Bay Operations and Maintenance Facility (NBOMF) and Pier 9 office planning projects.

Director DelBono made a motion to adopt Resolution No. 2024-41 approving this item.

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

Vice Chair Moyer seconded the motion, and the item passed unanimously.

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

## **8. ADOPT SF BAY FERRY REGIONAL MEASURE 3 FIVE-YEAR OPERATING PLAN FY2025-2029**

Mr. Gougherty introduced this item and shared his presentation adopting the *SF Bay Ferry Regional Measure 3 Five-Year Operating Plan FY2025-2029* in compliance with Regional Measure (RM) 3 operating assistance funding requirements.

Chair Wunderman commented that the 3 percent cost escalation seemed a little modest. Chief Financial Officer Erin McGrath stated that 3 percent was not super conservative and perfectly reasonable based upon long term trends going back and because much of the inflation was absorbed into the FY2024/25 budget.

Chair Wunderman expressed concerns about the vulnerability of the reserve funds. Mr. Murphy stated that the reserves were protected by RM 3 language.

Director DelBono commented about keeping reserves up and the South San Francisco Ferry Service.

Director Alba said that SF Bay Ferry's decarbonization journey and cost savings from electrifying the fleet should be celebrated.

Mr. Gougherty invited Mr. Chan to present the next part of the presentation on RM 3 performance measures. The performance measures proposed were a farebox recovery metric, a customer experience metric, and a regional coordination metric.

Mr. Chan explained that the farebox recovery metric could be satisfied either by not exceeding comparable express farebox recovery requirements for other regional operators or showing a demonstrated growth year over year in farebox recovery that could be applicable to newer services.

The customer experience metric proposed an on-time performance of at least 85 percent, a cancellation rate not exceeding 5 percent, and a customer satisfaction rate of at least 85 percent measured by the SF Bay Ferry annual survey.

Mr. Chan expanded upon the regional coordination metric stating that this metric would be satisfied by maintaining fares with comparable transit and parallel corridors and aligning and adjusting service plans and schedules to meet regional initiatives and regional coordination efforts among Bay Area transit operators.

Mr. Gougherty clarified that RM 3 included language requiring adopting performance measures to receive funding. He said that the SF Bay Ferry was taking the initiative but would coordinate with the Metropolitan Transportation Commission (MTC) to establish the performance measures. He added that unlike RM 2's performance measure, which focused solely on farebox recovery, RM 3's performance measure is aimed at designing a ferry service that promotes equity and encourages diversity like the communities that SF Bay Ferry serves.

WETA Attorney Steven Miller of Hanson Bridgett LLP explained that, if SF Bay Ferry had a service or a project that did not meet the performance measures, SF Bay Ferry had a right to extend the time period to meet the performance measures without MTC consultation and with MTC consultation if an additional extension of time was needed. He said that if MTC chose not to fund a program, funds would go into a reserve account for SF Bay Ferry. He clarified that the expenditure plan identifies specific projects for which SF Bay Ferry is the project sponsor but that the operating bucket of money is more flexible without specific designations.

Vice Chair Moyer made a motion to adopt Resolution No. 2024-42 approving this item.

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

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

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

**9. APPROVE CONTRACT AWARD TO MARITIME CONSULTING PARTNERS (MCP) FOR CONSULTING SERVICES IN THE NOT-TO-EXCEED AMOUNT OF \$285,000 TO ASSIST WITH PLANNING AND DEVELOPMENT OF SF BAY FERRY'S NEXT FERRY OPERATING AGREEMENT**

Mr. Ramey presented this item approving Contract Award to Maritime Consulting Partners (MCP) for consulting services in the not-to-exceed Amount of \$285,000 to support SF Bay Ferry's development of

a new ferry operating contract set to begin in 2027 and authorize the Executive Director to negotiate and execute an agreement and take any other related actions to support this work.

Mr. Ramey explained the scoring and weighting system used to evaluate the proposals.

Director Dew made a motion to adopt Resolution No. 2024-43 approving this item.

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

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

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

#### **10. APPROVE PARTICIPATION IN THE GREEN MARINE PROGRAM**

Ms. Krubanandh led this item approving participation in the Green Marine Program. She introduced Green Marine Program Manager Brittney Blokker who shared her presentation giving an overview on the program, membership types, and certification process. Ms. Blokker said the goal was to reduce the environmental footprint of maritime operations by exceeding regulatory requirements and promoting a culture of continual improvement.

Ms. Blokker said that the Port of Oakland and the Port of Redwood City were certified members.

Director Dew made a motion to adopt Resolution No. 2024-44 approving this item.

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

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

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

#### **11. RICHMOND FREE FERRY FRIDAY PROMOTION**

Mr. Hall presented this informational item on the Richmond Free Ferry Friday Promotion beginning Friday, November 1 and continuing through the end of the year. He said that Contra Costa Transportation Authority would be reimbursing SF Bay Ferry for lost revenue based on the free fares.

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

#### **12. 2024 SF BAY FERRY ONBOARD PASSENGER SURVEY RESULTS**

Mr. Hall introduced this informational item on the 2024 SF Bay Ferry onboard passenger survey results. Corey, Canapary & Galanis Executive Vice President Jon Canapary spoke about how the survey was conducted and scheduled surveyors to board very specific ferries to cover different time periods. He said that the survey was provided in English, Chinese, and Spanish and could be completed on board or online if more time was needed.

Mr. Hall shared his presentation on the survey results and key takeaways.

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

#### **13. DRAFT ACCESS POLICY**

Mr. Chan presented this informational item and shared his presentation on the draft access policy. He said that he was seeking feedback and comments on the updates to the proposed SF Bay Ferry Terminal Access Policy.

Mr. Chan said that the purpose of the policy was to incentivize and secure funding commitments from local jurisdictions, establish agency-wide goals, priorities, and standards, and lay the groundwork for site-specific access with the goals aspiring to support ridership growth, fiscal responsibility, equity, environmental sustainability, local partnerships, and regional priorities.

The Directors provided comments on the draft access policy for staff consideration.

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

**14. PUBLIC COMMENTS FOR NON-AGENDA ITEMS**

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

**15. RECESS INTO CLOSED SESSION**

- a. Public Employee Performance Evaluation; Conference with Labor Negotiator  
Pursuant to Government Code Sections 54957(b)(1) and 54957.6  
Title: Executive Director  
Agency Designated Representative: Jim Wunderman

Chair Wunderman recessed the meeting at 3:54 p.m., and the Directors met in closed session.

**16. REPORT OF ACTIVITY IN CLOSED SESSION**

Upon returning to open session at 4:06 p.m., Chair Wunderman reported that no action had been taken.

With all business concluded, Chair Wunderman adjourned the meeting at 4:06 p.m. in memory of former Mayor of San Rafael and member of the Water Transportation Authority Albert Boro.

- Board Secretary

\*\*\*END\*\*\*

MEMORANDUM

---

**TO:** Board Members

**FROM:** Seamus Murphy, Executive Director  
Melanie Jann, Board Secretary/Administration & Business Services Manager

**SUBJECT:** Approve Board of Directors Meeting Schedule for Calendar Year 2025

**Recommendation**

Approve WETA Board of Directors meeting schedule for Calendar Year 2025

**Discussion**

The WETA Board of Directors has traditionally met on the second Thursday of the month with exceptions made to address holidays, business conflicts, or occasional travel meetings. Meetings have been conducted in person and virtually to promote stakeholder participation and engagement.

Based upon a review of the 2025 calendar, staff proposes to establish the following meeting calendar:

<b>DATE:</b>	<b>TIME:</b>	<b>LOCATION/ADDRESS:</b>
Thursday, January 9	1:00 p.m.	Port of San Francisco
Thursday, February 13	1:00 p.m.	Port of San Francisco
Thursday, March 13	1:00 p.m.	Port of San Francisco
Thursday, April 10	1:00 p.m.	Port of San Francisco
Thursday, May 8	1:00 p.m.	Port of San Francisco
Thursday, June 12	1:00 p.m.	Port of San Francisco
Thursday, July 10	1:00 p.m.	Port of San Francisco
Thursday, August 14	1:00 p.m.	Port of San Francisco
Thursday, September 11	1:00 p.m.	Port of San Francisco
Thursday, October 9	1:00 p.m.	Port of San Francisco
Thursday, November 13	1:00 p.m.	Port of San Francisco
Thursday, December 11	1:00 p.m.	Port of San Francisco

This schedule may be amended during the year to adjust the time, meeting place, or number of meetings held in response to WETA's business needs and at the direction of the Board Chair.

Consistent with prior year practices and Board interest, staff would work with the Board and/or the Board Chair to identify and coordinate opportunities for travel or special meetings that provide the best opportunity for diverse public engagement considering meeting content and Board member availability.

**Fiscal Impact**

There is no fiscal impact associated with setting the Board meeting calendar.

\*\*\*END\*\*\*

MEMORANDUM

---

**TO:** Board Members

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

**SUBJECT:** Authorize Correction to Second Amendment to Agreement with RIM Architects, LLP for Services Related to Office Reconfiguration Projects

**Recommendation**

Authorize the Executive Director to correct the not-to-exceed amount stated in the second amendment to SF Bay Ferry's Agreement with RIM Architects, LLP (RIM) to \$297,000.

**Background/Discussion**

On October 10, 2024 the Board approved a second amendment to SF Bay Ferry's Agreement with RIM (Agreement) which increased the not-to-exceed amount of the Agreement from \$100,000 to \$197,000 for additional work related to SF Bay Ferry's ongoing office reconfiguration projects in San Francisco and Vallejo. While \$197,000 was requested, appropriate for the work, and funded in the budget, the Board meeting materials requesting authorization of the second amendment included an incorrect reference to the not-to-exceed amount for the Agreement after the second amendment was approved by the Board. The \$197,000 reflects the funding required to cover the additional work tasks and is in *addition* to the previously approved not-to-exceed amount of \$100,000 for work previously completed by RIM. Therefore, the total correct not-to-exceed amount for the Agreement should be \$297,000 (\$197,000 for work under the second amendment plus the \$100,000 previous not-to-exceed amount). Staff now requests the Board to authorize this correction.

**Fiscal Impact**

The approved FY 2024-25 budget includes funding for this work within the \$550,000 capital project for both the NBOMF project and San Francisco office projects.

\*\*\*END\*\*\*

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

**RESOLUTION NO. 2024-45**

**AUTHORIZE CORRECTION TO SECOND AMENDMENT TO AGREEMENT WITH  
RIM ARCHITECTS, LLP FOR SERVICES RELATED TO  
OFFICE RECONFIGURATION PROJECTS**

**WHEREAS**, on May 8, 2023, SF Bay Ferry entered into Agreement No. 23-007 with RIM Architects, LLP (RIM) for services related to the North Bay Operations and Maintenance Facility (NBOMF) office remodel project in the amount of \$89,923 (Agreement); and

**WHEREAS**, on May 8, 2024, SF Bay Ferry and RIM executed the First Amendment to the Agreement to extend the term, incorporate additional services related to the office reconfiguration at Pier 9, and increase the not-to-exceed amount to \$100,000; and

**WHEREAS**, on October 10, 2024, SF Bay Ferry and RIM executed the Second Amendment to the Agreement to extend the term and increase the not-to-exceed amount to \$197,000; and

**WHEREAS**, while \$197,000 was requested, appropriate for the work, and funded in the budget, the Board meeting materials requesting authorization of the Second Amendment included an incorrect reference to the not-to-exceed amount for the Agreement after the Second Amendment was approved by the Board. \$197,000 reflects the funding required to cover the additional work tasks and is in *addition to* the previously approved not-to-exceed amount of \$100,000 for work previously completed by RIM. Therefore, the total correct not-to-exceed amount for the Agreement should be \$297,000; and

**WHEREAS**, staff recommends the Board authorize the Executive Director to correct the not-to-exceed amount stated in the Second Amendment to the Agreement to \$297,000; now, therefore, be it

**RESOLVED**, that the Board of Directors hereby authorizes the Executive Director to correct the not-to-exceed amount stated in the Second Amendment to SF Bay Ferry's Agreement No. 23-007 with RIM Architects, LLP to \$297,000.

**CERTIFICATION**

The undersigned, Board Secretary, does hereby certify that the foregoing is a full, true and correct copy of a resolution duly and regularly adopted at a meeting of the San Francisco Bay Area Water Emergency Transportation Authority held on November 14, 2024.

YEA:  
NAY:  
ABSTAIN:  
ABSENT:

---

/s/ Board Secretary  
2024-45  
\*\*\*END\*\*\*

**MEMORANDUM**

---

**TO: Board Members**

**FROM: Seamus Murphy, Executive Director**  
**Michael Gougherty, Director of Planning**  
**Arthi Krubanandh, Senior Transportation Planner**

**SUBJECT: Authorize Participation in MTC's Interagency Transfer Pilot Program**

**Recommendation**

Authorize the Executive Director to execute a Memorandum of Understanding (MOU) with the Metropolitan Transportation Commission (MTC) for SF Bay Ferry to participate in MTC's Interagency Transfer Pilot Program.

**Background/Discussion**

In 2020, the Bay Area's transit operators, alongside MTC, initiated the Fare Coordination and Integration Study (FCIS). This study, co-managed by staff from BART and MTC, aimed to identify modifications to the Bay Area's transit fare policies that would enhance the passenger experience and increase transit ridership. A Staff Working Group comprised of various Bay Area transit operators, including WETA, collaborated closely on this effort.

The study resulted in recommendations for both near-term pilot programs and long-term fare policy initiatives, which include:

- Deploying an all-agency regional institutional pass pilot within the current Clipper system
- Implementing low-cost or no-cost transfers in Clipper 2.0
- Continuing the development of an all-agency pass in Clipper 2.0
- Refining the vision for a unified fare structure for regional services

The first near-term pilot, an all-transit agency institutional/employer pass known as Clipper BayPass, began its Phase 1 implementation in August 2022. This phase involved partnerships with UC Berkeley, San Francisco State University, Santa Rosa Junior College, San Jose State University, and twelve affordable housing properties in the mid-Peninsula. Phase 2 commenced in January 2024, expanding participation to include UCSF employees, City of Menlo Park employees, and residents and employees of organizations within the Alameda Transportation Management Association (TMA).

Next, the initiative to implement low-cost or no-cost transfers will be launched as part of Clipper 2.0. This pilot seeks to establish a seamless inter-agency transfer system across 22 Bay Area transit operators, with an anticipated increase of approximately 27,000 new daily trips and an overall rise in regional ridership by reducing or eliminating transfer fares for multi-agency trips. Key features of this initiative include:

- Fare discounts for riders transferring between agencies, up to the highest local transit fare in the region (currently \$2.50, increasing to \$2.75 in 2025).
- Operator responsibility for only the first \$0.50 per transfer.

Details of the program are attached in MTC's MOU with transit operators provided as **Attachment A**.

**Funding Plan**

The pilot will commence with the Clipper 2.0 system and will operate for 18 to 24 months, subject to funding availability. MTC plans to allocate \$11 million upfront to offset potential revenue losses for operators and will provide supplemental payments based on actual transfer data, adjusting for any

increase in trips generated by the pilot. Reimbursements are scheduled to occur 18 months after the program's launch and may happen again at the pilot's conclusion based on actual usage.

SF Bay Ferry has already taken the initiative in providing transfer discounts in collaboration with operators such as AC Transit, Muni, and SolTrans. MTC's regional pilot expansion offers opportunities for other transit operators, such as BART, to participate. This approach has the potential to improve SF Bay Ferry's transfer trips, while MTC's reimbursement for revenue losses will help mitigate the financial implications of providing these discounts.

**Fiscal Impact**

The SF Bay Ferry is responsible for only the initial \$0.50 of the transfer discount, while MTC will cover the remaining amount. This shift to a shared-cost model improves upon the current situation, where SF Bay Ferry bears the full financial responsibility for offering transfer discounts. While its difficult to project the impact, the initiative is designed to offset lost fare revenue related to inter-agency transfers with the potential to increase revenue by increasing ridership resulting in a neutral financial impact for operators.

\*\*\*END\*\*\*

## **NO-COST AND REDUCED COST INTERAGENCY TRANSFER PILOT PROGRAM PARTICIPATION MEMORANDUM OF UNDERSTANDING**

This No-Cost and Reduced Cost Interagency Transfer Pilot Program Participation Memorandum of Understanding (the “MOU”) is entered into as of the 1<sup>st</sup> day of October, 2024 (the “Effective Date”), by and among the Metropolitan Transportation Commission (“MTC”) and the following transit operators participating in the No-Cost and Reduced Cost Interagency Transfer (referred to herein individually as an “Operator” or collectively as the “Operators”):

Alameda-Contra Costa Transit District (“AC Transit”); Golden Gate Bridge Highway and Transportation District (“GGBHTD”); the San Francisco Bay Area Rapid Transit District (“BART”); the City and County of San Francisco, acting by and through its Municipal Transportation Agency (“SFMTA”); the San Mateo County Transit District (“SamTrans”); the Santa Clara Valley Transportation Authority (“VTA”); the Peninsula Corridor Joint Powers Board (“Caltrain”); Central Contra Costa Transit Authority; City of Fairfield, as the operator of FAST; City of Petaluma; Eastern Contra Costa Transit Authority; Livermore/Amador Valley Transit Authority; Marin County Transit District; Napa Valley Transportation Authority; Solano County Transit; Sonoma County Transit; Sonoma-Marín Area Rail Transit (“SMART”); Vacaville City Coach; Western Contra Costa Transit Authority; San Francisco Bay Area Water Emergency Transportation Authority; City of Santa Rosa; and City of Union City.

MTC and the Operators are referred to herein collectively as the “Parties” or individually as a “Party”.

### **ARTICLE I**

#### **No-Cost and Reduced Cost Interagency Transfer Pilot Program**

1. The Bay Area Transit Fare Coordination & Integration Study & Business Case (FCIS), completed in September 2021, developed goals for a regional fare system that will improve the passenger experience and promote higher ridership across the region’s 22 different transit operators that participate in the Clipper® fare payment system. The FCIS found that implementing no-cost and reduced cost transfers would drive an increase of 27,000 daily trips.
2. On November 15, 2021, the Fare Integration Task Force, a special committee of the Clipper Executive Board, consisting of transit operators, MTC, and county transportation agencies, adopted a Bay Area Transit Fare Policy Vision Statement which called for “no-cost and reduced cost transfers for transit users transferring between different transit agencies beginning in 2024, coinciding with the rollout of the Next Generation Clipper® system/Clipper® 2.”
3. On March 27, 2023, the Fare Integration Task Force endorsed a No-Cost and Reduced Cost Interagency Transfer Pilot Program (“Pilot Program”), which would provide free and reduced-price transfers beginning with the launch of the Clipper® 2 account-based system in 2024 and continuing for at least 18 months, with an automatic extension to a total of 24 months if sufficient funding is available.
4. The Pilot Program would provide a discount equivalent to the single-ride Clipper fare for amounts up to the region’s highest local bus/light rail transit fare, currently \$2.50. When making a trip on fixed-route transit that requires transferring between participating Operators, riders would pay the full fare on the first Operator used. Any transfer to another Operator within two hours of the first boarding is free up to a per-transfer limit equal to the region’s

- highest local transit fare (currently \$2.50, but expected to increase to \$2.75 on January 1, 2025). Should the highest local bus/light rail transit fare increase above \$2.50 during the Pilot Program, the amount of the discount offered will increase to match the new highest local single-ride Clipper fare.
5. To ensure equitable benefits for paratransit users, the Pilot Program may be extended to a subset of cross-jurisdictional paratransit trips, to be determined by MTC and Operator staff at the earliest opportunity, which may occur after the Pilot Program has commenced.
  6. The Pilot Program is designed with a goal of strengthening, standardizing, and clarifying transfer discounts between Operators.
  7. The Pilot Program is expected to generate new trips for Operators.
  8. The Pilot Program is designed to mitigate negative impacts to Operator revenues.
  9. Project staff will continue to engage with Operators and executives to share Pilot Program findings, project updates, and to collect feedback from Operators about the program.
  10. MTC and project staff will proactively seek input from Operators prior to the conclusion of the 24 month pilot period in order to inform decision making by MTC and Operators regarding the continuation of the Pilot Program beyond the pilot period.

## **ARTICLE II**

### **Transfer Rule Details**

The Pilot Program would implement the following transfer rules for riders using Clipper on fixed-route transit:

1. For the purposes of the Pilot Program, an inter-agency transfer occurs when a rider boards a transit vehicle and then subsequently boards another transit vehicle operated by a different Operator within a two-hour (120 minute) period at a minimum (180 minutes if trips begin on Golden Gate Transit, SMART, or Sonoma County Transit).
2. When making an inter-agency transfer, full-fare Adult customers using Clipper will receive a fare discount in an amount that is the lesser of two values: (a) the value of the single-ride Clipper fare for each trip(s) taken after the first Operator, or (b) the value of a single-ride Clipper fare for the region's highest local transit fare, currently \$2.50 at the time of the execution of this agreement.
3. Clipper customers using discount fare categories (Senior, Youth, Clipper START, Disabled/Regional Transit Connection (RTC)) would be subject to a discount limit proportional to the fare charged. For example, a rider transferring to a service on which that rider is entitled to a 50% Senior discount would receive a free transfer for amounts up to \$1.25.
4. For customers taking trips with three or more Operators, discounts would be applied on each additional operator used during the 120-minute window (180 minutes on GG Transit, Sonoma County Transit, and WETA) as described in Article II. 1-3 above, so that the customer only pays the equivalent of one full fare during that period.
5. For customers transferring to or from the SFMTA's Cable Car service, no transfer discount will be offered.

6. The discount is applied to the fare paid *after* making the transfer and cannot result in a negative fare for that segment.

### **ARTICLE III Operator Responsibilities**

Each Operator agrees to:

1. Participate in the Pilot Program for a minimum of 18 months, and for up to 24 months if sufficient funding is available to extend the Pilot Program.
2. Provide in-kind staff and administrative support needed to successfully deliver and administer the Pilot Program at the Operator, including marketing.
3. Facilitate the payment of an upfront allocation and up to two supplemental payments to offset fare revenue impacts to the Operator by MTC as described in Article IV.
4. Partner with MTC, other Operators, and/or their designated third-party consultants for the Pilot Program to organize evaluation and research activities such as surveys or similar research methods over the course of the Pilot.
5. Ensure compliance with any Operator obligations under the Federal Transit Administration's Title VI Circular and/or the Operator's own Title VI policies.
6. Work with MTC, other Operators, and/or their designated third-party consultants to identify additional funds (if needed) to extend the Pilot Program to at least 24 months.
7. Subject to Pilot Program findings, work with MTC, other Operators, and/or their designated third-party consultants to develop a funding model that can support continuation of the policies described in Article II on a permanent basis while continuing to maintain and expand transit service to customers.

### **ARTICLE IV MTC Responsibilities**

MTC agrees to:

1. Administer the Pilot Program for a minimum of 18 months, and for up to 24 months if sufficient funding is available to extend the Pilot Program.
2. Provide in-kind staff and administrative support needed to successfully deliver and administer the Pilot Program, including customer support, financial management, fare rule implementation, public information, communications, marketing, and technology support/operations.
3. Prior to the launch of the Pilot Program, offset foregone fare revenue by making an upfront allocation to each Operator based on the Operator's share of FY 2018-19 Transit Fare Revenues as reported to State Controller's Office (SCO), amounting to a total of \$11 million across all Operators.

4. Prior to the launch of the program, work in partnership with Operators to support compliance with the Federal Transit Administration's Title VI Circular and/or the Operator's own Title VI policies
5. Provide regular updates to the Fare Integration Task Force, or its designated successor body, on the status of the Pilot Program.
6. No later than 12 months following program launch, conduct an evaluation of the Pilot Program, including its effects on travel behavior, revenue, and customer experience. The evaluation will include an assessment of funding available to extend the Pilot Program beyond 18 months.
7. Work with Operators and/or their designated third-party consultants to identify additional funds (if needed) to extend the program to at least 24 months.
8. Provide each Operator with supplemental funds to offset foregone fare revenue, based on an estimate of each Operator's "adjusted foregone fare revenue" as defined in subsection 9. MTC will allocate supplemental payments up to two times during the Pilot Program, amounting to a total of at least \$11 million. The first supplemental payment will occur 18 months after program launch. The second supplemental payment will occur at the conclusion of the Pilot Program or no later than 24 months after program launch, whichever is sooner.
9. Estimate "adjusted foregone fare revenue" for fixed-route services based on the number of actual inter-agency transfer trips in Clipper transaction data. Each Operator is responsible for the first \$0.50 discount of gross fare on each transfer, adjusted commensurately to discounted fare categories. The remaining foregone fare revenue will be adjusted to deduct an estimate of the increase in fare revenue generated by the Pilot Program. For each Operator, the percent increase in transfer trips, in excess of the growth of non-transfer trips, will be considered evidence of new trips generated by the Pilot Program. The percent of transfer trips and non-transfer trips in FY 2023-24 will be considered as the baseline. Supplemental data may be factored into the baseline or Pilot Program data for reasonable adjustments as needed on a case-by-case basis. If it is determined by an Operator that changes in a specific paratransit fare are required due to the Pilot Program's changes to fixed-route fares, Operators will also be reimbursed at the same rate for foregone paratransit fare revenue, where applicable.
10. Subject to Pilot Program findings, work with Operators and/or their designated third-party consultants to develop a funding model that can support continuation of this policy on a permanent basis while continuing to maintain and expand transit service to customers.

## **ARTICLE V**

### **Indemnification**

1. Mutual Indemnification. No Party to this MOU (including any of its directors, commissioners, officers, agents or employees) shall be responsible for any damage or liability occurring by reason of anything done or omitted to be done by any other Party under or in connection with this Agreement. Pursuant to Government Code Section 895.4, each Party agrees to fully indemnify and hold other Parties harmless from any liability imposed for injury (as defined by Government Code Section 810.8) occurring by reason of anything done or omitted to be done by such indemnifying Party under or in connection with this MOU and for which such indemnifying Party would otherwise be liable.

2. Operator Indemnification of MTC. Notwithstanding the provisions of Subsection A above, each Operator shall indemnify, hold harmless, and defend MTC (including any of its directors, commissioners, officers, agents or employees) from any and all claims or liability resulting from any action or inaction on the part of such Operator relating to its responsibilities under or in connection with this MOU.
3. MTC Indemnification of Operators. Notwithstanding the provisions of Subsection A above, MTC shall indemnify, hold harmless, and defend each Operator (including any of its directors, commissioners, officers, agents or employees) from any and all claims or liability resulting from any action or inaction on the part of MTC under or in connection with this MOU.

## **ARTICLE VI**

### **Term**

The term of the MOU shall begin upon the Effective Date and continue until June 30, 2027, unless terminated by written agreement of the Parties. The Pilot Program will launch concurrently with the launch of the Next Generation Clipper system. The 18-24 month Pilot Program period will commence when the Next Generation Clipper system launches.

## **ARTICLE VII**

### **Changed Circumstances**

Any Party may initiate informal discussions among the Parties concerning the provisions of this MOU, based on its assessment that changes in other factors external to the MOU indicate that it would be in the best interests of one or more Parties to consider revisions to the MOU. If a majority of Parties agree, the Parties will then jointly evaluate the changed circumstances to determine what, if any, revisions to the MOU are necessary or desirable. Any agreed-upon changes shall require an amendment to the MOU approved and executed by all Parties.

## **ARTICLE VIII**

### **Legal Representation and Common Interest**

The Parties recognize a mutuality of interest, and a need for joint cooperation in legal matters relating to the No-Cost and Reduced Cost Interagency Transfer Pilot Program. In furtherance of this common interest, any communications among Parties and counsel for any of the Parties shall be confidential and protected from disclosure to any third party by each and every privilege – including, but not limited to, the attorney-client privilege, the attorney work product privilege, and the pooled information privilege – notwithstanding the dissemination of the communications and work product among Parties by the counsel that made the information available in the first instance. If information covered by the privileges is requested by a third party pursuant to a subpoena or other discovery request, then counsel receiving the request shall notify in a timely fashion the counsel who disclosed the information so that the privileges against disclosure may be asserted.

Should any Party withdraw from or otherwise terminate its participation in the MOU, such withdrawal or termination shall not impair the privileges that protect any information that has been shared prior to such action. Any Party that withdraws or terminates its participation in the No-

Cost and Reduced Cost Interagency Transfer Pilot Program shall promptly return all privileged materials that the Party has received.


**ARTICLE VIII**  
**Confidential Information**

Either MTC or an Operator (the “Receiving Party”) may, in the course of carrying out its responsibilities under this MOU, have access to proprietary or confidential information owned by the other Party (“the Disclosing Party”), the disclosure of which to third parties may damage the Disclosing Party. Such proprietary or confidential information must be held by the Receiving Party in confidence and used only in performing its responsibilities as provided in the MOU. The Receiving Party shall exercise at least the same standard of care it would use to protect its own proprietary or confidential information.

**SIGNATURES ON SUBSEQUENT PAGES**

IN WITNESS WHEREOF, this Amendment has been duly authorized and executed by the Parties hereto on the dates specified below by their duly authorized representatives.

**Metropolitan Transportation Commission**

DocuSigned by:  
  
0584B49D6DE64E9...  
Name: Andrew B. Fremier  
Title: Executive Director  
Date: 10/7/2024

San Francisco Bay Area Water Emergency  
Transportation Authority

Approved as to form:

\_\_\_\_\_  
Name: Seamus Murphy

Title: Executive Director

Date: \_\_\_\_\_

\_\_\_\_\_  
Name: Steve Miller

Title: General Counsel

Date: \_\_\_\_\_

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

**RESOLUTION NO. 2024-46**

**AUTHORIZE PARTICIPATION IN MTC'S INTERAGENCY TRANSFER PILOT PROGRAM**

**WHEREAS**, the Metropolitan Transportation Commission's (MTC) Interagency Transfer Pilot Program (Program) seeks to establish a seamless interagency transfer system across 22 Bay Area transit operators, with an anticipated increase of approximately 27,000 new daily trips and an overall rise in regional ridership by reducing or eliminating transfer fares for multi-agency trips; and

**WHEREAS**, under this Program, SF Bay Ferry will be responsible for only the initial \$0.50 of the transfer discount, while MTC will cover the remaining amount; and

**WHEREAS**, this Program has the potential to improve SF Bay Ferry's transfer trips, while MTC's reimbursement for revenue losses will help mitigate the financial implications of providing these discounts; and

**WHEREAS**, the Executive Director recommends the Board of Directors authorize the Executive Director to execute a Memorandum of Understanding with MTC for SF Bay Ferry to participate in the Program; now, therefore, be it

**RESOLVED**, that the Board of Directors authorizes the Executive Director to execute a Memorandum of Understanding with the Metropolitan Transportation Commission (MTC) for SF Bay Ferry to participate in MTC's Interagency Transfer Pilot Program.

**CERTIFICATION**

The undersigned, Board Secretary, does hereby certify that the foregoing is a full, true and correct copy of a resolution duly and regularly adopted at a meeting of the San Francisco Bay Area Water Emergency Transportation Authority held on November 14, 2024.

YEA:

NAY:

ABSTAIN:

ABSENT:

---

/s/ Board Secretary

2024-46

\*\*\*END\*\*\*

MEMORANDUM

---

**TO:** Board Members

**FROM:** Seamus Murphy, Executive Director  
Chad Mason, Capital Planning Manager  
Gabriel Chan, Transportation Planner

**SUBJECT:** Authorize Contract Award to Anchor QEA for Oakland and Harbor Bay Ferry Terminal Modernization Projects, Environmental Review and Permitting Services

**Recommendation**

Approve contract award to Anchor QEA for Environmental and Permitting Services to support the Oakland and Harbor Bay Ferry Terminal Modernization Projects for a total amount not to exceed \$893,973.

**Background**

SF Bay Ferry is implementing plans to transition ferry operations at Oakland and Harbor Bay to zero-emissions ferries. This transition requires modernization of ferry terminal facilities with enhanced connections to the local electrical grids. The Harbor Bay Ferry Terminal Modernization Project is located on Bay Farm Island in Alameda and the Oakland Ferry Terminal Modernization Project is in Jack London Square in Oakland. The existing ferry terminal components at each location will be removed prior to construction of the modernization project. The feasibility of a temporary terminal facility will be explored during the preliminary engineering phase if it is found that the construction is likely to disrupt existing ferry service operations for an extended period.

Each Project consists of both landside and in-water construction. The landside work includes extension of electrical infrastructure from the existing grid to the terminal. Landside work also includes replacement of a landside abutment for terminal access and minor public access improvements. In-water work includes removal of existing steel pipe piles, passenger float and gangway. The in-water work also includes installation of new steel pipe piles, a new passenger float/universal charging float and gangway. The Projects also will require electrical, civil, and marine engineering work to be completed using WETA's on-call engineering agreements.

In June 2024, the Board authorized release of an RFP to provide environmental review and permitting services in support of the Oakland and Harbor Bay Ferry Terminal Modernization Projects. The firm selected for this work will prepare environmental review documentation in accordance with the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA). The selected firm will also assist staff with the preparation of a geotechnical report as well as environmental resource agency permitting.

**Discussion**

The RFP for environmental review and permitting services in support of the Oakland and Harbor Bay Ferry Terminal Modernization Projects was released on August 30, 2024. In accordance with State law, proposals were evaluated based on qualifications based on the following selection criteria, as established in the RFP:

**1. Project Understanding and Approach**

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

**2. Proposer’s Qualifications and Experience**

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

**3. Qualifications and Experience of Key Personnel**

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

Staff received five proposals that were responsive and complete. WETA established an Evaluation Committee to review and score the proposals against the selection criteria included in the RFP. Based upon the evaluation and scoring of proposals, the Evaluation Committee established a competitive range of at least 80 points. Four of the five firms were determined to be within the competitive range. The scoring results of the review are summarized in Table 1 below.

<b>Table 1 – RFP 24-018 Scoring</b>				
<b>Proposer</b>	<b>Project Understanding and Approach (25 Points)</b>	<b>Firm's Qualifications and Experience (50 points)</b>	<b>Qualifications and Experience of Key Personnel (25 points)</b>	<b>Total Score</b>
<b>Anchor QEA</b>	24	47	24	<b>95</b>
<b>Rincon Consultants</b>	23	45	22	<b>90</b>
<b>GHD Inc.</b>	20	44	20	<b>84</b>
<b>AECOM</b>	19	44	21	<b>84</b>

Based upon the evaluation and scoring of proposals, the Evaluation Committee identified Anchor QEA as the highest-ranked, most qualified firm to perform this work. Anchor QEA has extensive experience working on projects with similar scope specifically in the context of San Francisco Bay. The firm specializes in environmental science, planning, analysis, and engineering in aquatic and shoreline environments and has led over 100 complex NEPA and CEQA review efforts relevant to this project—including Alcatraz Ferry Embarkation studies, Alameda Marina Master Planning and Marina Redevelopment, and Larkspur Ferry Terminal Maintenance Dredging and Design. The Anchor QEA key staff all have over 20 years of experience in CEQA, NEPA, permitting, and design and bring that exceptional breadth and depth of experience to help advance Oakland and Harbor Bay Ferry Terminal Modernization Projects.

Pursuant to the RFP, and consistent with state law for a scope of services like these, price was not considered as an evaluation criterion. After completing the scoring process, staff initiated negotiations with Anchor QEA and were able to agree upon hourly rates and a level of effort reflected in a not-to-exceed amount. Staff determined that Anchor QEA rates are fair and reasonable compared with other similar service contracts. The recommended contract award is for a total amount not to exceed \$893,973. The work will be managed by task orders issued by staff within the overall contract limit.

**Disadvantaged Business Enterprise (DBE) and Small Business Enterprise (SBE) Goals**

The professional services under this contract are not funded with federal funds therefore no SBE/DBE goal is associated with this project.

**Fiscal Impact**

Sufficient funding for the environmental and permitting services was included in the FY 2024/25 Capital Budget under “Facility Electrification” for Oakland and Harbor Bay. The capital budget has a total of \$550,000 programmed for Oakland and \$3.09 million for Harbor Bay in FY2024/25.

\*\*\*END\*\*\*

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

**RESOLUTION NO. 2024-47**

**AUTHORIZE CONTRACT AWARD TO ANCHOR QEA FOR  
OAKLAND AND HARBOR BAY FERRY TERMINAL MODERNIZATION PROJECTS,  
ENVIRONMENTAL REVIEW AND PERMITTING SERVICES**

**WHEREAS**, on August 30, 2024, WETA released a Request for Proposals for the environmental review and permitting services associated with Oakland and Harbor Bay Ferry Terminal Modernization projects (RFP); and

**WHEREAS**, in accordance with the RFP, WETA's Administrative Code, and applicable state law, WETA established an evaluation committee that reviewed the five proposals received by the RFP's due date based on the requirements and evaluation criteria in the RFP, and

**WHEREAS**, the Evaluation Committee determined that Anchor QEA was the highest ranked proposer and is qualified to perform the work; and

**WHEREAS**, staff negotiated pricing for the needed services, at rates determined to be fair and reasonable; and

**WHEREAS**, the Executive Director recommends the Board award a contract to Anchor QEA for the environmental review and permitting services associated with Oakland and Harbor Bay Ferry Terminal Modernization projects in an amount not to exceed \$893,973, and authorize the Executive Director to take any other related actions to support this work; now, therefore, be it

**RESOLVED**, that the Board of Directors hereby awards a contract to Anchor QEA for the environmental review and permitting services associated with Oakland and Harbor Bay Ferry Terminal Modernization projects in an amount not to exceed \$893,973; and be it further

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

**CERTIFICATION**

The undersigned, Board Secretary, does hereby certify that the foregoing is a full, true and correct copy of a resolution duly and regularly adopted at a meeting of the San Francisco Bay Area Water Emergency Transportation Authority held on November 14, 2024.

YEA:  
NAY:  
ABSTAIN:  
ABSENT:

---

/s/ Board Secretary  
2024-47  
\*\*\*END\*\*\*

MEMORANDUM

---

**TO:** Board Members

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

**SUBJECT:** Award Contract for MV *Pyxis* and MV *Vela* Repairs and Drydock to Bay Ship & Yacht Co.

**Recommendation**

1. Approve award of MV *Pyxis* and MV *Vela* Repairs and Dry Dock to Bay Ship & Yacht Co. (Bay Ship & Yacht) in the amount of \$1,324,857.
2. Authorize the Executive Director to negotiate and execute an agreement with Bay Ship & Yacht and take any other required actions to support this work.

**Background**

WETA passenger vessels require a biennial USCG dry dock inspection which includes an extensive hull inspection. The MV *Pyxis* and *Vela* current Certificate of Inspections (COIs) expire on January 17, 2024 and February 28, 2025 respectively. The vessels are not allowed to operate in service beyond the expiration date until a successful USCG examination has taken place and a new Certificate of Inspection is issued by the USCG.

WETA's capital maintenance plan includes drydocking the vessels to service the drive line systems with upgrades to provide better reliability and service life of the vessels. Other services will include required underwater hull inspections and coating renewals, sea valve inspections and overhaul, structural inspections of all spaces, cathodic protection renewals, along with house and deck coating renewals. An overall vessel inspection will be conducted while the vessel is out of the water with recommendations for any necessary repairs to maintain the vessel in a state of good repair.

**Discussion**

WETA staff released a request for proposals (RFP) for the *Pyxis* and *Vela* Repairs and Dry Dock on September 20, 2024. The Bonfire procurement platform was utilized with extensive outreach to agencies with applicable NAICS codes representing multiple categories of suppliers and subcontractors.

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

There were two very competitive proposals received. The Evaluation Committee reviewed the proposals in accordance with the requirements of the RFP and determined that the proposals were complete and responsive to the RFP and that both firms are qualified to perform the work.

Staff followed the procurement as required by WETA's Administrative Code and Federal Transit Administration (FTA) guidelines. All required documents have been retained and filed in the project folder to date. Based on the results of the evaluation process and final scores for each proposer, the Evaluation Committee determined Bay Ship & Yacht was the highest ranked proposer for this project. Bay Ship & Yacht's price of \$1,324,857 was determined to be fair and reasonable for the work to be performed and in line with the Independent Cost Estimate (ICE) which is documented in the project folder.

The Evaluation Committee scored both proposals based on the evaluation criteria included in the RFP. The results of the evaluation are listed in table 1.

Table 1

	<b>Total</b>	<b>Project Understanding and Approach</b>	<b>Proposer's Qualifications and Experience</b>	<b>Price Proposal</b>
<b>Supplier</b>	<b>/ 100 pts</b>	<b>/ 25 pts</b>	<b>/ 25 pts</b>	<b>/ 50 pts</b>
Bay Ship & Yacht Co, Inc.	97 pts	23.3 pts	23.7 pts	50 pts
Marine Group Boat Works	88.7 pts	21.3 pts	22.3 pts	45 pts

Staff now recommends the Board award a contract to Bay Ship & Yacht for the MV *Pyxis* and *Vela* Repairs and Dry Dock in the amount of \$1,324,857 and authorize the Executive Director to take any additional actions necessary to support this work.

WETA's overall annual Disadvantaged Business Enterprise (DBE) goal for Federal Fiscal Year 2024/25 is 0.48 percent and the Small Business Enterprise (SBE) goal is 7.5 percent for FTA assisted contracts. Staff has reviewed the DBE/SBE materials provided by Bay Ship & Yacht and has determined that 0 percent DBE 2024/25 participation and 0 percent SBE participation is anticipated during the performance of this contract.

**Fiscal Impact**

Funding for this agreement is included in the FY 2024/25 Capital Budget. This is funded 80 percent by FTA funds and 20 percent Regional Measure 1 funds.

\*\*\*END\*\*\*

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

**RESOLUTION NO. 2024-48**

**AUTHORIZE CONTRACT AWARD TO BAY SHIP & YACHT CO. FOR  
MV PYXIS AND VELA REPAIRS AND DRYDOCK**

**WHEREAS**, on September 20, 2024, WETA released a Request for Proposals for the MV *Pyxis* and *Vela* Repairs and Drydock (RFP); and

**WHEREAS**, in accordance with the RFP, WETA's Administrative Code, and applicable federal procurement requirements, WETA established an evaluation committee that reviewed the two proposals received by the RFP's due date from Bay Ship & Yacht Co. (Bay Ship & Yacht) and Marine Group Boat Works; and

**WHEREAS**, based on the requirements and evaluation criteria in the RFP, the Evaluation Committee determined Bay Ship & Yacht's proposal was complete, responsive to the RFP, and that Bay Ship & Yacht is qualified to perform the work; and

**WHEREAS**, based on the evaluation criteria in the RFP, the Evaluation Committee determined Bay Ship & Yacht was the highest ranked proposer; and

**WHEREAS**, as required by federal procurement requirements, staff determined Bay Ship & Yacht's price to be fair and reasonable; and

**WHEREAS**, the Executive Director recommends the Board award a contract to Bay Ship & Yacht Co. for the MV *Pyxis* and MV *Vela* Repairs And Drydock in the amount of \$1,324,857, and authorize the Executive Director to take any other related actions to support this work; now, therefore, be it

**RESOLVED**, that the Board of Directors hereby award a contract to Bay Ship & Yacht Co. for the MV *Pyxis* and MV *Vela* Repairs And Drydock in the amount of \$1,324,857; and be it further

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

**CERTIFICATION**

The undersigned, Board Secretary, does hereby certify that the foregoing is a full, true and correct copy of a resolution duly and regularly adopted at a meeting of the San Francisco Bay Area Water Emergency Transportation Authority held on November 14, 2024.

YEA:  
NAY:  
ABSTAIN:  
ABSENT:

---

/s/ Board Secretary

2024-48

\*\*\*END\*\*\*

MEMORANDUM

---

**TO:** Board Members

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

**SUBJECT:** Award Contract for Gemini Class Mid-life Refurbishment to Bay Ship & Yacht Co.

**Recommendation**

Staff recommends the Board:

1. Approve award of the Gemini class mid-life refurbishment for the MV *Gemini*, MV *Pisces*, MV *Scorpio*, and MV *Taurus* to Bay Ship & Yacht Co. (Bay Ship & Yacht) in the amount of \$11,867,906; and
2. Authorize the Executive Director to enter into an agreement and take any additional actions necessary to support this work.

**Background**

The Gemini class of vessels, including the MV Gemini, MV Pisces, MV Scorpio, and MV Taurus, were built and delivered to WETA between 2008 and 2010. With a presumed useful life of 25 years, this class has reached the midpoint in its lifecycle and needs significant overhaul and refit to ensure continued service through the remainder of the useful life. These mid-life events are meticulously planned and budgeted for.

The work will include renewal of many of the ship systems including but not limited to valves, piping systems, the diesel generators, removal of the main engines and gearboxes for overhaul, renewal of the steering system electronics, overhaul of the HVAC system, overhaul and redesign of the snack bar and ticket counter, and replacement of the navigation electronics and CCTV system. The interior finishes including carpet, paint, and joiner will be refreshed or renewed as required. The existing vinyl film on the vessel freeboards has exceeded its useful life and will be completely removed. The vessels will be coated with paint in keeping with WETA's current standard. During the refurbishment work the vessels will each be dry docked, underwater systems inspected and renewed as needed, bottom coatings will be renewed, and each will receive a USCG Drydock credit.

This work requires a shipyard capable of dry docking the vessels and performing extensive equipment replacement, inspection, and any sight unseen required repairs. The shipyard must also have sufficient design and engineering resources to prepare drawings and engineering analysis for review and to ensure all work is consistent with USCG requirements.

The contract will encompass the mid-life refurbishment of all four vessels, to be carried out sequentially. The WETA and B&G operations teams have coordinated to accommodate this extended vessel out-of-service plan for the duration of the program.

**Discussion**

The Request for Proposals (RFP) for this project was released on August 6, 2024. The Bonfire procurement platform was utilized with extensive outreach to agencies with applicable NAICS codes representing multiple categories of suppliers and subcontractors.

**Evaluation Process:**

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

Proposals were due to WETA through the Bonfire procurement on or before September 30, 2024. There was a request for extension and the proposal’s due date was extended to October 4, 2024. There were 28 document takers as a result of the procurement process which resulted in receipt of 5 outstanding competitive proposals. The Evaluation Committee reviewed the proposals in accordance with the requirements of the RFP and determined that the proposals were complete and responsive to the RFP and that both firms are qualified to perform the work.

Staff followed all procurement procedures as required by WETA’s Administrative Code and Federal Transit Administration (FTA) guidelines. All required documents have been retained and filed in the project folder to date. Based on the results of the evaluation process and final scores for each proposer, the Evaluation Committee determined Bay Ship & Yacht was the highest ranked proposer for this project. Bay Ship’s price of \$11,867,906 was determined to be fair and reasonable for the work to be performed and in line with the Independent Cost Estimate (ICE) which is documented in the project folder.

Bay Ship & Yacht is located in Alameda, California. The Evaluation Committee scored the 5 proposals based on the evaluation criteria included in the RFP, which are outlined in table 1 below.

Table 1

	Total	Project Understanding and Approach	Proposer’s Qualifications and Experience	Qualifications and Experience of Key Personnel	Project Schedule	Price Proposal
Supplier	/ 100 pts	/ 20 pts	/ 10 pts	/ 10 pts	/ 20 pts	/ 40 pts
Bay Ship & Yacht Co, Inc.	86	15.5	8.5	6.7	15.3	40
Marine Group Boat Works	81.2	16.1	8.2	8.0	15.7	33.2
Ice Floe, LLC, dba Nichols Brothers Boat Builders	76.2	16.2	8.2	9.0	14.3	28.5
Stabbert marine and industrial	75.5	15.7	7.1	8.0	15.0	29.7
JT Marine	70.2	14.0	7.1	7.8	16.0	25.3

Staff now recommends the Board award a contract to Bay Ship & Yacht for the Gemini class mid-life refurbishment in the amount of \$11,867,906 and authorize the Executive Director to take any additional actions necessary to support this work. If approved, staff will issue a Notice to Proceed to Bay Ship & Yacht promptly upon executing a contract. Work is expected to be completed in stages for the four vessels so that only one vessel is out of service at a time. Staff expect the entire project to encompass approximately a year in duration.

WETA's overall annual Disadvantaged Business Enterprise (DBE) goal for Federal Fiscal Year 2024/25 is 0.48 percent and the Small Business Enterprise (SBE) goal is 7.5 percent for FTA assisted contracts. Staff has reviewed the DBE/SBE materials provided by Bay Ship & Yacht and has determined that 0 percent DBE 2024/25 participation and 0 percent SBE participation is anticipated during the performance of this contract.

**Fiscal Impact**

Funding for three of the four vessels is included in the FY 2024/25 Capital Budget and the fourth vessel will be included in the FY 2025/26 Capital Budget. This is funded 80 percent by FTA funds and 20 percent by Regional Measure 1.

\*\*\*END\*\*\*

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

**RESOLUTION NO. 2024-49**

**AUTHORIZE CONTRACT AWARD TO BAY SHIP & YACHT CO.  
FOR *GEMINI* CLASS MID-LIFE REFURBISHMENT**

**WHEREAS**, on August 6, 2024, WETA released a Request for Proposals for the Gemini class mid-life refurbishment (RFP); and

**WHEREAS**, in accordance with the RFP, WETA's Administrative Code, and applicable federal procurement requirements, WETA established an evaluation committee that reviewed the five proposals received by the RFP's due date from Bay Ship & Yacht Co. (Bay Ship & Yacht), Marine Group Boat Works, Ice Floe, LLC, dba Nichols Brothers Boat Builders, Stabbert Marine and Industrial, and JT Marine; and

**WHEREAS**, based on the requirements and evaluation criteria in the RFP, the Evaluation Committee determined Bay Ship & Yacht's proposal was complete, responsive to the RFP, and that Bay Ship & Yacht is qualified to perform the work; and

**WHEREAS**, based on the evaluation criteria in the RFP, the Evaluation Committee determined Bay Ship & Yacht was the highest ranked proposer; and

**WHEREAS**, as required by federal procurement requirements, staff determined Bay Ship & Yacht's price to be fair and reasonable; and

**WHEREAS**, the Executive Director recommends the Board award a contract to Bay Ship & Yacht Co. for the Gemini class mid-life refurbishment in the amount of \$11,867,906, and authorize the Executive Director to take any other related actions to support this work; now, therefore, be it

**RESOLVED**, that the Board of Directors hereby award a contract to Bay Ship & Yacht Co. for the Gemini class mid-life refurbishment in the amount of \$11,867,906; and be it further

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

**CERTIFICATION**

The undersigned, Board Secretary, does hereby certify that the foregoing is a full, true and correct copy of a resolution duly and regularly adopted at a meeting of the San Francisco Bay Area Water Emergency Transportation Authority held on November 14, 2024.

YEA:  
NAY:  
ABSTAIN:  
ABSENT:

---

/s/ Board Secretary

2024-49

\*\*\*END\*\*\*

MEMORANDUM

---

**TO:** Board Members

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

**SUBJECT:** Approve Sole Source Contract Award to Northern Lights Power & Energy Inc. for Main Engine Preventative Maintenance Services

**Recommendation**

1. Approve the award of a Sole Source Contract to Northern Lights Power & Energy Inc. (NL) in the amount of \$1,566,486 for main propulsion engine maintenance services for the *MV Gemini Class* vessels; and
2. Authorize the Executive Director to negotiate and execute an agreement with NL and take any other required actions to support this work.

**Background/Discussion**

Four SF Bay Ferry MV Gemini class vessels are due for main engine preventative maintenance work in Fiscal Year 2025-2026. Each vessel has two D2862LE489 main propulsion engines. The eight engines have been in operation since 2022 and are approaching the time for mid-life overhaul at 6,000 engine hours.

In order to remain in compliance with the preventative maintenance schedules for these engines, they must undergo mid-life overhauls by an authorized MAN service dealer. The work also ensures that all engines remain within the OEM specifications for safe, reliable, and efficient operation.

The mid-life engine overhauls will take place concurrently with each vessel's mid-life refurbishment scheduled for all four vessels of the class. During each vessel's shipyard period, the engines will be removed and shipped to NL's maintenance repair shop in Seattle, Washington. Following the engine overhaul work the engines will be shipped back to the shipyard for reinstallation in the vessels as they complete their refurbishments. The vessels will then undergo a complete sea trial to certify all of the engine maintenance work that was performed.

**Scope of Work and Proposed Schedule**

In order to accomplish the necessary services noted above, SF Bay Ferry requires an authorized MAN service dealer to provide parts, labor, materials, testing, and commissioning. The necessary preventative maintenance is scheduled to occur throughout Fiscal Year 2024-2025 and 2025-2026 at times that minimize impacts to service schedules.

**Sole Source Discussion**

There is a sole source justification to award these engine maintenance services to NL as it is uniquely qualified to provide complete technical, engineering, logistics, and service support. Only a MAN certified dealer is authorized to perform the scope of work needed to preserve important factory warranties. NL is currently the sole factory-assigned dealership for the provision of MAN engines, parts, and services for SF Bay Ferry, as determined by MAN.

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

Staff analyzed NL's price proposal and find it to be fair and reasonable. NL's pricing is within 3% of SF Bay Ferry's independent cost estimate; and the price is in alignment with historical engine mid-life overhaul services on this family of engines.

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

**Fiscal Impact**

Funding for this agreement is included in the approved FY 2024/25 Capital Budget. This is funded 80 percent by FTA and 20 percent Bridge Toll funds.

\*\*\*END\*\*\*

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

**RESOLUTION NO. 2024-50**

**APPROVE SOLE SOURCE CONTRACT AWARD TO NORTHERN LIGHTS POWER & ENERGY INC. FOR MAIN ENGINE PREVENTATIVE MAINTENANCE SERVICES**

**WHEREAS**, SF Bay Ferry has identified the need for mid-life engine overhauls of main propulsion engines installed in the MV *Gemini* Class vessels in order to remain in compliance with the preventative maintenance schedules for these engines; and

**WHEREAS**, Northern Lights Power & Energy Inc. (NL) is the MAN factory-assigned dealership for the sales, parts, and service of MAN engines in the Bay Area region, and hence is the only firm able and qualified to perform the needed services; and

**WHEREAS**, SF Bay Ferry has determined that engaging NL to perform the needed services meets the requirements for a sole source procurement under federal regulations and as set forth in SF Bay Ferry's Administrative Code; and

**WHEREAS**, SF Bay Ferry has conducted an analysis of NL's proposed price and determined it to be fair and reasonable; now, therefore, be it

**RESOLVED**, that the Board of Directors hereby approves entering into an agreement with Northern Lights Power & Energy Inc. for the necessary mid-life engine overhauls of the main propulsion engines installed in the M/V Gemini Class vessels in an amount not to exceed \$1,566,486; and be further

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

**CERTIFICATION**

The undersigned, Board Secretary, does hereby certify that the foregoing is a full, true and correct copy of a resolution duly and regularly adopted at a meeting of the San Francisco Bay Area Water Emergency Transportation Authority held on November 14, 2024.

YEA:  
NAY:  
ABSTAIN:  
ABSENT:

\_\_\_\_\_  
/s/ Board Secretary

2024-50

\*\*\*END\*\*\*

**MEMORANDUM**

---

**TO: Board Members**

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

**SUBJECT: Adopt WETA Terminal Access Guidelines**

**Recommendation**

Adopt WETA Terminal Access Guidelines.

**Background/Discussion**

The current WETA policy concerning terminal access was completed in 2016 as part of the WETA Strategic Plan. Its focus was targeted and primarily concerned parking capacity at ferry terminals. The proposed WETA Terminal Access Guidelines represents an update to WETA's access policy that is intended to broaden San Francisco Bay Ferry's terminal access goals and provide a roadmap for future landside improvements that will continue to foster ridership growth while also achieving the agency's wider policy goals. For potential future terminals, it provides guidance for advancing a system expansion or enhancement project to the implementation phase. The Terminal Access Guidelines also lay the groundwork for projects, programs, and initiatives that support innovative first/last mile solutions at ferry terminals. This includes but is not limited to walking, biking, transit and paratransit, micro mobility, pick-ups and drop-offs, and parking.

A draft Access Policy was presented to the Board in October 2024. Based on the comments received from the Board, staff has drafted a final WETA Terminal Access Guidelines (**Attachment A**) that incorporates the following updates:

1. *Housing and Transit-Supportive Development* – The Access Guidelines now clarify the agency's support for increased housing and transit-supportive development activities along the waterfront and in the area surrounding ferry terminals. Staff recognize the importance of local jurisdictions co-locating housing with high quality transit to help facilitate mode shift.
2. *Guideline #5: Mode Share Goals* – The Access Guidelines now use broader language to describe how the agency will monitor and measure terminal access conditions and mode shift. Guideline #5 has also been condensed to improve readability and consistency with the entire document.

Upon the Board's adoption of the Access Guidelines, staff will initiate an outreach process to local jurisdictions to start work on terminal access improvement plans. The first set of these access plans will be completed over the next nine months in partnership with local stakeholders and community partners.

**Fiscal Impact**

There is no fiscal impact associated with this item.

\*\*\*END\*\*\*

# WETA TERMINAL ACCESS GUIDELINES

Adopted by WETA Board Resolution #2024-XX  
Month, Date, Year

The WETA Terminal Access Guidelines establish agency-wide goals, priorities, and standards for how ferry riders access the San Francisco Bay Ferry system. At existing terminals, it provides a roadmap for future landside improvements that will continue to foster ridership growth while also achieving the agency's wider policy goals. For potential future terminals, it provides guidance for advancing a system expansion project to implementation. The Access Guidelines also lay the groundwork for projects, programs, and initiatives that support innovative first-last mile solutions at ferry terminals. This includes but is not limited to walking, biking, transit and paratransit, micro mobility, pick-ups and drop-offs, and parking.

**1. Access Principles for Ferry Services.** San Francisco Bay Ferry will consider the following overarching goals for prioritizing investment in service expansion or enhancement projects in coordination with local partners.

- a. Promote and support sustainable ridership growth through terminal access conditions.
- b. Prioritize the most vulnerable ferry riders—including those who are transit dependent or do not own a car.
- c. Develop robust active transportation infrastructure that promotes sustainable trips to origin ferry terminals and a safe and comfortable first/last mile experience regardless of mode.
- d. Reduce parking lot footprint for ferry terminals and encourage non-single occupancy driving trips—which includes carpool, rideshare, and pickups/drop offs.
- e. Realize environmental benefits for local communities with ferry service—including reduced point source emissions and congestion on local roads.

**2. Role of Local Jurisdictions.** Local jurisdictions will retain or shall assume responsibility for managing, operating, maintaining, owning, rehabilitating, constructing, and funding terminal access programs and improvements.

- a. Oversee the ownership and maintenance of landside terminal assets, parking lots, bike storage, waiting areas, and public access amenities.
- b. Contribute local funds to support construction of new access improvements or landside facilities.
- c. Act as lead agency for landside access projects and improvements.
- d. Determine and set local land use policy – including zoning, density, and allowable uses.

- e. Determine and set local transportation policy – including Transportation Demand Management programs (TDM), parking fees, shuttle programs, local bus service, transit priority, and the pedestrian and bicycle network.
- f. Foster economically vibrant and sustainable communities around ferry terminal areas by facilitating the construction of nearby transit-supportive development.

**3. Role of San Francisco Bay Ferry.** San Francisco Bay Ferry will partner with local jurisdictions to support terminal access programs and improvements.

- a. Provide planning support and lead development of ferry terminal access plans.
- b. Assist local jurisdictions in securing competitive funding for landside improvements.
- c. Conduct advocacy and outreach to local stakeholders and communities.
- d. Implement pilot programs and innovative first/last mile initiatives in partnership with local jurisdictions.
- e. Partner with local jurisdictions to leverage current and future ferry services to promote the construction of nearby housing and transit-supportive development.

**4. Emerging Technology & Pilots.** San Francisco Bay Ferry will actively partner with local jurisdictions to implement emerging technologies or innovative solutions for first/last mile connections on a demonstration project basis.

- a. Explore public-private partnerships for first/last mile connections where traditional methods like fixed route transit are not feasible.
- b. Leverage outside funding and expertise from non-governmental organizations.
- c. Partner with local jurisdictions to conduct pilot program evaluation to determine feasibility in the long-term.

**5. Mode Share Goals.** San Francisco Bay Ferry shall monitor and consider terminal access performance measures and conditions as a factor in determining ferry service levels.

- a. Target 50% or greater of trips to and from origin ferry terminals to be used by sustainable modes while continuing to grow ferry ridership.
- b. Target 50% or greater of driving trips to be non-drive alone—which includes carpool, rideshare, and pick up/drop off.
- c. Target zero severe or fatal collisions for pedestrians, bicyclists, and motorists in the vicinity of ferry terminals.

- d. Close gaps in active transportation infrastructure to/from ferry terminals and facilitate connections to the wider regional network.
- e. Coordinate with local connecting transit operators to optimize service and schedules so that they best meet the needs of ferry riders.
- f. Reduce parking lot footprint where feasible and implement parking demand management strategies as needed.

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

**RESOLUTION NO. 2024-51**

**ADOPT TERMINAL ACCESS GUIDELINES**

**WHEREAS**, Terminal Access Guidelines will help provide a roadmap for future landside improvements that will continue to foster ridership growth while also achieving SF Bay Ferry's policy goals; and

**WHEREAS**, the SF Bay Ferry Board has considered both a draft and proposed final version of new Terminal Access Guidelines; and

**WHEREAS**, the Executive Director recommends the establishment of Terminal Access Guidelines in the form presented to the Board of Directors at its meeting on this date; now, therefore, be it

**RESOLVED**, that the Board of Directors adopts the SF Bay Ferry Terminal Access Guidelines in the form presented to the Board of Directors at its meeting on this date.

**CERTIFICATION**

The undersigned, Board Secretary, does hereby certify that the foregoing is a full, true and correct copy of a resolution duly and regularly adopted at a meeting of the San Francisco Bay Area Water Emergency Transportation Authority held on November 14, 2024.

YEA:

NAY:

ABSTAIN:

ABSENT:

---

/s/ Board Secretary  
2024-51

\*\*\*END\*\*\*

MEMORANDUM

---

**TO:** Board Members

**FROM:** Seamus Murphy, Executive Director  
Thomas Hall, Director of Operations & Customer Experience  
Alexis Matsui, Public Information & Marketing Manager

**SUBJECT:** Non-Rider Research and Marketing Update

**Recommendation**

There is no recommendation associated with this informational item.

**Background**

The agency's ridership growth goals rely on active marketing and outreach to the public. Effective marketing and outreach rely on research to identify information gaps, effective messages and calls to action, and high-potential audiences. San Francisco Bay Ferry has always utilized contracted marketing services to build awareness and attract potential new riders, and additional resources were dedicated to the efforts during the pandemic recovery.

In FY 2024, the Board directed staff to conduct market research to inform future marketing efforts and potential service decisions.

**Discussion**

*Non-Rider Research Efforts*

Corey, Canapary and Galanis (CCG), a San Francisco firm, is SF Bay Ferry's contracted research and surveying consultant. The firm conducted the SF Bay Ferry onboard passenger survey in April 2024. While conducting that survey, CCG also conducted a phone survey of non-riders who travel from the East Bay to San Francisco or South San Francisco frequently but do not ride the ferry. The intent of this research effort was to determine key barriers to potential riders, both to inform service and system policy decisions as well as marketing messages.

The quantitative questionnaire was completed by 466 residents of the East Bay (northern Alameda, western Contra Costa, Napa and Solano counties) between April and June 2024. Following completion of sampling for the quantitative piece, CCG had in-depth conversations with 35 respondents to produce a qualitative report digging deeper on the issues outlined by non-riders. Respondents were assigned a likely route based on their home and destination zip codes. All Alameda County respondents traveling to San Francisco were assigned to a joint Alameda/Oakland category that would encompass the Oakland & Alameda, Alameda Seaplane, and Harbor Bay routes.

The full report is included as an attachment to this memorandum. The key takeaways from the combined report include:

- While most respondents knew the location of ferry terminals near them, awareness of service schedules and lowered fares (including discounts available to youth, senior, disabled, and low-income passengers) is lower than expected
- Respondents largely agree that driving on these corridors is terrible and time-consuming
- The distance between the Downtown San Francisco Ferry Terminal and the travelers' final destination is a key barrier to using the ferry
- Respondents were generally aware of environmental benefits and reliability of ferry travel
- Respondents generally said they'd be more likely to ride if frequency was increased and service hours were extended

In conjunction with this effort, SF Bay Ferry marketing consultant D&A Communications conducted two focus groups as a part of the research and development phase for their FY25 marketing campaign for SF Bay Ferry. Staff worked with D&A Communications to develop a campaign targeting outreach to Black and Latino non-riders in the East Bay. Previous research has shown Black and Latino are less likely to ride the ferry than other group based on community demographic data for the areas served by the system. While there is evidence that this gap has shrunk in recent years, D&A Communications developed a strategy to learn more about potential causes of the gap and ways to break through to these audiences.

In May 2024, D&A Communications held two virtual listening sessions centered on Black and Latino voices. Participants were selected based on their travel patterns (frequently travel to San Francisco via car or non-ferry transit mode) and on various demographic factors (age, household income, gender identity) to achieve balanced representation.

The learnings from these listening sessions include:

- A lack of awareness of the details of SF Bay Ferry service including fares, frequency, speed of transit, and proximity to other transit modes
- A belief that the ferry is more suited for leisure and requires more advance planning than other modes
- A perception that the ferry is more expensive than other options (including a lack of awareness of free parking at most East Bay terminals)

The Latino listening session participants also cited a desire for greater cultural representation in SF Bay Ferry outreach and a belief in the environmental benefits of the ferry being an advantage. Black participants cited the potential need to assuage new riders of vessel safety on the water, citing a perception that boat travel can be uncomfortable and unsafe.

D&A Communications leveraged these learnings to guide their creative focus for the campaign described later in this memorandum.

### *Recent and Ongoing Marketing Campaigns*

Staff worked with MacKenzie Communications, a San Francisco firm and Board-approved marketing consultant, to develop a mass market integrated campaign focused on the 2024 peak season. Campaign development began in September 2023 and creative production ramped up in January 2024. The campaign launched in March 2024 and completed in October.

The campaign theme was "Now Departing From the Ordinary" – an attempt to continue to differentiate the ferry from other modes of travel due to the superior comfort, reliability, and

experience. Efforts were made to make this message resonate in both commute settings – highlighting that commuters can work from the ferry with complimentary Wi-fi and spacious seating – as well as for recreation-focused trips. The campaign visuals paired imagery of diverse riders on the ferry with whimsical illustration and animation augmenting the natural beauty of the Bay. Examples of the visuals will be presented at the November Board meeting.

The “Now Departing” campaign leveraged paid media buys totaling \$270,000 across these modes:

- **Out-of-home display**, including 14 East Bay billboards in English and Spanish, liveboards in the Embarcadero BART station and AC Transit bus tails through Alameda and Contra Costa counties
- **Digital video, display, and audio** in English and Spanish with a mix of deployment on streaming video services, local online video, YouTube, Facebook, Instagram, Spotify, Google search, and local news sites
- **Terrestrial radio** focused on commute drivers in English and Spanish across a variety of formats (including top-40, news, and sports)
- **Sponsored content** to drive engagement with digital-native audiences through email, social media and local lifestyle websites
- **Print** focused on East Bay lifestyle magazine readers

The team developed different goals for these channels, with a key goal being broad awareness of ferry service as well as heightened awareness of some of the amenities and differentiation factors of SF Bay Ferry.

Overall, the campaign delivered 39.6 million impressions over the nine months. Channel- and platform-specific metrics showed costs per impression, video completion rates, and engagement rates on par or better than industry standards. Staff has met with MacKenzie to identify key learnings from the campaign to improve future efforts. The continued effectiveness of online video, particularly on YouTube, is an unsurprising but crucial takeaway, especially as the video ads were produced largely in-house by SF Bay Ferry staff with consultant support.

To ride momentum from the “Now Departing” campaign and higher passenger counts through the peak season, staff worked with D&A Communications to develop a campaign based on learnings from their Black and Latino non-rider research as well SF Bay Ferry’s 2024 rider survey.

This has resulted in the “Ferry There” campaign, which launched in October 2024. The intent of the campaign is to speak to the information gaps and barriers discovered in the Black and Latino focus groups while remaining relevant to broad audiences. The campaign team pursued this plan by focusing on practical, actionable information in ad messaging and seeking community-focused voices and distribution channels.

This campaign has a paid media budget of \$115,000 and will carry through the end of the calendar year. Components include:

- **Paid social media** including video, display, audio, and influencer advertising with messaging focused on the ease, convenience, and affordability of using the ferry
- **Digital display** including targeted ads on video screens within ride-hail autos
- **Direct mail postcards** in English and Spanish leveraging culturally relevant illustration and key messaging points, targeted to diverse zip codes in SF Bay Ferry’s service area

- **Street marketing** with posters and flyers deployed in local shops in key merchant corridors

As the campaign is young, performance metrics are not yet available. Examples of the visuals will be presented at the November Board meeting.

#### *Revenue Measure Support*

Staff asked CCG to include questions in both its onboard rider survey and its non-rider survey regarding support for a future ballot initiative that raises new revenue for investment in expanded and improved regional ferry service.

CCG reports 65% support for the revenue measure and just 15% opposition among non-riders who answered the question. Among riders, support was at 77%. Further details on this question is included in the non-rider survey summary report (Attachment A).

#### **Fiscal Impact**

There is no fiscal impact associated with this informational item.

\*\*\*END\*\*\*

**Attachment A** – SF Bay Ferry 2024 Non-Rider Survey Summary Report

# **WETA (San Francisco Bay Ferry) Non-Rider Survey 2024**

Summary Report

Prepared by

**Corey, Canapary & Galanis (CC&G)**

San Francisco, CA

[ccgresearch.com](http://ccgresearch.com)

## TABLE OF CONTENTS

<b>Introduction</b>	<b>4</b>
Likely Riders by Route	4
Statistical Significance	5
<b>Executive Summary</b>	<b>6</b>
Current Trips to San Francisco/South San Francisco	6
Mode Choice / Considering SF Bay Ferry	6
Familiarity with SF Bay Ferry	6
Attitudinal Statements	7
Support for Ferry Initiative	8
Non-Rider and On-Board Riders	9
Final Comments (Non-Rider Survey) and Qualitative Survey	10
Qualitative Survey - Why Not Take the Ferry More?	10
Ideal Ferry Trip	11
Describing SF Bay Ferry	11
<b>Detailed Results</b>	<b>12</b>
Current Ferry Use	13
Trips Into San Francisco/South San Francisco	14
San Francisco/South San Francisco Trip Characteristics	15
Mode Choice / Considering SF Bay Ferry	19
Familiarity with SF Bay Ferry	22
Familiarity with SF Bay Ferry – Summary Table	22
Familiarity with SF Bay Ferry – Individual Ratings Detail	23
Attitudinal Statements (Agree/Disagree)	25
Attitudinal Statements - Summary	25
Attitudinal Statements – Individual Statement Detail	26
Support for Ferry Initiative – Onboard vs Non-Rider Ratings	31
Summary Table – Support for Ballot Measure	31
Detail – From the Onboard Survey	32
Detail - From the Non-Rider Survey	32
Final Comments (Non-Rider Survey) and Qualitative Survey Findings	33
Final Comments (Non-Rider Survey)	33
Qualitative Survey	34

Trips to San Francisco/South San Francisco ..... 34

Why Not Take the Ferry More? ..... 34

Ideal Ferry Trip..... 35

Demographics ..... 36

**Note: Crosstabulated Tables included under separate cover**

## Introduction

This report details the findings of two key non-rider market research efforts:

- A survey of 466 non-riders / infrequent ferry riders conducted from April 3, 2024, through June 13, 2024.
  - Respondents were East Bay residents in SF Bay Ferry catchment areas and currently do not ride the ferry on a regular basis, but do drive into either San Francisco or South San Francisco.
  - The survey was a hybrid telephone/online survey.
  - The survey was conducted in English and Spanish.
  - Respondents were asked details about their current trips into San Francisco / South San Francisco, as well as various questions about their knowledge of ferry service, their attitudes towards using/considering the ferry, and how likely they are to try ferry service. This included whether they would support a bond measure for financial support for ferry service.
- A qualitative survey of 35 non-riders and infrequent riders conducted from July 9 – 22, 2024. This survey was longer and sought more directional information since the sample size was not meant to be statistically significant. Rather, these interviews were focused on supplementing the non-rider/infrequent rider survey by providing more expansive answers to the core questions from that survey effort.

**When reviewing results, note that percentages are rounded, and thus may not add up to 100%. Questions permitting multiple responses do not show totals.**

## Likely Riders by Route

In order to allow additional analysis at the route level, potential riders were assigned a ‘likely ferry route’.

- In most cases, this was based on their ZIP Code – so that, for instance, someone residing in the Vallejo ferry route’s catchment area would be a likely Vallejo ferry rider.
- However, those indicating a South SF destination were designated likely South SF ferry riders. **Because of the very low number of potential riders, South SF results should not be considered statistically significant, but instead, more directional since the sample size is too low to allow for meaningful statistical comparisons.**
- Because the Oakland & Alameda, Alameda Seaplane, and Harbor Bay ferries are fairly close together, which specific route a potential rider would choose may often depend on personal preference. Thus, these are all grouped together as “Oakland/Alameda”.

## Statistical Significance

For the overall study, the 466 completed responses represents a margin of error of +/- 4.5%. By ferry route, margin of error would be:

- Alameda/Oakland +/- 7.2%
- Richmond +/- 8.7%
- Vallejo +/- 7.6%
- **With only 11 potential riders, South SF results should not be considered statistically significant, but instead, more directional.**

## Executive Summary

### Current Trips to San Francisco/South San Francisco

- Nearly one third of potential riders (32%) had taken an SF Bay Ferry ride in the prior month.
- The average respondent drives into San Francisco/South San Francisco 1-2 days per week.
- Dealing with traffic (and other drivers) was the leading negative aspect of this trip – and this was true across all ferry routes/areas.
- Just under half of respondents (44%) were traveling for work or school. Likely Oakland/Alameda (55%) and South SF (64%)\* were most often traveling for work or school, while only 30% of likely Vallejo respondents were traveling for work or school.
- The average driving trip length was: 45 minutes among likely South SF riders, 48 minutes among Oakland/Alameda riders, 58 minutes among Richmond riders and 79 minutes for likely Vallejo riders.

### Mode Choice / Considering SF Bay Ferry

- About half of respondents (52%) say they always drive to their San Francisco/South SF destination and never take any transit to get there.
- When respondents not using the ferry were asked why they did not, distance from the ferry terminal on either end of the trip was the primary reason - 41% of respondents said it was because the ferry did not get close enough to their destination, while 22% indicated the ferry terminal was too far away from their home.
- Among respondents who did not take the ferry for the surveyed trip, 37% said they were at least somewhat likely to consider SF Bay Ferry for the trip.

### Familiarity with SF Bay Ferry

Respondents were most familiar with the location of SF Bay Ferry terminals (3.00 out of 4.00), and least familiar with the discount fare program (2.02).

**Summary Table – Familiarity with SF Bay Ferry – average (mean) score out of 4.00 (with 1=Not at all familiar and 4=Very familiar)**

	Total	Likely Ferry Route (based on ZIP Code/Destination)			
		Oakland/Alameda	Richmond	Vallejo	South SF
<b>Base: (All Respondents)</b>	<b>466</b>	<b>161</b>	<b>128</b>	<b>166</b>	<b>11*</b>
Location of SF Bay Ferry terminals in your area	3.00	3.07	2.89	2.99	3.45
Fares charged on SF Bay Ferry	2.36	2.47	2.14	2.42	2.27
The general times and days SF Bay Ferry operates	2.36	2.45	2.26	2.34	2.45
A discount fare program in which low-income riders, children and seniors get a 50% fare reduction on SF Bay Ferry rides.	2.02	2.08	1.84	2.09	2.36

### Attitudinal Statements

- Respondents most agreed that using the ferry (instead of driving) can help improve the environment, rating this 4.17 out of 5.00 on average.
- Other statements respondents generally agreed with also were positive towards the ferry. These include dreading the trip due to traffic (3.97), that the ferry is reliable and usually on time (3.87), and supporting a ballot initiative (3.85).

**Summary Table – Average (mean) score out of 5.00. “Please rate the statement on a 5 point scale, where 5 means agree strongly and 1 means disagree strongly . . . ”**

	Total	Likely Ferry Route (based on ZIP Code/Destination)			
		Oakland/ Alameda	Richmond	Vallejo	South SF
<b>Base: (All Respondents)</b>	<b>466</b>	<b>161</b>	<b>128</b>	<b>166</b>	<b>11*</b>
Using the ferry instead of driving can help improve the environment	<b>4.17</b>	4.37	3.95	4.11	4.45
Traffic into San Francisco/South San Francisco makes me dread this trip	<b>3.97</b>	4.01	3.79	4.08	3.91
The ferry is reliable and usually on time	<b>3.87</b>	4.11	3.68	3.74	3.88
I would support a future ballot initiative that raises new revenue for investment in expanded and improved regional ferry service	<b>3.85</b>	4.10	3.63	3.78	3.60
The ferry doesn’t go where I need to go	<b>3.58</b>	3.55	3.43	3.68	4.20
The ferry terminal is too far from my destination	<b>3.58</b>	3.71	3.49	3.49	3.73
I would accept a slightly longer trip if it were more comfortable	<b>3.52</b>	3.52	3.53	3.50	3.70
I would be much more likely to use the ferry if it ran more frequently	<b>3.47</b>	3.77	3.42	3.21	3.50
I would consider using the ferry if it operated longer hours in the morning and evening.	<b>3.43</b>	3.59	3.31	3.35	3.45
I would ride the ferry, but I would not ride BART	<b>2.85</b>	2.78	2.78	2.94	3.27
It costs more to take the ferry than to drive	<b>2.82</b>	2.68	2.99	2.84	2.71

## Support for Ferry Initiative

Please rate the statement on a 5 point scale, where 5 means agree strongly and 1 means disagree strongly. . . I would support a future ballot initiative that raises new revenue for investment in expanded and improved regional ferry service.

In general, residents are supportive of a revenue ballot measure to expand and improve regional ferry service. Overall, 65% support (strongly or somewhat) a measure of this type. The support varies somewhat by county of residents (see table below).

	Total	County of Residence			
		Alameda	Contra Costa	Solano	Napa/Sonoma
Base (all respondents)	(429)	(158)	(119)	(123)	(29)*
Agree strongly (5)	40%	48%	35%	37%	31%
Agree somewhat (4)	25%	23%	24%	28%	31%
Agree Strongly/Somewhat combined	65%	71%	59%	65%	62%

\*Caution: low base

**Non-Rider and On-Board Riders**

(This section includes results from both the non-rider survey as well as the onboard survey conducted among ferry riders. The question was the same on both survey efforts)

- As might be expected, ferry riders were even more supportive of the ballot initiative, with 87% indicating support for the measure.

	Survey	
	Non-Rider Survey	Onboard Survey
<b>Base: (All Respondents)</b>	<b>466</b>	<b>1,538</b>
	%	%
Agree strongly (5)	40	55
Agree somewhat (4)	25	22
Neither agree nor disagree (3)	21	20
Disagree somewhat (2)	10	2
Disagree strongly (1)	5	1
<b>Total</b>	<b>100</b>	<b>100</b>
<b>Average (mean) out of 5.00</b>	<b>3.85</b>	<b>4.28</b>

## Final Comments (Non-Rider Survey) and Qualitative Survey

In the final comments, respondents of the non-rider survey echoed many of the sentiments expressed earlier in the survey. While outreach/advertising was the primary suggestion for attracting new riders (35%), 16% of riders suggested stops/stations closer to their destination, 16% suggested fare-based promotions (such as reduced fares, free weekends, etc.), 15% suggested lower fares outright, and 11% requested greater frequency.

These final comments reflect many recurring themes from the non-rider survey:

- Some share of residents do not know much about the ferry – and it is that lack of information keeping them from riding.
- Many others know of it and consider it – but decide against it due to the location of ferry terminals compared to their origin and destination. Related to this are those citing a need for shuttles and/or better connection with other transit (to make the ferry more accessible).
- Others still know of it and choose not to use it owing to the cost (or perceived cost).

These themes were also prominent in the qualitative survey of 35 infrequent and non-riders.

### Qualitative Survey - Why Not Take the Ferry More?

In discussing why they do not take the ferry (or take it more), a number of themes were introduced.

**Respondents generally give reasons related to the inability to conduct the trip in a reasonable time given the origin/destination, trip length, and timing (e.g. time to travel vs ferry departures). This included:**

- **Insufficient transit connections.** Said one respondent, “We have to take BART after the ferry and the time required doesn't permit us to do that most of time.” Said another, “I used to work right at the Embarcadero, but now I work near city hall so if took the ferry I would have to jump on Muni or BART. Sometimes I take my bike on the ferry. On the other end, to get to the ferry is kind of an issue because now we just have one car and I can't take it and park at the ferry station.”
- **Shifting work hours/days – and ferry departure times.** In addition, the pandemic and work from home may have shifted some work hours – even for those heading into the office. Said one respondent, “Part of my work team is in a different time zone and I take early calls at home. There is not a ferry between 9:00 and 10:00 so I will drive if I miss the 9 o'clock ferry because I can't wait for the 10 o'clock ferry.” Another respondent said, “The limited schedule and timing, and sometimes I need to bring things in to work. The one day a week I drive I drop the kids off at school at 8:30 and the last ferry is at 8:00.”
- **As part of these themes, the location of the ferry's terminal vis-à-vis the respondent's final destination is also mentioned.** As one respondent mentioned, “It's too far from where I live and I would still have to drive my car and would take a long time.” Another respondent noted, “The terminal is not as convenient for my work commute as it could be. I love the ferry; it's a pleasure, but it would mean taking it to work would be adding some time to my overall commute.”

## Ideal Ferry Trip

Respondents were asked to describe their ‘ideal’ ferry trip, from start to finish. During this question, respondents provided additional details about what they would want/need from SF Bay Ferry to make such a trip (or make it more often) – as well as which current features would attract them:

- Respondents indicated that much of the current ferry trip itself is good or ideal.
- While some respondents asked for additional amenities onboard, most respondents indicated a fairly ideal experience already exists once they are on the boat – but getting to/from the ferry is currently less than ideal. As one respondent noted, “Once I’m on the boat, it’s great.”
  - Many respondents repeated themes which were mentioned previously – including more convenient departure times, better transit access/transfers, etc.
  - Several respondents noted that parking at Jack London (or nearby) was quite good.
  - Respondents mentioned short(er) lines, little/no traffic getting to the terminal, and good parking conditions as important factors for an ideal trip.
  - About half a dozen respondents mentioned the importance of being able to bring bikes or scooters on board and the importance of that in an ideal ferry trip.
- Several respondents also mentioned good weather as part of the ideal trip – and would be more inclined to ride during nicer weather.
- Several respondents also alluded to being able to easily find important information – e.g. schedules, next boat, ticketing, etc. But this information gap came a distant second to concerns about how to get to and from ferry terminals.
- Several respondents mentioned pricing – including lowering the price or offering discounts based on travel frequency.

## Describing SF Bay Ferry

In spite of asking for improvements, much of what respondents said about SF Bay Ferry was very positive. The graphic below illustrates words frequently used to describe SF Bay Ferry by qualitative survey respondents (when asked for specific words to describe the ferry).



## Detailed Results

## Current Ferry Use

- Nearly one third of potential riders (32%) have taken an SF Bay Ferry in the past month.
- Among those respondents who have taken a ferry, likely Oakland/Alameda riders were most likely to be currently taking the ferry one to two times per week. By contrast, none of the likely South SF riders had taken any ferry in the past month.

Have you taken a SF Bay Ferry in the past month?

	Total	Likely Ferry Route (based on ZIP Code/Destination)			
		Oakland/Alameda	Richmond	Vallejo	South SF
<b>Base: (All Respondents)*</b>	<b>466</b>	<b>161</b>	<b>128</b>	<b>166</b>	<b>11*</b>
	%	%	%	%	%
Yes	32	37	27	33	-
No	68	63	73	67	100
<b>Total</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>

\*Caution – low base. This subset should be considered more directional than statistically significant. (See Statistical Table Q4)

How often do you use SF Bay Ferry?

	Total	Likely Ferry Route (based on ZIP Code/Destination)			
		Oakland/Alameda	Richmond	Vallejo	South SF
<b>Base: (Took Ferry past month)</b>	<b>150</b>	<b>60</b>	<b>35</b>	<b>55</b>	
	%	%	%	%	%
Less than once a week	73	60	77	86	-
1-2 times per week	27	40	23	15	-
<b>Total</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>-</b>

\*Caution – low base. This subset should be considered more directional than statistically significant. (See Statistical Table Q4a)

### Trips Into San Francisco/South San Francisco

- The average respondent drives into San Francisco/South San Francisco 1-2 days per week. Likely passengers of Oakland/Alameda, Richmond, and South SF ferries are closer to 2 days per week, while likely Vallejo riders average closer to 1 day per week.
- Dealing with traffic (and other drivers) was the leading negative aspect of this trip – and this was true across all ferry routes/areas.

In an average week, about how often do you drive into San Francisco/South San Francisco?

	Total	Likely Ferry Route (based on ZIP Code/Destination)			
		Oakland/Alameda	Richmond	Vallejo	South SF
<b>Base: (All Respondents)</b>	<b>466</b>	<b>161</b>	<b>128</b>	<b>166</b>	<b>11*</b>
	%	%	%	%	%
7 days/week	1	1	-	1	-
6 days/week	2	-	1	4	-
5 days/week	8	9	10	4	9
4 days/week	5	5	9	3	-
3 days/week	10	15	9	6	27
2 days/week	9	13	5	9	18
1 day/week	14	19	10	14	9
Less than once a week	51	39	56	60	36
<b>Total</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>
<i>Average # of times/week</i>	<i>1.6</i>	<i>1.8</i>	<i>1.7</i>	<i>1.4</i>	<i>1.9</i>

\*Caution – low base. This subset should be considered more directional than statistically significant. (See Statistical Table Q6)

Is there anything that you do not like about this drive? (Multiple responses accepted)

	Total	Likely Ferry Route (based on ZIP Code/Destination)			
		Oakland/Alameda	Richmond	Vallejo	South SF
<b>Base: (All Respondents)</b>	<b>466</b>	<b>161</b>	<b>128</b>	<b>166</b>	<b>11*</b>
	%	%	%	%	%
Traffic/other drivers (too fast, reckless, etc.)	77	76	76	78	91
Tolls/cost	13	16	12	12	-
Nothing/beautiful view/enjoy the drive	11	13	12	8	9
Trip time/length	7	7	5	9	18

\*Caution – low base. This subset should be considered more directional than statistically significant. Only responses garnering at least 7% of the total are shown above. See tables for a full list. (See Statistical Table Q7)

## San Francisco/South San Francisco Trip Characteristics

- Just under half of respondents (44%) were traveling for work or school.
- Likely Oakland/Alameda (55%) and South SF (64%)\* were most often traveling for work or school, while only 30% of likely Vallejo respondents were traveling for work or school.
- While only 39% of respondents overall travel alone, over half of those who are likely Oakland/Alameda riders (51%) do so.
- The average trip length was about one hour (62 minutes). This ranged from an average of 45 minutes among likely South SF riders to an average of 79 minutes for likely Vallejo riders.
- Just under half (48%) paid for parking at their destination. This ranged from 9% among likely South SF riders\* to 57% among likely Vallejo riders.
- Among those who paid for parking, only 13% said their company covered the cost of parking.
- Most respondents (90%) are traveling to a final destination within San Francisco.

Now I'd like you to think about your most recent drive from your home into San Francisco/South San Francisco. What was the purpose of this trip?

	Total	Likely Ferry Route (based on ZIP Code/Destination)			
		Oakland/Alameda	Richmond	Vallejo	South SF
<b>Base: (All Respondents)</b>	<b>466</b>	<b>161</b>	<b>128</b>	<b>166</b>	<b>11*</b>
	%	%	%	%	%
Social/recreational	43	34	43	53	9
Visit friends/family	27	26	23	30	46
Commute to work	25	31	30	15	36
Work related business	17	23	13	13	27
Personal business/errands	7	7	9	5	-
Medical/Dental	6	4	5	9	-
School	3	2	5	2	-
<b>Total</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>
<i>Recap: Commute/work related and school total</i>	<i>44%</i>	<i>55%</i>	<i>48%</i>	<i>30%</i>	<i>64%</i>

\*Caution – low base. This subset should be considered more directional than statistically significant. (See Statistical Table Q8)

Did you drive alone or with others?

	Total	Likely Ferry Route (based on ZIP Code/Destination)			
		Oakland/ Alameda	Richmond	Vallejo	South SF
<b>Base: (All Respondents)</b>	<b>466</b>	<b>161</b>	<b>128</b>	<b>166</b>	<b>11*</b>
	%	%	%	%	%
Alone	39	51	34	32	40
With one other person	38	31	40	42	40
With two or more persons	23	18	26	26	20
<b>Total</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>

\*Caution – low base. This subset should be considered more directional than statistically significant. (See Statistical Table Q9)

Were you in your own vehicle, in an Uber/Lyft or in someone else’s vehicle?

	Total	Likely Ferry Route (based on ZIP Code/Destination)			
		Oakland/ Alameda	Richmond	Vallejo	South SF
<b>Base: (All Respondents)</b>	<b>466</b>	<b>161</b>	<b>128</b>	<b>166</b>	<b>11*</b>
	%	%	%	%	%
Own vehicle	81	81	82	81	100
Someone else’s vehicle	15	14	16	15	-
Uber/Lyft	3	4	1	2	-
Company/work vehicle	1	1	2	1	-
Rental car	<1	-	-	1	-
<b>Total</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>

\*Caution – low base. This subset should be considered more directional than statistically significant. (See Statistical Table Q10)

About how long did this trip take (in minutes)?

	Total	Likely Ferry Route (based on ZIP Code/Destination)			
		Oakland/ Alameda	Richmond	Vallejo	South SF
<b>Base: (All Respondents)</b>	<b>466</b>	<b>161</b>	<b>128</b>	<b>166</b>	<b>11*</b>
	%	%	%	%	%
Less than one hour	73	86	83	51	90
1 to 2 hours	23	13	13	42	10
2 to 3 hours	3	1	2	5	-
Over 3 hours	4	1	4	5	-
<b>Total</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>
<b>Average trip time (# minutes)</b>	<b>62</b>	<b>48</b>	<b>58</b>	<b>79</b>	<b>45</b>

\*Caution – low base. This subset should be considered more directional than statistically significant. (See Statistical Table Q11)

Did you pay for parking at your destination?^

	Total	Likely Ferry Route (based on ZIP Code/Destination)			
		Oakland/ Alameda	Richmond	Vallejo	South SF
<b>Base: (All Respondents)</b>	<b>466</b>	<b>161</b>	<b>128</b>	<b>166</b>	<b>11*</b>
	%	%	%	%	%
No	52	57	54	44	91
Yes^	48	43	46	57	9
<b>Total</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>

\*Caution – low base. This subset should be considered more directional than statistically significant.

^If another person in the vehicle paid for parking, response was marked as a ‘yes’.

(See Statistical Table Q12)

Did your company cover this parking cost or did you pay for it yourself?

	Total	Likely Ferry Route (based on ZIP Code/Destination)			
		Oakland/ Alameda	Richmond	Vallejo	South SF
<b>Base: (Paid for Parking)</b>	<b>217</b>	<b>68</b>	<b>57</b>	<b>91</b>	<b>1*</b>
	%	%	%	%	%
Company covered cost	13	13	13	14	-
Respondent paid parking cost	87	87	87	86	100
<b>Total</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>

\*Caution – low base. This subset should be considered more directional than statistically significant.

(See Statistical Table Q12a)

What is the zip code or neighborhood of the place you went to? (^neighborhoods converted to zip codes and then city/county; note that all respondents traveled to either San Francisco or South SF but table below shows final destination)

	Total	Likely Ferry Route (based on ZIP Code/Destination)			
		Oakland/ Alameda	Richmond	Vallejo	South SF
<b>Base: (All Respondents)</b>	<b>466</b>	<b>161</b>	<b>128</b>	<b>166</b>	<b>11*</b>
	%	%	%	%	%
San Francisco	90	92	91	94	-
South San Francisco	3	-	-	-	100
Other^	8	8	9	7	-
<b>Total</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>

\*Caution – low base. This subset should be considered more directional than statistically significant. (See Statistical Table DESTCOUNT)

Sub-table: Top 5 San Francisco ZIP Codes for destination (%):

Total	Likely Ferry Route (based on ZIP Code/Destination)		
	Oakland/ Alameda	Richmond	Vallejo
%	%	%	%
<b>94108 (11%)</b>	94102 (10%)	94108 (9%)	94108 (15%)
<b>94102 (7%)</b>	94115 (9%)	94110 (8%)	94133 (11%)
<b>94133 (7%)</b>	94108 (8%)	94128 (8%)	94102 (7%)
<b>94110 (6%)</b>	94107 (6%)	94133 (7%)	94110 (7%)
<b>94107 (6%)</b>	94118 (6%)	94103 (6%)	94107 (7%)

## Mode Choice / Considering SF Bay Ferry

- About half of respondents (52%) say they always drive to their San Francisco/South SF destination and never take any transit to get there. However, by likely route, this varies – as only 38% of likely Oakland/Alameda riders say they always drive, while 64% of likely Vallejo riders say they always drive.
- When asked why they did not take the ferry, distance from the ferry terminal on either end of the trip was the primary reason - 41% of respondents said it was because the ferry did not get close enough to their destination, while 22% indicated the ferry terminal was too far away from their home.
- These same concerns are reflected when asked again a short time later – with 29% saying a stop closer to their origin or destination, and 16% saying shuttles/better connections with transit – would make it more likely for them to consider using the ferry for the surveyed trip into San Francisco/South SF.
- Among respondents who did not take the ferry for the surveyed trip, 37% said they were at least somewhat likely to consider SF Bay Ferry for the trip. This varies by route, however, ranging from only 25% of likely Richmond riders to over half of South SF riders at least somewhat likely to consider the ferry for the trip (with Oakland/Alameda at 44% and Vallejo at 40%).

Do you ever travel to this same destination by BART, bus, Uber/Lyft or ferry? (Multiple responses accepted)

	Total	Likely Ferry Route (based on ZIP Code/Destination)			
		Oakland/Alameda	Richmond	Vallejo	South SF
<b>Base: (All Respondents)</b>	<b>466</b>	<b>161</b>	<b>128</b>	<b>166</b>	<b>11*</b>
	%	%	%	%	%
Always drive^	52	38	55	64	55
BART	35	44	43	21	18
Ferry	17	22	13	18	-
Uber/Lyft	16	23	10	14	18
Bus	12	21	8	8	9

\*Caution – low base. This subset should be considered more directional than statistically significant.

^Exclusive (e.g. respondent did not list any other modes)

(See Statistical Table 14)

What is the primary reason that you don't use the ferry/don't use the ferry more often for this trip?  
(Multiple responses accepted)

	Total	Likely Ferry Route (based on ZIP Code/Destination)			
		Oakland/ Alameda	Richmond	Vallejo	South SF
<b>Base: (All Respondents)</b>	<b>466</b>	<b>161</b>	<b>128</b>	<b>166</b>	<b>11*</b>
	%	%	%	%	%
Doesn't get close enough to where I'm traveling to	41	46	35	42	36
Ferry terminal is too far from my house	22	22	23	21	18
Don't know enough about ferry service to try it	18	15	17	21	18
Ferries don't run early/late enough	16	13	14	20	9
Too expensive	13	10	15	15	-
Doesn't run frequently enough	11	15	10	9	-

\*Caution – low base. This subset should be considered more directional than statistically significant.  
(See Statistical Table 15)

Only responses garnering at least 8% share from respondents shown above. See tables for a complete list.

How likely would you be to consider the ferry for this trip? (Did not use ferry in Q14)

	Total	Likely Ferry Route (based on ZIP Code/Destination)			
		Oakland/ Alameda	Richmond	Vallejo	South SF
<b>Base: (Did not use Ferry)</b>	<b>384</b>	<b>125</b>	<b>112</b>	<b>136</b>	<b>11*</b>
	%	%	%	%	%
Very Likely (4)	12	17	8	10	18
Somewhat Likely (3)	25	27	17	30	36
Not Too Likely (2)	26	30	30	20	18
Not at All Likely (1)	37	26	45	40	27
<b>Total</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>
Mean score (out of 4.00)	<b>2.13</b>	<b>2.35</b>	<b>1.88</b>	<b>2.10</b>	<b>2.45</b>
<b>Recap: At Least Somewhat Likely (3-4)</b>	<b>37%</b>	<b>44%</b>	<b>25%</b>	<b>40%</b>	<b>55%*</b>

\*Caution – low base. This subset should be considered more directional than statistically significant.  
(See Statistical Table Q16)

What, specifically, would be needed to attract you to use the ferry for this trip? (Did not use ferry in Q14) Multiple responses accepted

	Total	Likely Ferry Route (based on ZIP Code/Destination)			
		Oakland/ Alameda	Richmond	Vallejo	South SF
<b>Base: (Did not use Ferry)</b>	<b>384</b>	<b>125</b>	<b>112</b>	<b>136</b>	<b>11*</b>
	%	%	%	%	%
Stops closer to origin/destination	29	30	26	27	70
Shuttles/better transit connections	16	24	12	14	-
Lower fares/prices	11	9	11	14	10
Faster travel times	9	9	9	10	-
More frequency	8	9	8	7	10
More information about fares, routes, and schedules	8	10	6	8	-

\*Caution – low base. This subset should be considered more directional than statistically significant. (See Statistical Table Q17)

Only reasons garnering at least 8% of all respondents’ replies are shown above. See tables for a complete list.

## Familiarity with SF Bay Ferry

### Familiarity with SF Bay Ferry – Summary Table

- Respondents were most familiar with the location of SF Bay Ferry terminals (3.00 out of 4.00), and least familiar with the discount fare program (2.02).
- Respondents rated familiarity with fares charged and familiarity with times/days of operation at 2.36.
- Likely riders of Oakland/Alameda ferries tended to be more familiar with each of these aspects than likely riders of other lines.

**Summary Table – Familiarity with SF Bay Ferry – average (mean) score out of 4.00 (with 1=Not at all familiar and 4=Very familiar)**

	Total	Likely Ferry Route (based on ZIP Code/Destination)			
		Oakland/ Alameda	Richmond	Vallejo	South SF
<b>Base: (All Respondents)</b>	<b>466</b>	<b>161</b>	<b>128</b>	<b>166</b>	<b>11*</b>
Location of SF Bay Ferry terminals in your area	3.00	3.07	2.89	2.99	3.45
Fares charged on SF Bay Ferry	2.36	2.47	2.14	2.42	2.27
The general times and days SF Bay Ferry operates	2.36	2.45	2.26	2.34	2.45
A discount fare program in which low-income riders, children and seniors get a 50% fare reduction on SF Bay Ferry rides.	2.02	2.08	1.84	2.09	2.36

## Familiarity with SF Bay Ferry – Individual Ratings Detail

How familiar are you with . . . location of SF Bay Ferry terminals in your area?

	Total	Likely Ferry Route (based on ZIP Code/Destination)			
		Oakland/ Alameda	Richmond	Vallejo	South SF
<b>Base: (All Respondents)</b>	<b>466</b>	<b>161</b>	<b>128</b>	<b>166</b>	<b>11*</b>
	%	%	%	%	%
Very Familiar (4)	40	43	36	39	46
Somewhat Familiar (3)	34	34	34	32	55
Not Too Familiar (2)	14	10	15	18	-
Not At All Familiar (1)	13	13	16	11	-
<b>Total</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>
<b>Average (mean) out of 4.00</b>	<b>3.00</b>	<b>3.07</b>	<b>2.89</b>	<b>2.99</b>	<b>3.45</b>

\*Caution – low base. This subset should be considered more directional than statistically significant.  
(See Statistical Table Q18a)

How familiar are you with . . . fares charged on SF Bay Ferry?

	Total	Likely Ferry Route (based on ZIP Code/Destination)			
		Oakland/ Alameda	Richmond	Vallejo	South SF
<b>Base: (All Respondents)</b>	<b>466</b>	<b>161</b>	<b>128</b>	<b>166</b>	<b>11*</b>
	%	%	%	%	%
Very Familiar (4)	18	19	12	21	18
Somewhat Familiar (3)	29	33	30	26	27
Not Too Familiar (2)	22	23	18	25	18
Not At All Familiar (1)	30	25	40	27	36
<b>Total</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>
<b>Average (mean) out of 4.00</b>	<b>2.36</b>	<b>2.47</b>	<b>2.14</b>	<b>2.42</b>	<b>2.27</b>

\*Caution – low base. This subset should be considered more directional than statistically significant.  
(See Statistical Table Q18b)

How familiar are you with . . . A discount fare program in which low-income riders, children and seniors get a 50% fare reduction on SF Bay Ferry rides?

	Total	Likely Ferry Route (based on ZIP Code/Destination)			
		Oakland/ Alameda	Richmond	Vallejo	South SF
<b>Base: (All Respondents)</b>	<b>466</b>	<b>161</b>	<b>128</b>	<b>166</b>	<b>11*</b>
	%	%	%	%	%
Very Familiar (4)	14	15	11	15	27
Somewhat Familiar (3)	20	22	19	19	18
Not Too Familiar (2)	21	20	14	28	18
Not At All Familiar (1)	45	43	57	39	36
<b>Total</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>
<b>Average (mean) out of 4.00</b>	<b>2.02</b>	<b>2.08</b>	<b>1.84</b>	<b>2.09</b>	<b>2.36</b>

\*Caution – low base. This subset should be considered more directional than statistically significant. (See Statistical Table Q18c)

How familiar are you with . . . the general times and days that SF Ferry operates?

	Total	Likely Ferry Route (based on ZIP Code/Destination)			
		Oakland/ Alameda	Richmond	Vallejo	South SF
<b>Base: (All Respondents)</b>	<b>466</b>	<b>161</b>	<b>128</b>	<b>166</b>	<b>11*</b>
	%	%	%	%	%
Very Familiar (4)	14	15	11	15	18
Somewhat Familiar (3)	37	39	38	33	36
Not Too Familiar (2)	20	21	15	24	18
Not At All Familiar (1)	29	25	35	29	27
<b>Total</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>
<b>Average (mean) out of 4.00</b>	<b>2.36</b>	<b>2.45</b>	<b>2.26</b>	<b>2.34</b>	<b>2.45</b>

\*Caution – low base. This subset should be considered more directional than statistically significant. (See Statistical Table Q18d)

## Attitudinal Statements (Agree/Disagree)

### Attitudinal Statements - Summary

- Most respondents agreed that using the ferry (instead of driving) can help improve the environment, rating this 4.17 out of 5.00 on average.
- Other statements respondents generally agreed with also were positive towards the ferry. These include dreading the trip due to traffic (3.97), that the ferry is reliable and usually on time (3.87), and supporting a ballot initiative (3.85).
- The top negative statement towards the ferry was, “The ferry doesn’t go where I need to go,” and, “The ferry terminal is too far from my destination,” both of which garnered an average rating of 3.58 (out of 5.00).
- Respondents least agreed with the statement, “It costs more to take the ferry than to drive,” rating this statement 2.82 out of 5.00 on average.

**Summary Table – Average (mean) score out of 5.00. “Please rate the statement on a 5 point scale, where 5 means agree strongly and 1 means disagree strongly . . .”**

	Total	Likely Ferry Route (based on ZIP Code/Destination)			
		Oakland/ Alameda	Richmond	Vallejo	South SF
<b>Base: (All Respondents)</b>	<b>466</b>	<b>161</b>	<b>128</b>	<b>166</b>	<b>11*</b>
Using the ferry instead of driving can help improve the environment	<b>4.17</b>	4.37	3.95	4.11	4.45
Traffic into San Francisco/South San Francisco makes me dread this trip	<b>3.97</b>	4.01	3.79	4.08	3.91
The ferry is reliable and usually on time	<b>3.87</b>	4.11	3.68	3.74	3.88
I would support a future ballot initiative that raises new revenue for investment in expanded and improved regional ferry service	<b>3.85</b>	4.10	3.63	3.78	3.60
The ferry doesn’t go where I need to go	<b>3.58</b>	3.55	3.43	3.68	4.20
The ferry terminal is too far from my destination	<b>3.58</b>	3.71	3.49	3.49	3.73
I would accept a slightly longer trip if it were more comfortable	<b>3.52</b>	3.52	3.53	3.50	3.70
I would be much more likely to use the ferry if it ran more frequently	<b>3.47</b>	3.77	3.42	3.21	3.50
I would consider using the ferry if it operated longer hours in the morning and evening.	<b>3.43</b>	3.59	3.31	3.35	3.45
I would ride the ferry, but I would not ride BART	<b>2.85</b>	2.78	2.78	2.94	3.27
It costs more to take the ferry than to drive	<b>2.82</b>	2.68	2.99	2.84	2.71

### Attitudinal Statements – Individual Statement Detail

Please rate the statement on a 5 point scale, where 5 means agree strongly and 1 means disagree strongly. . . I would be much more likely to use the ferry if it ran more frequently.

	Total	Likely Ferry Route (based on ZIP Code/Destination)			
		Oakland/ Alameda	Richmond	Vallejo	South SF
<b>Base: (All Respondents)</b>	<b>466</b>	<b>161</b>	<b>128</b>	<b>166</b>	<b>11*</b>
	%	%	%	%	%
Agree strongly (5)	26	38	24	17	20
Agree somewhat (4)	26	23	28	26	30
Neither agree nor disagree (3)	28	25	27	31	40
Disagree somewhat (2)	10	7	9	13	-
Disagree strongly (1)	11	7	13	13	10
<b>Total</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>
<b>Average (mean) out of 5.00</b>	<b>3.47</b>	<b>3.77</b>	<b>3.42</b>	<b>3.21</b>	<b>3.50</b>

\*Caution – low base. This subset should be considered more directional than statistically significant. (See Statistical Table Q19a)

Please rate the statement on a 5 point scale, where 5 means agree strongly and 1 means disagree strongly. . . The ferry doesn’t go where I need to go.

	Total	Likely Ferry Route (based on ZIP Code/Destination)			
		Oakland/ Alameda	Richmond	Vallejo	South SF
<b>Base: (All Respondents)</b>	<b>466</b>	<b>161</b>	<b>128</b>	<b>166</b>	<b>11*</b>
	%	%	%	%	%
Agree strongly (5)	32	30	30	35	50
Agree somewhat (4)	23	25	19	25	30
Neither agree nor disagree (3)	25	25	28	25	10
Disagree somewhat (2)	11	11	13	8	10
Disagree strongly (1)	9	9	11	9	-
<b>Total</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>
<b>Average (mean) out of 5.00</b>	<b>3.58</b>	<b>3.55</b>	<b>3.43</b>	<b>3.68</b>	<b>4.20</b>

\*Caution – low base. This subset should be considered more directional than statistically significant. (See Statistical Table Q19b)

Please rate the statement on a 5 point scale, where 5 means agree strongly and 1 means disagree strongly. . . Using the ferry instead of driving can help improve the environment.

	Total	Likely Ferry Route (based on ZIP Code/Destination)			
		Oakland/ Alameda	Richmond	Vallejo	South SF
<b>Base: (All Respondents)</b>	<b>466</b>	<b>161</b>	<b>128</b>	<b>166</b>	<b>11*</b>
	%	%	%	%	%
Agree strongly (5)	50	60	40	45	64
Agree somewhat (4)	26	23	26	29	18
Neither agree nor disagree (3)	19	14	26	19	18
Disagree somewhat (2)	4	2	7	5	-
Disagree strongly (1)	2	2	2	1	-
<b>Total</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>
<b>Average (mean) out of 5.00</b>	<b>4.17</b>	<b>4.37</b>	<b>3.95</b>	<b>4.11</b>	<b>4.45</b>

\*Caution – low base. This subset should be considered more directional than statistically significant. (See Statistical Table Q19c)

Please rate the statement on a 5 point scale, where 5 means agree strongly and 1 means disagree strongly. . . Traffic into San Francisco/South San Francisco makes me dread this trip.

	Total	Likely Ferry Route (based on ZIP Code/Destination)			
		Oakland/ Alameda	Richmond	Vallejo	South SF
<b>Base: (All Respondents)</b>	<b>466</b>	<b>161</b>	<b>128</b>	<b>166</b>	<b>11*</b>
	%	%	%	%	%
Agree strongly (5)	45	49	41	46	27
Agree somewhat (4)	23	21	20	27	36
Neither agree nor disagree (3)	20	18	23	20	36
Disagree somewhat (2)	8	8	12	4	-
Disagree strongly (1)	4	5	5	3	-
<b>Total</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>
<b>Average (mean) out of 5.00</b>	<b>3.97</b>	<b>4.01</b>	<b>3.79</b>	<b>4.08</b>	<b>3.91</b>

\*Caution – low base. This subset should be considered more directional than statistically significant. (See Statistical Table Q19d)

Please rate the statement on a 5 point scale, where 5 means agree strongly and 1 means disagree strongly. . . The ferry terminal is too far from my destination.

	Total	Likely Ferry Route (based on ZIP Code/Destination)			
		Oakland/ Alameda	Richmond	Vallejo	South SF
<b>Base: (All Respondents)</b>	<b>466</b>	<b>161</b>	<b>128</b>	<b>166</b>	<b>11*</b>
	%	%	%	%	%
Agree strongly (5)	32	35	33	27	36
Agree somewhat (4)	24	24	18	28	36
Neither agree nor disagree (3)	25	26	27	24	9
Disagree somewhat (2)	9	7	10	10	-
Disagree strongly (1)	11	8	12	11	18
<b>Total</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>
<b>Average (mean) out of 5.00</b>	<b>3.58</b>	<b>3.71</b>	<b>3.49</b>	<b>3.49</b>	<b>3.73</b>

\*Caution – low base. This subset should be considered more directional than statistically significant. (See Statistical Table Q19e)

Please rate the statement on a 5 point scale, where 5 means agree strongly and 1 means disagree strongly. . . The ferry is reliable and usually on time.

	Total	Likely Ferry Route (based on ZIP Code/Destination)			
		Oakland/ Alameda	Richmond	Vallejo	South SF
<b>Base: (All Respondents)</b>	<b>466</b>	<b>161</b>	<b>128</b>	<b>166</b>	<b>11*</b>
	%	%	%	%	%
Agree strongly (5)	32	41	26	26	38
Agree somewhat (4)	32	33	28	35	25
Neither agree nor disagree (3)	28	24	35	28	25
Disagree somewhat (2)	6	2	9	8	13
Disagree strongly (1)	2	1	1	3	-
<b>Total</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>
<b>Average (mean) out of 5.00</b>	<b>3.87</b>	<b>4.11</b>	<b>3.68</b>	<b>3.74</b>	<b>3.88</b>

\*Caution – low base. This subset should be considered more directional than statistically significant. (See Statistical Table Q19f)

Please rate the statement on a 5 point scale, where 5 means agree strongly and 1 means disagree strongly. . . I would ride the ferry, but I would not ride BART.

	Total	Likely Ferry Route (based on ZIP Code/Destination)			
		Oakland/ Alameda	Richmond	Vallejo	South SF
<b>Base: (All Respondents)</b>	<b>466</b>	<b>161</b>	<b>128</b>	<b>166</b>	<b>11*</b>
	%	%	%	%	%
Agree strongly (5)	17	13	16	20	36
Agree somewhat (4)	20	24	20	17	9
Neither agree nor disagree (3)	22	19	21	27	27
Disagree somewhat (2)	14	19	13	12	-
Disagree strongly (1)	27	26	31	25	27
<b>Total</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>
<b>Average (mean) out of 5.00</b>	<b>2.85</b>	<b>2.78</b>	<b>2.78</b>	<b>2.94</b>	<b>3.27</b>

\*Caution – low base. This subset should be considered more directional than statistically significant. (See Statistical Table Q19g)

Please rate the statement on a 5 point scale, where 5 means agree strongly and 1 means disagree strongly. . . I would accept a slightly longer trip if it were more comfortable.

	Total	Likely Ferry Route (based on ZIP Code/Destination)			
		Oakland/ Alameda	Richmond	Vallejo	South SF
<b>Base: (All Respondents)</b>	<b>466</b>	<b>161</b>	<b>128</b>	<b>166</b>	<b>11*</b>
	%	%	%	%	%
Agree strongly (5)	24	25	23	24	40
Agree somewhat (4)	29	25	33	31	10
Neither agree nor disagree (3)	28	32	27	25	40
Disagree somewhat (2)	11	13	10	9	-
Disagree strongly (1)	8	5	8	11	10
<b>Total</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>
<b>Average (mean) out of 5.00</b>	<b>3.52</b>	<b>3.52</b>	<b>3.53</b>	<b>3.50</b>	<b>3.70</b>

\*Caution – low base. This subset should be considered more directional than statistically significant. (See Statistical Table Q19h)

Please rate the statement on a 5 point scale, where 5 means agree strongly and 1 means disagree strongly. . . It costs more to take the ferry than to drive.

	Total	Likely Ferry Route (based on ZIP Code/Destination)			
		Oakland/ Alameda	Richmond	Vallejo	South SF
<b>Base: (All Respondents)</b>	<b>466</b>	<b>161</b>	<b>128</b>	<b>166</b>	<b>11*</b>
	%	%	%	%	%
Agree strongly (5)	15	12	16	16	14
Agree somewhat (4)	16	16	18	16	-
Neither agree nor disagree (3)	28	27	32	25	57
Disagree somewhat (2)	19	19	17	22	-
Disagree strongly (1)	22	27	17	22	29
<b>Total</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>
<b>Average (mean) out of 5.00</b>	<b>2.82</b>	<b>2.68</b>	<b>2.99</b>	<b>2.84</b>	<b>2.71</b>

\*Caution – low base. This subset should be considered more directional than statistically significant. (See Statistical Table Q19i)

Please rate the statement on a 5 point scale, where 5 means agree strongly and 1 means disagree strongly. . . I would consider using the ferry if it operated longer hours in the morning and evening.

	Total	Likely Ferry Route (based on ZIP Code/Destination)			
		Oakland/ Alameda	Richmond	Vallejo	South SF
<b>Base: (All Respondents)</b>	<b>466</b>	<b>161</b>	<b>128</b>	<b>166</b>	<b>11*</b>
	%	%	%	%	%
Agree strongly (5)	28	29	27	28	9
Agree somewhat (4)	23	26	18	22	46
Neither agree nor disagree (3)	26	26	28	24	36
Disagree somewhat (2)	11	11	12	11	-
Disagree strongly (1)	12	7	15	16	9
<b>Total</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>
<b>Average (mean) out of 5.00</b>	<b>3.43</b>	<b>3.59</b>	<b>3.31</b>	<b>3.35</b>	<b>3.45</b>

\*Caution – low base. This subset should be considered more directional than statistically significant. (See Statistical Table Q19j)

## Support for Ferry Initiative – Onboard vs Non-Rider Ratings

Please rate the statement on a 5 point scale, where 5 means agree strongly and 1 means disagree strongly. . . I would support a future ballot initiative that raises new revenue for investment in expanded and improved regional ferry service.

Generally, ferry riders were more supportive of the ballot initiative, providing an average rating of 4.28 (out of 5.00), compared with non-riders, who provided an average rating of 3.85 overall.

The key difference in ratings is clear when viewing the lowest ratings (2-Disagree somewhat and 1-disagree strongly). While only 3% of current riders rated their support this low, 15% of non-riders gave a 1 or 2 rating.

There were also key differences by route:

- Those riding or likely to ride one of the Oakland/Alameda ferries showed the least difference between current riders and non-riders – with riders providing an average 4.33 rating, and non-riders providing an average rating of 4.10.
- Those riding or likely to ride the South SF ferry had the widest difference between riders and likely riders, with current riders giving an average rating of 4.66, and likely riders rating an average of 3.60.

### Summary Table – Support for Ballot Measure

	Survey	
	Onboard Survey	Non-Rider Survey
<b>Base: (All Respondents)</b>	<b>1,538</b>	<b>466</b>
	%	%
Agree strongly (5)	55	40
Agree somewhat (4)	22	25
Neither agree nor disagree (3)	20	21
Disagree somewhat (2)	2	10
Disagree strongly (1)	1	5
<b>Total</b>	<b>100</b>	<b>100</b>
<b>Average (mean) out of 5.00</b>	<b>4.28</b>	<b>3.85</b>

Detail – From the Onboard Survey

	Total	Surveyed Ferry Route (Bay Area Residents Only)			
		All Oakland/ Alameda*	Richmond	Vallejo	South SF
<b>Base: (Bay Area Residents)</b>	<b>1538</b>	<b>828</b>	<b>198</b>	<b>464</b>	<b>46</b>
	%	%	%	%	%
Agree strongly (5)	55	56	62	49	71
Agree somewhat (4)	22	24	14	22	27
Neither agree nor disagree (3)	20	18	21	24	-
Disagree somewhat (2)	2	1	1	3	2
Disagree strongly (1)	1	1	2	2	-
<b>Total</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>
<b>Average (mean) out of 5.00</b>	<b>4.28</b>	<b>4.33</b>	<b>4.34</b>	<b>4.13</b>	<b>4.66</b>

\*To make accurate comparisons with non-riders, all respondents on board the Alameda Seaplane, Harbor Bay, and Oakland/Alameda ferries are combined in this table. Individual route data is still available in the statistical tables. See statistical tables from the onboard survey for full details.

Detail - From the Non-Rider Survey

	Total	Likely Ferry Route (based on ZIP Code/Destination)			
		Oakland/ Alameda	Richmond	Vallejo	South SF
<b>Base: (All Respondents)</b>	<b>466</b>	<b>161</b>	<b>128</b>	<b>166</b>	<b>11*</b>
	%	%	%	%	%
Agree strongly (5)	40	48	33	36	40
Agree somewhat (4)	25	24	24	28	20
Neither agree nor disagree (3)	21	20	23	20	10
Disagree somewhat (2)	10	5	13	11	20
Disagree strongly (1)	5	3	7	5	10
<b>Total</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>
<b>Average (mean) out of 5.00</b>	<b>3.85</b>	<b>4.10</b>	<b>3.63</b>	<b>3.78</b>	<b>3.60</b>

\*Caution – low base. This subset should be considered more directional than statistically significant. (See Statistical Table Q19k)

## Final Comments (Non-Rider Survey) and Qualitative Survey Findings

### Final Comments (Non-Rider Survey)

In the final comments, respondents of the non-rider survey echoed many of the sentiments expressed earlier in the survey. While outreach/advertising was the primary suggestion for attracting new riders (35%), 16% of riders suggested stops/stations closer to their destination, 16% suggested fare-based promotions (such as reduced fares, free weekends, etc.), 15% suggested lower fares outright, and 11% requested greater frequency.

These final comments reflect many recurring themes from the non-rider survey:

- Some share of residents do not know much about the ferry – and it is that lack of information keeping them from riding.
- Many others know of it and consider it – but decide against it due to the location of ferry terminals compared to their origin and destination. Related to this are those citing a need for shuttles and/or better connection with other transit (to make the ferry more accessible).
- Others still know of it and choose not to use it owing to the cost (or perceived cost).

Do you have any suggestions on how to attract new riders to use the San Francisco Bay Ferry service? (Multiple responses accepted)

	Total	Likely Ferry Route (based on ZIP Code/Destination)			
		Oakland/ Alameda	Richmond	Vallejo	South SF
<b>Base: (All Respondents)</b>	<b>466</b>	<b>161</b>	<b>128</b>	<b>166</b>	<b>11*</b>
	%	%	%	%	%
Outreach/advertising/ promotion of service	35	34	33	36	60
Stops/stations closer to my origin/destination	16	14	16	20	10
Fare based promotions - Reduced fare, frequent rider discount, free weekends, etc.	16	13	17	18	10
Lower fares	15	13	19	15	-
Greater frequency	11	15	16	4	-
Expanded hours	8	11	6	5	10
Shuttles/better connection with other transit	7	9	10	4	-

\*Caution – low base. This subset should be considered more directional than statistically significant. (See Statistical Table Comments)

Only responses received from at least 7% of respondents are shown above; see tables for a full list.

## Qualitative Survey

The qualitative survey was conducted among 35 individuals who are either non-riders (N=21) or infrequent riders (N=14) of SF Bay Ferry. Among these, 17 are residents of Alameda County, 11 reside in Contra Costa County, 5 reside in Solano County, and 2 in Napa County. All respondents are within the catchment areas of at least one of the SF Bay Ferry routes. Two thirds of respondents (23 of 35, or 66%) usually take trips to SF/South SF for work related or commute purposes.

### Trips to San Francisco/South San Francisco

- Respondents took a wide range of transportation options – from driving, carpooling, BART, and occasionally using the ferry. At least one respondent mentioned previously taking a transbay bus.
- While 11 said the trip has gotten better, 7 said it had gotten worse, and 17 said it was about the same. However, there were key distinctions by mode:
  - Among drivers and carpoolers, there was a sense that things were about the same or worse. These respondents also often mentioned that ‘timing’ was extremely important – suggesting their own schedules and preferences took a back seat (no pun intended) to how crowded freeways were likely to be. Said one respondent, “After the pandemic everybody started driving again,” while another said, “Timing wise, it depends on when I leave or the day of the week, rather than being better or worse.” Drivers and carpoolers also mentioned the increase in perceived aggression on roads in addition to crowding.
  - Transit users also cited some crowding, but a few respondents said safety had improved.

### Why Not Take the Ferry More?

In discussing why they do not take the ferry (or take it more), a number of themes were introduced.

**Respondents generally give reasons related to the inability to conduct the trip in a reasonable time given the origin/destination, trip length, and timing (e.g. time to travel vs ferry departures).**

- **Insufficient transit connections.** Said one respondent, “We have to take BART after the ferry and the time required doesn't permit us to do that most of time.” Said another, “I used to work right at the Embarcadero, but now I work near city hall so if took the ferry I would have to jump on Muni or BART. Sometimes I take my bike on the ferry. On the other end, to get to the ferry is kind of an issue because now we just have one car and I can't take it and park at the ferry station.”
- **Shifting work hours/days – and ferry departure times.** In addition, the pandemic and work from home may have shifted some work hours – even for those heading into the office. Said one respondent, “Part of my work team is in a different time zone and I take early calls at home. There is not a ferry between 9:00 and 10:00 so I will drive if I miss the 9 o'clock ferry because I can't wait for the 10 o'clock ferry.” Another respondent said, “The limited schedule and timing, and sometimes I need to bring things in to work. The one day a week I drive I drop the kids off at school at 8:30 and the last ferry is at 8:00.”
- **As part of these themes, the location of the ferry’s terminal vis-à-vis the respondent’s final destination is also mentioned.** As one respondent mentioned, “It's too far from where I live and I would still have to drive my car and would take a long time.” Another respondent noted, “The terminal is not as convenient for my work commute as it could be. I love the ferry; it's a pleasure, but it would mean taking it to work would be adding some time to my overall commute.”

## Ideal Ferry Trip

Respondents were asked to describe their 'ideal' ferry trip, from start to finish. During this question, respondents provided additional details about what they would want/need from SF Bay Ferry to make such a trip (or make it more often) – as well as which current features would attract them:

- **Respondents indicated that much of the current ferry trip itself is good or ideal.** Said one respondent, “The ideal is the way it is now; I like it.” Another respondent said, “Normally I bike or scooter from Alameda and that is totally accommodated.” Another echoed a common sentiment among respondents when they said, “The ferry workers are all so nice.” Yet another respondent said, “It’s always ideal. I just sit there and relax.”
- **While some respondents asked for additional amenities onboard, most respondents indicated a fairly ideal experience already exists once they are on the boat – but getting to/from the ferry is currently less than ideal.** As one respondent noted, “Once I’m on the boat, it’s great.”
  - Many respondents **repeated themes which were mentioned previously – including more convenient departure times, better transit access/transfers, etc.**
  - **Several respondents noted that parking at Jack London (or nearby) was quite good.** One respondent said, “The most ideal parking is at Jack London Square. It's easy to park there.” Another respondent said, “I could take BART to Jack London Square, or park there. It's a lot easier to drive into Oakland than to Richmond.”
  - **Respondents mentioned short(er) lines, little/no traffic getting to the terminal, and good parking conditions as important factors for an ideal trip.** Several respondents mentioned the importance of being able to find parking quickly, and/or issues with the amount of time that can vary from home to the terminal due to traffic. Several respondents mentioned just barely making or missing a ferry boat. One respondent mentioned having her catalytic converter stolen at the Vallejo terminal. Another respondent was hesitant to leave his car at the Alameda (Main St) ferry terminal.
  - **About half a dozen respondents mentioned the importance of being able to bring bikes or scooters on board and the importance of that in an ideal ferry trip.** One respondent mentioned allowing e-bikes would be a good improvement. A third respondent said it would be ideal if they could bring their moped on board the ferry, while a fourth respondent mentioned how important it was to bring their scooter on board.
- **Several respondents also mentioned good weather as part of the ideal trip – and would be more inclined to ride during nicer weather.**
- **Several respondents also alluded to being able to easily find important information – e.g. schedules, next boat, ticketing, etc.** But this information gap came a distant second to concerns about how to get to and from ferry terminals.
- **Several respondents mentioned pricing – including lowering the price or offering discounts based on travel frequency.**

## Demographics

Including yourself, how many people currently live in your household?

	Total	Likely Ferry Route (based on ZIP Code/Destination)			
		Oakland/ Alameda	Richmond	Vallejo	South SF
<b>Base: (All Respondents)</b>	<b>466</b>	<b>161</b>	<b>128</b>	<b>166</b>	<b>11*</b>
	%	%	%	%	%
1 person (just respondent)	16	20	15	15	-
2 to 3 people	49	52	40	51	73
4 to 5 people	30	25	39	29	27
6 or more people	5	3	6	6	-
<b>Total</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>
<b>Average # of people in HH</b>	<b>3.0</b>	<b>2.8</b>	<b>3.2</b>	<b>3.0</b>	<b>3.1</b>

\*Caution – low base. This subset should be considered more directional than statistically significant.  
(See Statistical Table Q20)

Is anyone in your household under the age of 18? (More than 1 person in HH)

	Total	Likely Ferry Route (based on ZIP Code/Destination)			
		Oakland/ Alameda	Richmond	Vallejo	South SF
<b>Base: (2+ in household)</b>	<b>382</b>	<b>128</b>	<b>103</b>	<b>140</b>	<b>11*</b>
	%	%	%	%	%
Yes	47	51	48	43	36
No	53	49	52	57	64
<b>Total</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>

\*Caution – low base. This subset should be considered more directional than statistically significant.  
(See Statistical Table Q20a)

How many vehicles (including cars, light trucks, vans, or motorcycles) are available to members of your household?

	Total	Likely Ferry Route (based on ZIP Code/Destination)			
		Oakland/Alameda	Richmond	Vallejo	South SF
<b>Base: (All Respondents)</b>	<b>466</b>	<b>161</b>	<b>128</b>	<b>166</b>	<b>11*</b>
	%	%	%	%	%
None	4	5	4	3	-
1 vehicle	32	46	26	23	18
2 to 3 vehicles	54	42	60	60	82
4 to 5 vehicles	8	5	8	11	-
6 or more vehicles	2	1	3	3	-
<b>Total</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>
<b>Average # of vehicles in HH</b>	<b>2.2</b>	<b>1.8</b>	<b>2.2</b>	<b>2.6</b>	<b>2.2</b>

\*Caution – low base. This subset should be considered more directional than statistically significant. (See Statistical Table Q21)

Do you own or rent your home?

	Total	Likely Ferry Route (based on ZIP Code/Destination)			
		Oakland/Alameda	Richmond	Vallejo	South SF
<b>Base: (All Respondents)</b>	<b>466</b>	<b>161</b>	<b>128</b>	<b>166</b>	<b>11*</b>
	%	%	%	%	%
Own	51	42	57	54	64
Rent	49	58	42	45	36
Live with relatives/friends	1	-	1	1	-
<b>Total</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>

\*Caution – low base. This subset should be considered more directional than statistically significant. (See Statistical Table Q22)

Home County (based on ZIP Code)

	Total	Likely Ferry Route (based on ZIP Code/Destination)			
		Oakland/Alameda	Richmond	Vallejo	South SF
<b>Base: (All Respondents)</b>	<b>466</b>	<b>161</b>	<b>128</b>	<b>166</b>	<b>11*</b>
	%	%	%	%	%
Alameda	36	100	-	-	45
Solano	29	-	-	81	-
Contra Costa	29	-	100	-	55
Napa	6	-	-	16	-
Sonoma	1	-	-	3	-
<b>Total</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>

\*Caution – low base. This subset should be considered more directional than statistically significant. (See Statistical Table HomeCounty)

What is your age?

	Total	Likely Ferry Route (based on ZIP Code/Destination)			
		Oakland/ Alameda	Richmond	Vallejo	South SF
<b>Base: (All Respondents)</b>	<b>466</b>	<b>161</b>	<b>128</b>	<b>166</b>	<b>11*</b>
	%	%	%	%	%
18 to 24 years	13	10	19	12	-
25 to 34 years	21	20	18	24	9
35 to 44 years	27	30	25	24	55
45 to 54 years	17	22	15	12	27
55 to 64 years	12	12	14	13	-
65 years and older	10	6	9	15	9
<b>Total</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>
<b>Average Age (# years)</b>	<b>42.2</b>	<b>42.0</b>	<b>41.0</b>	<b>43.1</b>	<b>44.1</b>

\*Caution – low base. This subset should be considered more directional than statistically significant. (See Statistical Table Q24)

What is your gender?

	Total	Likely Ferry Route (based on ZIP Code/Destination)			
		Oakland/ Alameda	Richmond	Vallejo	South SF
<b>Base: (All Respondents)</b>	<b>466</b>	<b>161</b>	<b>128</b>	<b>166</b>	<b>11*</b>
	%	%	%	%	%
Female	56	51	54	61	73
Male	44	48	46	39	27
Non-binary	<1	1	1	-	-
<b>Total</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>

\*Caution – low base. This subset should be considered more directional than statistically significant. (See Statistical Table Q25)

What race and/or ethnicity do you identify with? (Multiple responses accepted)

	Total	Likely Ferry Route (based on ZIP Code/Destination)			
		Oakland/ Alameda	Richmond	Vallejo	South SF
<b>Base: (All Respondents)</b>	<b>466</b>	<b>161</b>	<b>128</b>	<b>166</b>	<b>11*</b>
	%	%	%	%	%
Caucasian / White	47	42	48	52	36
Hispanic / Latino	24	16	38	24	-
African American / Black	21	27	15	20	46
Asian / Pacific Islander	16	22	8	15	27
Native American	2	1	3	1	9

\*Caution – low base. This subset should be considered more directional than statistically significant. (See Statistical Table Q26)

What is your approximate annual household income before taxes?

	Total	Likely Ferry Route (based on ZIP Code/Destination)			
		Oakland/ Alameda	Richmond	Vallejo	South SF
<b>Base: (All Respondents)</b>	<b>466</b>	<b>161</b>	<b>128</b>	<b>166</b>	<b>11*</b>
	%	%	%	%	%
Under \$10,000	4	3	7	4	-
\$10,000 - \$24,999	6	10	3	4	-
\$25,000 - \$34,999	10	7	13	11	9
\$35,000 - \$49,999	10	6	8	15	9
\$50,000 - \$74,999	16	16	15	16	9
\$75,000 - \$99,999	18	18	19	18	18
\$100,000 - \$149,999	16	15	14	17	27
\$150,000 - \$199,999	11	11	14	8	9
\$200,000 and above	10	15	7	7	18
<b>Total</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>
<b>Average HH Income (000's \$)</b>	<b>94.8</b>	<b>103.2</b>	<b>92.2</b>	<b>87.0</b>	<b>119.0</b>

\*Caution – low base. This subset should be considered more directional than statistically significant.  
(See Statistical Table Q27)

Are you registered to vote in California?

	Total	Likely Ferry Route (based on ZIP Code/Destination)			
		Oakland/ Alameda	Richmond	Vallejo	South SF
<b>Base: (All Respondents)</b>	<b>466</b>	<b>161</b>	<b>128</b>	<b>166</b>	<b>11*</b>
	%	%	%	%	%
Yes	88	92	84	83	91
No	12	8	16	13	9
<b>Total</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>

\*Caution – low base. This subset should be considered more directional than statistically significant.  
(See Statistical Table Q28)

**AGENDA ITEM 9**  
**PUBLIC COMMENTS FOR NON-AGENDA ITEMS**

**AGENDA ITEM 10**  
**RECESS INTO CLOSED SESSION**

**AGENDA ITEM 11**  
**REPORT OF ACTIVITY IN CLOSED SESSION**

**NO MATERIALS**