

**Members of the Board**

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Pippin Dew

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

*Thursday, May 8, 2025 at 1:00 p.m.*

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

**San Francisco, CA  
and**

**Videoconference**

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## **AGENDA**

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

Directors are limited to providing information, asking clarifying questions about matters not on the agenda, responding to public comment, referring matters to committee or staff for information, or requesting a report to be made at another meeting.
5. REPORTS OF STAFF **Information**
  - a. Executive Director's Report on Agency Projects, Activities and Services
    - i. Public Ferry Coalition
  - b. Review of Financial Statements
  - c. Federal Legislative Report
  - d. State Legislative Report
  - e. Ridership Report
  - f. Service Reliability Report
6. CONSENT CALENDAR **Action**
  - a. Approve Board Meeting Minutes – March 13, 2025
  - b. Authorize Purchase of Insurance Policies for Fiscal Year 2025/26
  - c. Authorize the Filing of an Application with the Metropolitan Transportation Commission for \$25,300,000 in Regional Measure 3 Capital Funds
  - d. Authorize Submission of an Allocation Request to the California Department of Transportation for FY 2024/25 Low Carbon Transit Operations Program Grant Funds

**San Francisco Bay Ferry / Water Emergency Transportation Authority**  
**May 8, 2025 Meeting of the Board of Directors**

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|---|--------------------|
| 7. <u>ALAMEDA FERRY TERMINALS MEMORANDUM OF UNDERSTANDING</u>   | <b>Action</b>      |
| 8. <u>APPROVE CONTRACT AWARD TO ALLIANT INSURANCE SERVICES, INC. FOR INSURANCE BROKERAGE AND RISK MANAGEMENT SERVICES</u> | <b>Action</b>      |
| 9. <u>AWARD ON-CALL PROFESSIONAL SERVICES CONTRACTS</u>   | <b>Action</b>      |
| 10. <u>SOUTH SAN FRANCISCO SERVICE STUDY</u>  | <b>Information</b> |
| 11. <u>SF BAY FERRY LONG-TERM FINANCIAL OUTLOOK</u>   | <b>Information</b> |
| 12. <u>REVIEW PROPOSED FISCAL YEAR 2025/26 BUDGET AND SALARY SCHEDULE</u>   | <b>Information</b> |
| 13. <u>PUBLIC COMMENTS FOR NON-AGENDA ITEMS</u>   |                    |
| 14. <u>RECESS INTO CLOSED SESSION</u>   |                    |
| a. Public Employee Performance Evaluation<br>Pursuant to Government Code Sections 54957<br>Title: Executive Director      |                    |

ADJOURNMENT

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

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

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

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

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

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

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

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

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

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

**NO MATERIALS**

TO: Board Members

FROM: Seamus Murphy, Executive Director

DATE: May 8, 2025

RE: Executive Director's Report

**San Francisco Climate Week (April 19-27)**

SF Bay Ferry was the focus of several Climate Week events and panels, including a discussion hosted by Bay Area Council on the topic Decarbonizing & Integrating Transportation: A Path Toward a Resilient Bay Area. Throughout the week, SF Bay Ferry's headquarters was home to ongoing demonstration of next generation maritime technology, including SWITCH Maritime's Sea Change hydrogen vessel and Artemis Technologies' EF-12 foiling vessel.

**MV Karl Commissioning**

As climate Week wrapped up, the agency hosted a commissioning ceremony for MV Karl at the Downtown San Francisco Ferry Terminal on April 25. Director Alba was joined by Liane Randolph, Chair of the California Air Resources Board (CARB), for brief remarks before the commissioning and an inaugural ride on the Bay. As the first high-speed ferry in the fleet equipped with both U.S. Environmental Protection Agency (EPA) certified Tier 4 engines and diesel particulate filter (DPF) technology, MV Karl is also the first ferry to comply with CARB's new Commercial Harbor Craft Rule, demonstrating a significant advancement in emissions reduction technology. Following the completion of crew training, MV Karl will debut on the Vallejo route in May.

**2<sup>nd</sup> Pan Asian Forum on Shipping and Port Decarbonization/Asian Singapore Maritime Week**

At the request of Pacific Environment and the Climateworks Foundation, SF Bay Ferry's Executive Director participated as a presenter at the 2<sup>nd</sup> Pan Asian Forum on Shipping and Port Decarbonization, which was timed to coincide with Singapore Maritime Week. Singapore is exploring more stringent maritime decarbonization regulations, and stakeholders there were interested in hearing about SF Bay Ferry's experience complying with the California Air Resources Board's Commercial Harborcraft Rule. The visit also provided a chance to tour Shell Oil's fleet of electric catamaran ferries that have operated for 18 months between the Port of Singapore and Pulau Bokom. The 3 electric ferries were constructed by Penguin International, which also operates the vessels on behalf of Shell. The 200-passenger vessels transport 3,000 workers daily on a route that is of similar length to SF Bay Ferry's Seaplane Lagoon route. The vessels operate at 21 knots and charge for 10 minutes during dwell time using an autonomous charging system. Notably, the operator has seen a 80% reduction in maintenance costs compared to their equivalent diesel vessels.

**Regional Revenue Measure**

SB 63 authorizes a 10 to 15-year transportation revenue measure of up to one percent in Alameda, Contra Costa and San Francisco counties with a provision that San Mateo and Santa Clara counties may opt in. Revenues would be restricted to funding operating expenses. The bill includes provisions that seek more effective, coordinated and cost-effective transit services.

While much work remains to further refine the bill language, SB 63 cleared two hurdles in late April by passing the Senate Transportation Committee and the Senate Revenue and Taxation Committee. Amended bill language was released on April 25, 2025 and included detailed specifications on recipients of the funding, including up to 10 percent of the revenues to assist in implementing the goals outlined by the regional Transit Transformation Task Force convened by MTC in 2024.

SF Bay Ferry is coordinating with the authors of the bill to explore ways that the legislation can help address the agency's operating shortfall over the life of the measure.

### **Special Event Service Additions**

In March, staff shared the agency's service plans for the San Francisco Giants and Golden State Valkyries' 2025 seasons. Leaning into prior successes, SF Bay Ferry is adding additional service for upcoming special events in San Francisco.

For the first time since 2019, SF Bay Ferry will offer special early trips from Vallejo, Oakland and Alameda to Bay to Breakers on May 18. The agency will also offer direct service for five summer concerts being held at Oracle Park in May, June, and July. Ferry tickets for all events are available on the SF Bay Ferry website and app.

### **Marketing Campaign Awards**

Multiple SF Bay Ferry marketing campaigns received recognition from industry organizations in April.

The California Association of Public Information Officers (CAPIO) awarded the agency an EPIC Award for Innovative Communications for its Cross the Bay the Ferry Way campaign with D&A Communications in 2024. This campaign leveraged work from local illustrator Gabriela Alemán to create a postcard and poster campaign in the East Bay.

Mackenzie Communications won two local ADDY Awards from the American Advertising Federation (AAF) for its work with SF Bay Ferry for the 2024 Now Departing From the Ordinary campaign. The awards were won in the Out-of-Home category for large-format display billboards and in the Audio/Radio category. There were more than 20,000 nominations for the ADDY Awards nationwide.

SF Bay Ferry and D&A Communications were named finalists in the Inclusive Marketing category for the SABRE Awards North America for their work on the Ferry There campaign in 2024. The SABRE Awards are judged by a panel of 50 marketing industry leaders and received more than 2,000 nominations this year. The other brands named finalists in the Inclusive Marketing category include Verizon, Pepsi, Nivea and the Chicago Department of Public Health. The award winners will be announced in May.

### **Content Management Migration**

In April the agency completed its shared file platform migration from Egnyte to Microsoft SharePoint.

This move had long been requested by SF Bay Ferry staff, who often encountered errors when collaborating on editing files and were limited in the number of external users (e.g., contractors and vendors) they could share files with. The migration will save the agency about \$8,000 annually.

### **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 25 public ferry operators around the country with the goal of increasing coordination, information exchange and advocating for common issues. The PFC has worked over the last year to formalize itself by developing a logo, mission statement, voting procedures and just launched a new website last month ([www.publicferrycoalition.org](http://www.publicferrycoalition.org)).

In February, the PFC voted to approve policy goals for the next Surface Transportation Re-Authorization Bill. The Surface Transportation Bill is the vehicle that provides funding for highways, highway safety and transit for a multiyear period. The current Surface Transportation Re-Authorization Bill expires at the end of September 2026. Congressional committees have been holding hearings over

the last couple of months and are currently drafting language for the next bill. The PFC's policy goals for the Surface Transportation Re-Authorization Bill request to hold overall federal funding for public ferries at the same amount as is in the current bill but to re-allocate funding within the four existing federal funding programs to equalize funding levels for urban and rural operators (the current bill has significantly higher funding levels for rural operators despite the significantly smaller number of rural operators nationwide). Several PFC members, including SF Bay Ferry, will be joined the Passenger Vessel Association's Capitol Hill Fly In day on April 28 in Washington DC to advocate for the PFC's priorities for the next Surface Transportation Re-Authorization Bill.

### **Released Request for Proposals**

There were no procurements posted in April. Over the first quarter of 2025, change orders or amendments awarded under the Executive Director's authority are as follows:

- \$78,483.03 to Bay Ship and Yacht for Pyxis and Vela Repairs and Drydock .
- \$70,459.45 To Northern Lights and Power for Vessel Mid Life Refurbishment
- \$31,255.03 to Mavrik Marine for changes to Karl/Zalophus vessel construction
- \$248,229.22 to Gemini Class Mid Life Refurbishment

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

MEMORANDUM

**TO:** Board Members

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

**SUBJECT:** Review of FY 2024/25 Financial Statements Ending March 31, 2025

**Recommendation**

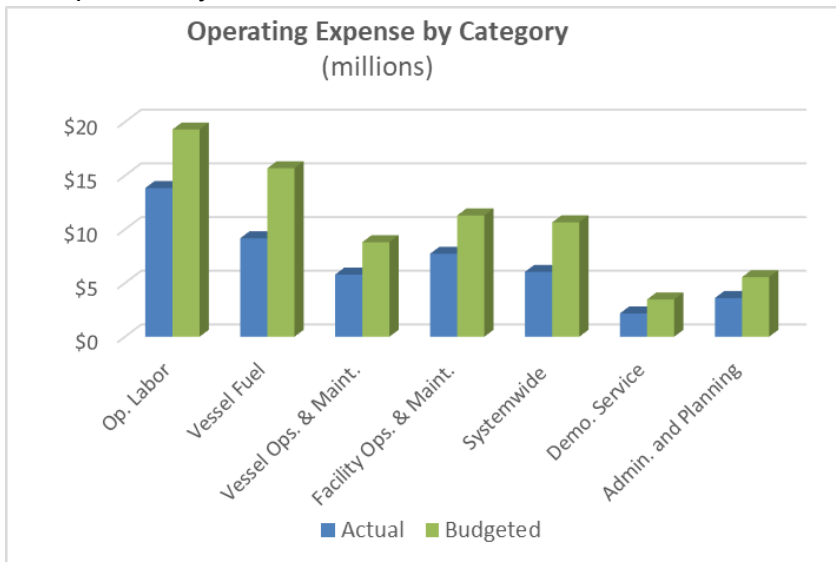
There is no recommendation associated with this informational item.

**Financial Summary**

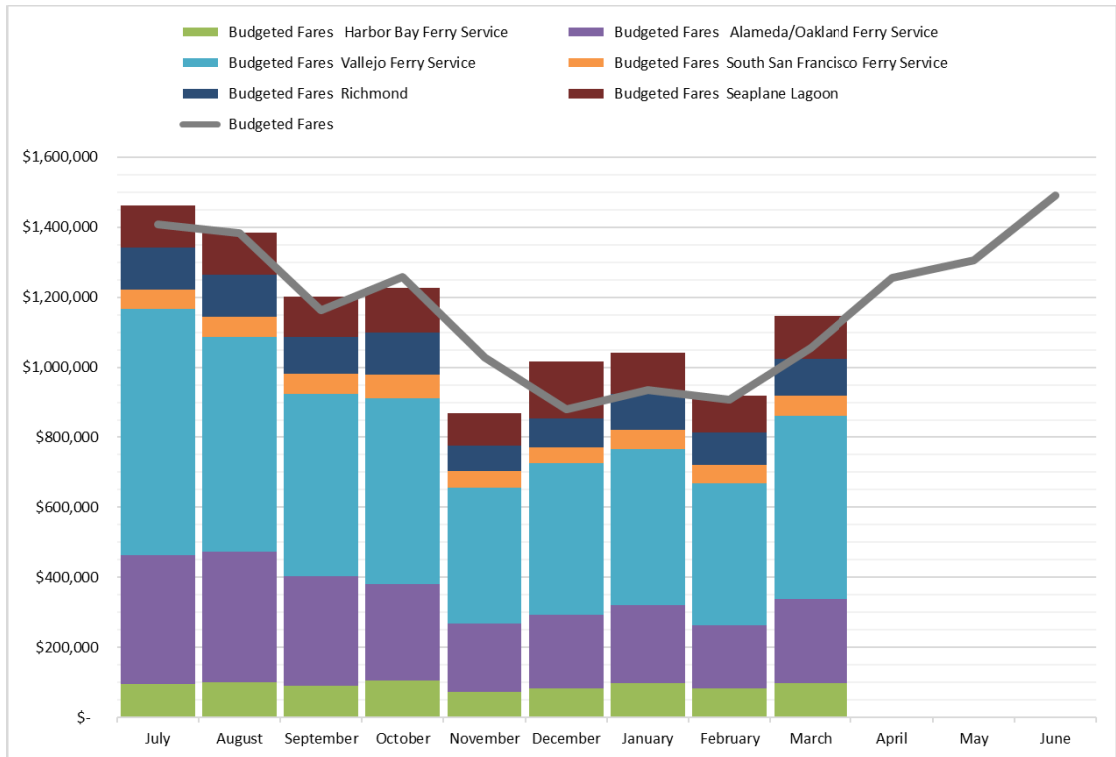
This report provides a summary and review of financial activity against budget through March 2025.

**Operating Budget:**

There are currently no budgetary challenges anticipated for the close of the Fiscal Year in June. Total revenue and expense to date for operations is \$48 million, 51% of the budget is expended with 75% of the fiscal year completed. All components of the budget such as labor, vessel and system expenses are on budget. Labor costs are 72% expended and are anticipated to be fully expended by June 30.

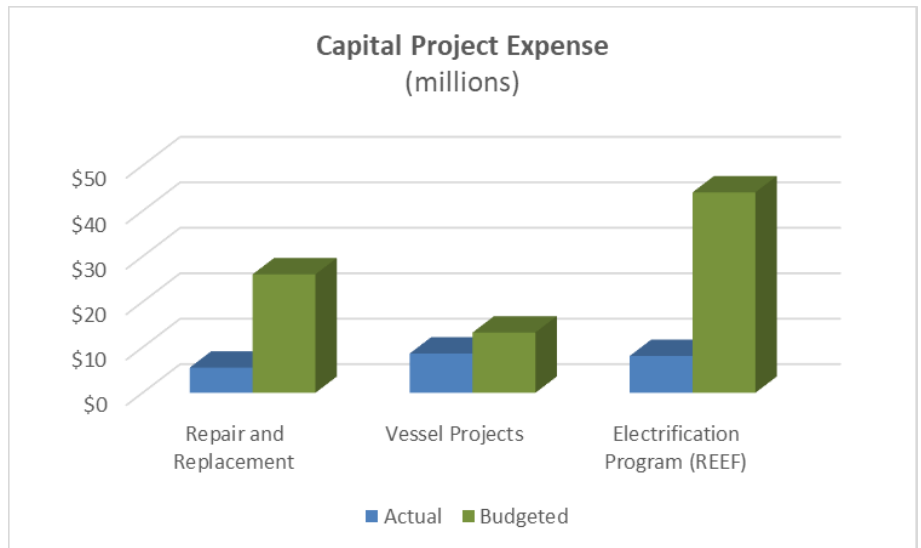


Revenue accruals of \$48 million are also on budget. As discussed in prior reports, different funding sources are utilized at different rates depending on whether those funds are required to be used within the fiscal year or not. Fare revenue is on target after 7 months is 58% of budget. There is slightly more STA revenue being utilized this year than budgeted due to the rollover of some remaining funds from the prior year. Fare revenue is on target as shown by the Figure below.



### Capital Program Expense

Capital Budget expenses are summarized by category in the graph shown. Expenses through March 31 are \$22 million. Significant payments were processed last month for milestones related to the replacement vessels *MV Karl and Zalophus*. More detailed capital project data is provided on the last page of this report and a more narrative update is provided quarterly by the Chief Capital Officer.



### Investment Report

The total monthly balance held in both the Local Agency Investment Fund (LAIF) and our commercial bank as of March 31 is \$24 million as shown below. Quarterly interest earnings from LAIF are also attached to this report.

	<b>March 2025</b>
Bank of America (Checking)	\$ 815,988
Bank of America (Measure B/BB)	7,459,649
Local Agency Investment Fund (LAIF)	15,821,357
<b>Total</b>	<b>\$ 24,096,993</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 3/31/2025**

% of Year Elapsed 75%

	Month Mar. 2025 Actual	Year - To - Date		Total FY2024-25 Budget	% Budget
		FY2023-24 Actual	FY2024-25 Actual		
<b>OPERATING REVENUE</b>					
Fare Revenue	\$1,146,584	\$9,176,349	10,267,049	\$14,065,234	73%
Revenue Transfer to Reserve	(840,867)	-	(5,916,541)	(8,439,141)	70%
Federal Operating Assistance		22,708,870	-	-	-
Regional - Bridge Toll	4,541,337	9,116,192	28,689,904	50,606,165	57%
State Operating Assistance	-	-	11,955,635	11,664,129	102%
Local	343,803	2,821,287	3,318,463	4,307,450	77%
Other Revenue	5,000	25,717	32,544	2,545,000	1%
<b>Total Operating Revenue</b>	<b>\$5,195,857</b>	<b>\$ 43,848,416</b>	<b>\$ 48,347,053</b>	<b>\$ 74,748,837</b>	<b>65%</b>
<b>OPERATING EXPENSE</b>					
<b>Harbor Bay Ferry Service</b>					
Operations Labor	\$138,091	\$1,270,927	1,369,191	\$1,688,425	81%
Vessel Fuel	73,624	738,618	641,552	1,254,960	51%
Vessel Operations & Maintenance	64,424	468,767	571,755	1,023,362	56%
Facility Operations & Maintenance	50,105	595,845	498,900	760,837	66%
Systemwide Expense	54,607	545,815	553,942	966,188	57%
<b>Total Harbor Bay Farebox Recovery</b>	<b>\$380,851</b>	<b>\$3,619,972</b>	<b>\$ 3,635,340</b>	<b>\$ 5,693,772</b>	<b>64%</b>
	<b>26%</b>	<b>21%</b>	<b>23%</b>	<b>19%</b>	
<b>Alameda/Oakland Ferry Service</b>					
Operations Labor	\$356,106	\$3,033,686	\$3,194,838	\$4,408,474	72%
Vessel Fuel	210,354	2,067,597	1,833,430	2,823,660	65%
Vessel Operations & Maintenance	156,278	711,705	1,143,146	1,646,620	69%
Facility Operations & Maintenance	121,864	1,538,863	1,292,341	1,926,387	67%
Systemwide Expense	144,711	1,473,143	1,451,290	2,541,987	57%
<b>Total Alameda/Oakland Farebox Recovery</b>	<b>\$989,313</b>	<b>\$ 8,824,994</b>	<b>\$ 8,915,046</b>	<b>\$ 13,347,128</b>	<b>67%</b>
	<b>24%</b>	<b>26%</b>	<b>27%</b>	<b>24%</b>	
<b>Vallejo Ferry Service (Vallejo)</b>					
Operations Labor	\$429,616	\$3,530,809	\$3,753,585	\$5,851,832	64%
Vessel Fuel	462,778	4,816,775	4,033,546	\$6,745,410	60%
Vessel Operations & Maintenance	164,135	1,110,603	1,557,733	\$2,506,542	62%
Facility Operations & Maintenance	376,840	2,895,326	3,613,016	5,194,472	70%
Systemwide Expense	183,460	1,769,514	1,862,241	3,151,145	59%
<b>Total Vallejo Farebox Recovery</b>	<b>\$1,616,829</b>	<b>\$ 14,123,027</b>	<b>\$ 14,820,121</b>	<b>\$ 23,449,402</b>	<b>63%</b>
	<b>32%</b>	<b>28%</b>	<b>31%</b>	<b>27%</b>	
<b>South San Francisco Ferry Service (SSF)</b>					
Operations Labor	\$134,884	\$1,183,420	\$1,235,670	\$1,706,808	72%
Vessel Fuel	52,588	675,160	458,209	941,220	49%
Vessel Operations & Maintenance	52,430	664,715	652,362	1,129,078	58%
Facility Operations & Maintenance	45,308	568,607	533,378	719,434	74%
Systemwide Expense	41,266	384,057	412,924	800,037	52%
<b>Total South San Francisco Farebox Recovery</b>	<b>\$326,476</b>	<b>\$ 3,475,958</b>	<b>\$ 3,292,544</b>	<b>\$ 5,296,577</b>	<b>62%</b>
	<b>17%</b>	<b>7%</b>	<b>15%</b>	<b>13%</b>	
<b>Richmond Ferry Service (Richmond)</b>					
Operations Labor	\$276,182	\$2,340,914	\$2,492,161	\$3,384,571	74%
Vessel Fuel	147,248	1,444,036	1,283,549	2,196,180	58%
Vessel Operations & Maintenance	113,146	687,699	1,205,256	1,520,044	79%
Facility Operations & Maintenance	109,104	1,268,943	1,162,085	1,742,897	67%
Systemwide Expense	105,265	903,635	1,043,397	1,911,368	55%
<b>Total Richmond Farebox Recovery</b>	<b>\$750,945</b>	<b>\$ 6,645,227</b>	<b>\$ 7,186,449</b>	<b>\$ 10,755,060</b>	<b>67%</b>
	<b>14%</b>	<b>12%</b>	<b>13%</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 3/31/2025**

% of Year Elapsed 75%

	Month Mar. 2025 Actual	Year - To - Date		Total FY2024-25 Budget	% Budget
		FY2023-24 Actual	FY2024-25 Actual		
<b>OPERATING EXPENSE (continued)</b>					
<b>Seaplane Lagoon Ferry Service</b>					
Operations Labor	\$199,465	\$1,645,320	\$1,799,894	\$2,251,233	80%
Vessel Fuel	105,177	1,009,672	916,863	1,725,570	53%
Vessel Operations & Maintenance	73,351	450,078	659,384	980,217	67%
Facility Operations & Maintenance	57,574	798,056	624,937	952,132	66%
Systemwide Expense	71,381	703,709	717,746	1,278,319	56%
<b>Total Seaplane Lagoon Farebox Recovery</b>	<b>\$506,947</b>	<b>\$ 4,606,836</b>	<b>\$ 4,718,826</b>	<b>\$ 7,187,472</b>	<b>66%</b>
	24%	24%	23%	17%	
<b>Subtotal Operations (Regular Service)</b>	<b>\$4,571,360</b>	<b>\$ 41,296,013</b>	<b>\$ 42,568,324</b>	<b>\$ 65,729,411</b>	<b>65%</b>
<i>Farebox Recovery (exclud. Admin.)</i>	25%	22%	24%	21%	
<b>Hydrogen Demonstration Project (Sea Change)</b>	\$60,616	259,797	\$ 1,561,434	<b>\$2,143,724</b>	73%
<b>Alameda - Oakland Demonstration Project (Woodstock)</b>	\$62,549	\$32,179	611,523	<b>\$1,330,000</b>	46%
<b>Subtotal Ferry Operations (All)</b>	<b>\$4,694,526</b>	<b>\$ 41,587,989</b>	<b>\$ 44,741,282</b>	<b>\$ 69,203,135</b>	<b>65%</b>
<b>Planning and Administration</b>					
Wages and Fringe Benefits	\$240,298	\$1,657,449	\$2,157,765	\$2,991,281	72%
Professional & Other Services	210,739	946,363	1,050,101	1,983,648	53%
Information Tech., Office, Supplies	10,087	21,523	63,029	99,000	64%
Utilities/Communications	1,893	15,825	20,799	25,632	81%
Insurance	1,941	21,390	19,122	28,059	68%
Dues, Memberships, Misc.	14,725	105,918	108,747	148,268	73%
Leases and Rentals	21,647	191,364	186,208	269,816	69%
Admin Overhead Expense Transfer		(699,406)	-		
<b>Subtotal Planning &amp; Administration</b>	<b>\$501,331</b>	<b>\$2,260,427</b>	<b>\$ 3,605,771</b>	<b>\$ 5,545,703</b>	<b>65%</b>
<b>Total Operating Expense</b>	<b>\$5,195,857</b>	<b>\$ 43,848,416</b>	<b>\$ 48,347,053</b>	<b>\$ 74,748,838</b>	<b>65%</b>
<b>Systemwide Farebox Recovery (Regular Service, incl. Admin.)</b>			22%		

**San Francisco Bay Ferry (WETA)**  
**FY 2024/25 Capital Revenue and Expense**  
**Year-to-Date Through March 31, 2025**

	Total Project Revenue/Expense	Prior Years	FY 2024/25 Budget (revised)	Year-To-Date FY2024/25 Actual	Total Future Year	% of Project Budget
<b>CAPITAL REVENUE</b>						
Federal Funds	\$ 142,951,683	\$ 17,266,907	\$ 37,035,764	\$ 13,984,616	88,649,012	22%
State Funds	78,802,033	25,932,860	22,204,389	786,696	30,664,784	34%
Regional - Bridge Toll	94,811,874	11,073,223	22,320,841	7,062,531	61,417,809	19%
Local /Other	6,590,000	707,943	1,856,893	462,008	4,025,164	18%
<b>Total Revenue</b>	<b>\$ 323,155,590</b>	<b>\$ 54,980,933</b>	<b>\$ 83,417,887</b>	<b>\$ 22,295,851</b>	<b>\$ 184,756,770</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	8,644,501	3,504,864	79%
<b>Repair and Replacement Program: Vessels</b>						
Vessel Mid-Life Reburishment - Gemini	4,488,000	20,275	4,213,000	173,776	254,725	4%
Vessel Waterjet Upgrade - Pyxis Class Vessels	700,000	214,429	360,528	159,086	125,043	53%
Vessel Mid-Life Refurbish. & Engine Overhaul - Pisces	4,679,000	8,381	4,670,000	5,674	619	0%
Water Jet Equipment	940,000	198,223	739,075	-	2,702	21%
Engine Overhauls and Improvements	9,425,000	249,824	9,175,176	2,749,933	-	32%
Component Improvements/Dry Dock	3,412,000	-	3,412,000	2,145,110	-	63%
<b>Repair and Replacement Program: Facilities</b>						
Vallejo Terminal Reconfiguration	16,696,000	451,663	600,000	150,346	15,644,337	4%
Passenger Floats Rehabilitation - Pier 9	1,362,000	-	1,362,000	-	-	0%
Vallejo Ferry Terminal Dredging	3,520,000	-	165,000	119,142	3,355,000	3%
Parking Lot Preservation & Maintenance - SSF	190,584	-	190,584	-	-	0%
NOBMF Fuel Farm Upgrades	420,000	-	420,000	-	-	0%
Mare Island-Pier 9 Office Reconfiguration	550,000	-	550,000	46,030	-	8%
Multiuse Emergency Float	200,000	-	200,000	-	-	0%
<b>Electrification Program (REEF)</b>						
<b>Vessels</b>						
New Electric Vessels (Three - 150 PX)	58,407,000	384,532	9,559,212	6,054,747	48,463,256	11%
New Electric Vessel (Intintoli Replacement)	26,446,700	956,722	11,469,302	317,344	14,020,676	5%
New Electric Vessel (Mare Island Replacement)	26,500,000	28,540	2,357,935	2,420	24,113,525	0%
<b>Facility Electrification</b>						
Central Bay Terminal	6,946,000	8,041	75,000	5,258	6,862,959	0%
Downtown San Francisco	28,315,432	848,878	12,447,141	842,626	15,019,413	6%
Treasure Island	6,798,681	-	2,593,681	158,662	4,205,000	2%
Main Street	5,689,830	-	640,313	-	5,049,518	0%
Seaplane Lagoon	11,189,000	-	780,313	260,812	10,408,688	2%
Harbor Bay	12,656,693	-	3,099,134	282,561	9,557,559	2%
Richmond Terminal	4,687,500	-	200,000	-	4,487,500	0%
Mission Bay Project	700,000	57,285	125,000	36,249	517,715	13%
Berkeley Pier/Ferry Project	3,000,000	-	200,000	78,406	2,800,000	3%
Oakland Ferry Terminal	16,913,670	-	550,000	63,166	16,363,670	0%
<b>Total Expense</b>	<b>\$ 323,155,590</b>	<b>\$ 54,980,933</b>	<b>\$ 83,417,887</b>	<b>\$ 22,295,851</b>	<b>\$ 184,756,770</b>	



MALIA M. COHEN  
California State Controller

LOCAL AGENCY INVESTMENT FUND  
REMITTANCE ADVICE

Agency Name SAN FRANCISCO BAY AREA WATER

Account Number XXXXXXXXXX

As of 4/15/2025, your Local Agency Investment Fund account has been directly credited with the interest earned on your deposits for the quarter ending 3/31/2025.

Earnings Ratio		0.00012266258268207
Interest Rate		4.48%
Dollar Day Total	\$	2,026,744,328.14
Quarter End Principal Balance	\$	15,821,357.00
Quarterly Interest Earned	\$	248,605.69



**TO: SF Bay Ferry Board Members**

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

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

This report covers the following topics:

- FY26 Appropriations Process / Congressionally Directed Spending
- Surface Transportation Reauthorization / PFC Coalition Priorities
- SF Bay Ferry Leadership Meetings – Washington, DC
- Facilitate SF Bay Ferry and Bay FC relationship

### **FY26 Appropriations Process / Congressionally Directed Spending**

The FY26 appropriations process is underway and SF Bay Ferry has submitted both Congressionally Directed Spending (CDS) and Programmatic priorities to Members of Congress.

#### ***Congressionally Directed Spending:***

Through Senator Padilla, Senator Schiff, and Rep. Simon, SF Bay Ferry requested \$1.2 million to fund phase 1 of the Oakland Ferry Terminal Modernization Project. This project will prepare the Oakland Ferry Terminal for future zero-emission electric ferries.

#### ***Programmatic Funding:***

As we move into the FY26 appropriations process, 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.

We are working with Public Ferry Coalition members to increase funding in FY26, including PFC member in Maine and Washington, given that Senators Susan Collins (R-ME) and Patty Murray (D-WA) are the chair and ranking member (respectively) of the Senate Appropriations Committee.

### **Surface Transportation Reauthorization / PFC Coalition Priorities**

The current surface transportation law (funding and program authorizations) does not expire until 2026, however, discussions on Capitol Hill on surface transportation reauthorization are already ramping up. Both the Senate Environment and Public Works (EPW) Committee and House Transportation and Infrastructure (T&I) Committee are soliciting requests from stakeholders and members of congress for Surface Transportation priorities. We worked with SF Bay Ferry staff and the Public Ferry Coalition (PFC) to finalize PFC priorities for the surface transportation reauthorization debate. We have shared collateral on Capitol Hill when advocating to key members of Congress about priorities for public ferry systems.

### **SF Bay Ferry Leadership Meetings – Washington, DC**

Seamus Murphy and Lauren Gularte traveled to Washington, DC in April for meetings on Capitol Hill. We met with members of the SF Bay Ferry Congressional delegation, and Republican and Democratic staff for the Senate Environment and Public Works (EPW) Committee, Senate Banking Committee, and House Transportation and Infrastructure (T&I) Committee to discuss the upcoming Surface Transportation Reauthorization and share the Public Ferry Coalitions Priorities. We also met with House T&I Committee Ranking Member Rick Larsen (D-WA), whose district is home to multiple shipyards and who will play a key role in writing the next surface transportation bill. We will continue to work with these committees throughout the next year and a half to ensure they understand the importance of public ferry funding.

### **Facilitate SF Bay Ferry and Bay FC relationship**

Accelerate is working with Seamus Murphy and Lauren Gularte to facilitate a relationship between SF Bay Ferry and the National Women's Soccer League's Bay FC. Bay FC is building their training facility on Treasure Island and SF Bay Ferry is working to see how they can collaborate with the soccer club.

Respectfully Submitted,  
Ray Bucheger, Mana Shim and Madison Hite



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

April 28, 2025

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

FM: Matt Robinson, Partner  
Michael Pimentel, Partner

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

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### ***General Update***

The Legislature adjourned for Spring Recess on April 10 and reconvened on April 21. Upon its return to Sacramento, the Legislature immediately held a series of policy committee hearings to meet the first house deadline. The deadline for policy committees to meet and hear bills with a fiscal impact is May 2 for bills in the first house (May 9 for non-fiscal bills). Most bills that pass policy committees are referred to the appropriations committees. Bills determined to have a fiscal impact on the state are referred to the appropriations committees' suspense files. The deadline for the fiscal committees to move bills to the floor of each house is May 23, therefore we expect the appropriations committees' suspense file hearings to be held May 22. For information about key legislative and budget deadlines, please see the 2025 Legislative Calendar available [here](#).

### ***Governor, Legislative Leaders Announce Update to Cap-and-Trade Re-Authorization***

On April 15, Governor Newsom, Senate President pro Tempore Mike McGuire and Assembly Speaker Robert Rivas officially announced they will work to extend California's Cap-and-Trade program in 2025. The program is currently set to sunset in 2030, but some argue extending the program sooner rather than later will offer the market greater certainty and stability. This announcement comes on the heels of the Trump Administration's threats to further roll back climate action, including the Cap-and-Trade program. Revenues from Cap-and-Trade provide key funding for transit and other greenhouse-gas reducing projects.

### ***Bay Area Regional Measure***

The effort to generate additional revenue to support the Bay Area's public transit systems by way of a regional transportation measure is now included in SB 63 (Wiener and Arreguín). The bill was heard in the Senate Transportation Committee on April 22, passing the committee on an 11-3 vote, and the Senate Revenue and Taxation Committee on April 23, passing the committee on a 4-1 vote. The bill would authorize a citizens' initiative, which may only require a simple majority vote, for a sales tax of one half cent in Alameda and Contra Costa Counties, and up to one cent in San Francisco. These taxes would be applied for 10-15 years. As noted, the bill is currently a three-county measure (Alameda, Contra Costa, San Francisco), but provides a path for San Mateo and Santa Clara counties to opt-in

before July 2025. After administrative costs, the bill would allocate remaining revenues to AC Transit, BART, Caltrain, and Muni, and may only be used for transit operations. The measure would also provide up to 10 percent of the revenues for transit transformation. Any remaining funds could be used for East Bay bus operators that provide feeder service to BART. The bill will also require performance audits of the four major transit systems facing fiscal cliffs (AC Transit, BART, Caltrain, SF Muni), and an operational cost-sharing analysis, as well as provisions for stronger regional network management. The bill also authorizes a regional network manager to implement the network management framework in exchange for access to SB 63 funds.

#### ***Governor Newsom Appoints New CARB Member***

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

#### ***Governor Newsom Appoints New CalSTA Leaders***

On March 19 and April 3, respectively, Governor Newsom announced the appointment of Emily Warren and James Hacker to leadership positions at the California State Transportation Agency. Ms. Warren was appointed to the role of CalSTA Deputy Secretary for Innovative Mobility Solutions and Mr. Hacker was appointed to the role of CalSTA Undersecretary. Ms. Warren fills the position left vacant by Lori Pepper and Mr. Hacker fills the role left vacant by Mark Tollefson. The appointment of Mr. Hacker is of particular importance to METRO as he will be the agency's most senior manager and will be charged with overseeing the agency's departments, including the California Department of Transportation, California Highway Patrol, California Department of Motor Vehicle, and California High-Speed Rail Authority, to ensure their implementation of programs and policies consistent with the priorities of the Governor and CalSTA Secretary.

#### ***CalSTA Holds Ninth Transit Transformation Task Force Meeting***

The California State Transportation Agency's Transit Transformation Task Force met for its ninth time in San Francisco on April 25. The meeting included a new discussion on the process and timeline for completing the Task Force's report to the Legislature by October 30, 2025, and afforded Task Force members the opportunity to review the draft staff reports on recommendations for Transportation Development Act reform, new transit funding, and improving transit capital construction costs and timelines.

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

### ***Bills of Interest***

#### **SB 63 (Wiener) Regional Measure – WATCH**

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

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

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

#### **SB 79 (Wiener) Transit Oriented Development – WATCH**

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

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

This bill would authorize a subsidiary body to use alternative teleconferencing provisions and would impose requirements for notice, agenda, and public participation. The bill would require the subsidiary body to post the agenda at the primary physical meeting location. The bill would require the members of the subsidiary body to visibly appear on camera during the open portion of a meeting that is publicly accessible via the internet or other online platform and would require the subsidiary body to list a member of the subsidiary body who participates in a teleconference meeting from a remote location in the minutes of the meeting. The bill would require the legislative body that established the subsidiary body electing to use teleconferencing pursuant to these provisions to establish the subsidiary body by

charter, ordinance, resolution, or other formal action to make specified findings by majority vote, before the subsidiary body uses teleconferencing for the first time and every 12 months thereafter. The bill would require the subsidiary body to approve the use of teleconference by two-thirds vote before using teleconferencing.

**AB 259 (Rubio) Brown Act Teleconferences – WATCH**

Existing law authorizes local agencies to use teleconferencing for board/council members under certain circumstances (illness, caring for others, travel, etc.) as long as a quorum of the members participate in person from the same location identified on the agenda and that the location is open to the public and in within the local agency’s jurisdiction. Existing law establishes limits on the number of meetings members may participate in via teleconference to two meetings per year if the legislative body regularly meets once per month or less. These provisions sunset on January 1, 2026. This bill would remove the sunset date and extend the alternative teleconferencing procedures indefinitely.

**AB 394 (Wilson) Transit Safety – SUPPORT**

Co-Sponsored by the California Transit Association, this bill would enhance the safety and security of California’s public transportation systems by strengthening protections for transit operators, employees, and passengers. The bill accomplishes this goal by expanding existing law (Penal Code Section 243.3) to protect all transit employees against battery. Further, AB 394 would empower agencies to seek a court-issued temporary restraining order against a perpetrator for a violation of Penal Code Section 243.3. The Amalgamated Transit Union and the Teamsters are co-sponsors of this bill.

**AB 810 (Irwin) Internet Website Requirements – RECOMMEND OPPOSE**

This bill would expand on existing law to require special districts, joint powers authorities, or other political subdivisions to maintain an internet website with a “.gov” or “.ca.gov” domain. These entities would have until January 1, 2031 to comply with this requirement.

**AB 939 (Schultz) Transportation Bond – WATCH**

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

**MEMORANDUM**

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**TO: Board Members**

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

**SUBJECT: \_\_\_Ridership Report – May 2025**

**Background**

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

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

**Discussion**

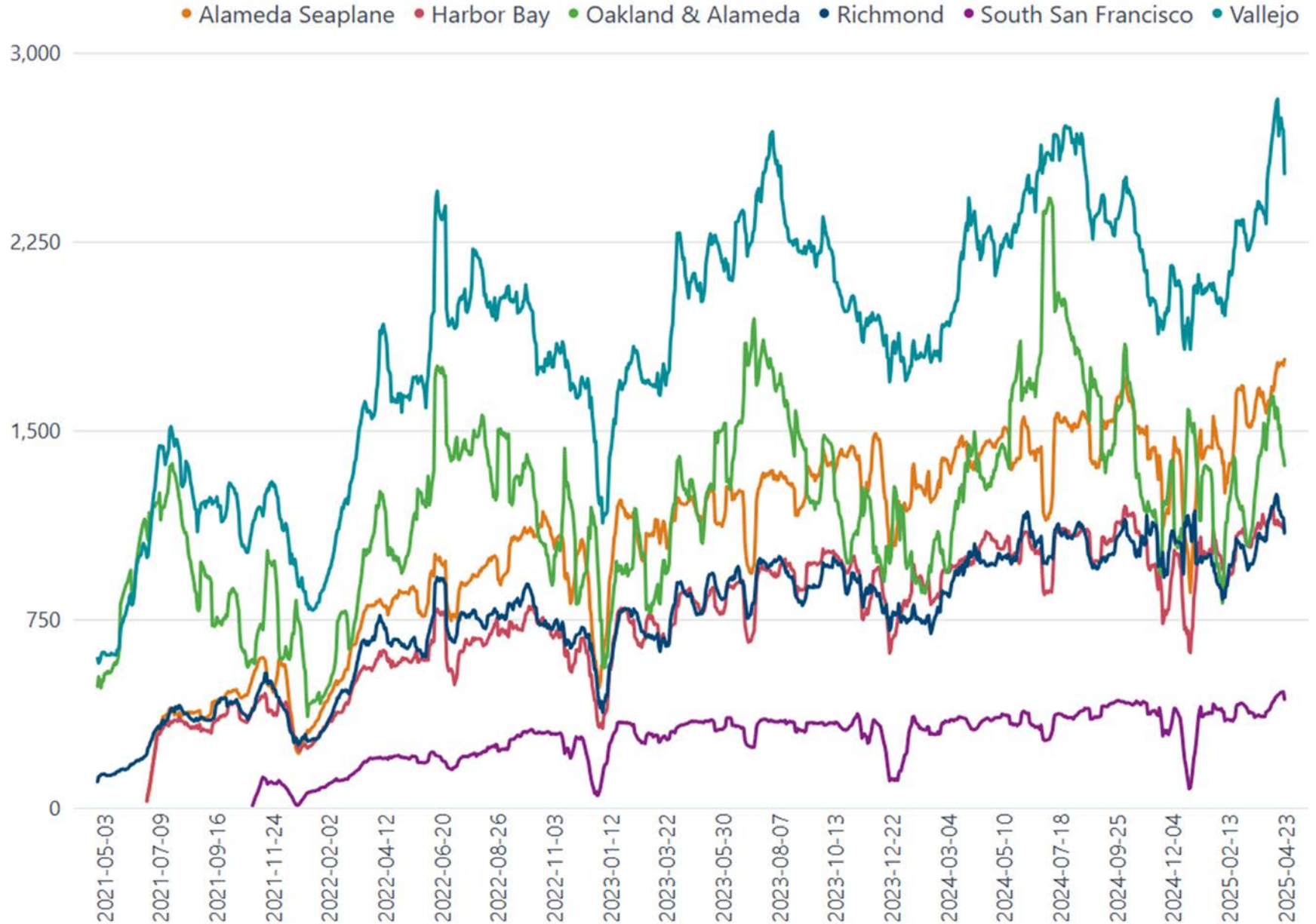
This report includes ridership data for March and April. SF Bay Ferry had 215,000 boardings in March and over 255,000 boardings in April—about 9% higher than projections in the budget. Compared to the same months in 2019, ridership was 88% of pre-pandemic March and 92% of pre-pandemic April. In order to develop the FY26 ridership projection, staff made bold assumptions about the ridership growth expected in the remainder of FY25 with the agency significantly overperforming the assumptions made a year ago. The strong ridership in March and April is confirmation of the FY25 trend thus far with ridership up 15-25% over the previous year. Compared to BART and Caltrain, SF Bay Ferry still outperforms in terms of ridership recovery with the other regional transit operators still between 46-56% of pre-pandemic ridership.

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Appendix A. Ridership Data Summary

### 10-Day Weekday Average Ridership

[Download CSV](#)

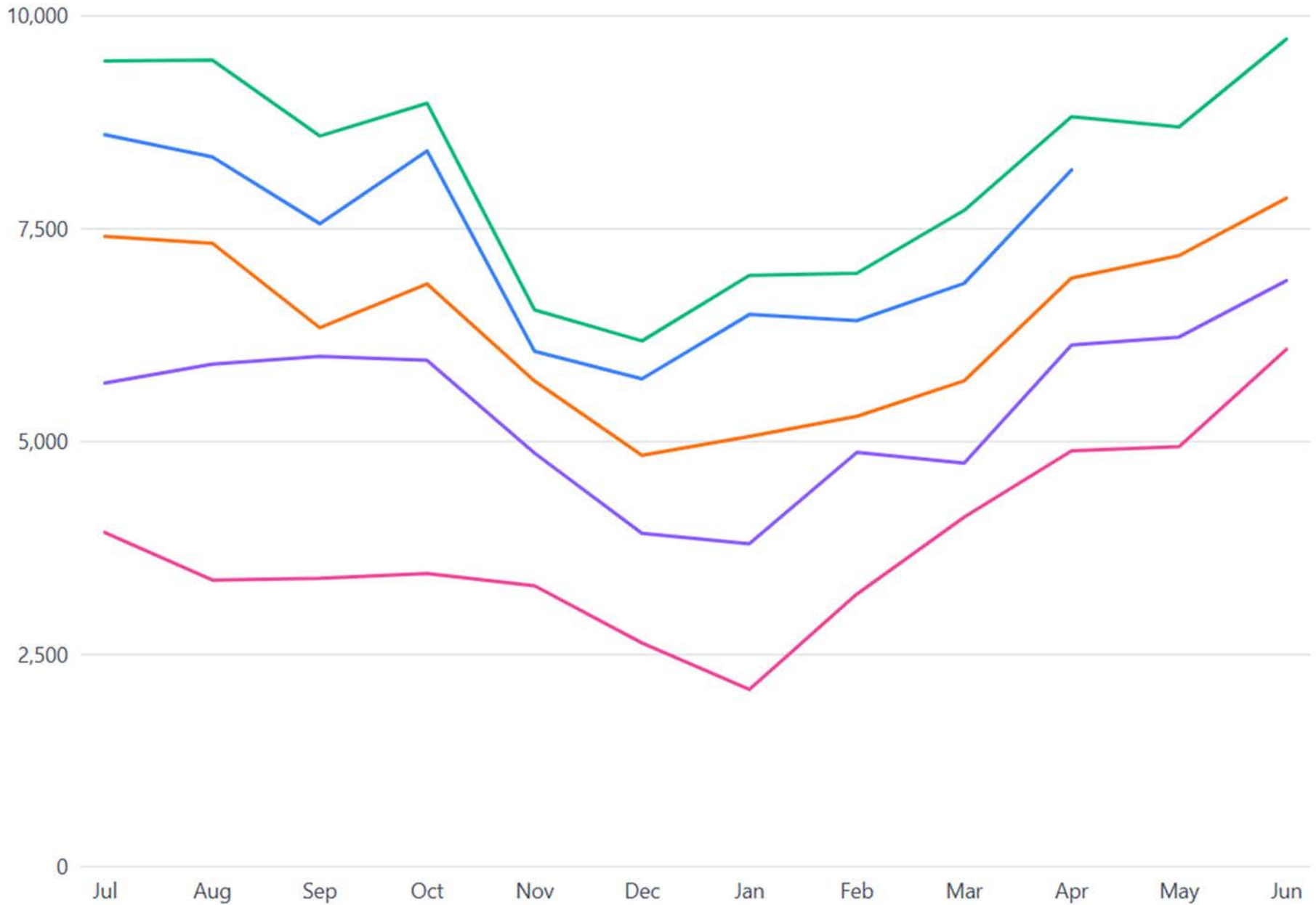


Ridership from other routes and event ridership is excluded.

### Average Daily Ridership By Month

[Download CSV](#)

FY2019 FY2022 FY2023 FY2024 FY2025

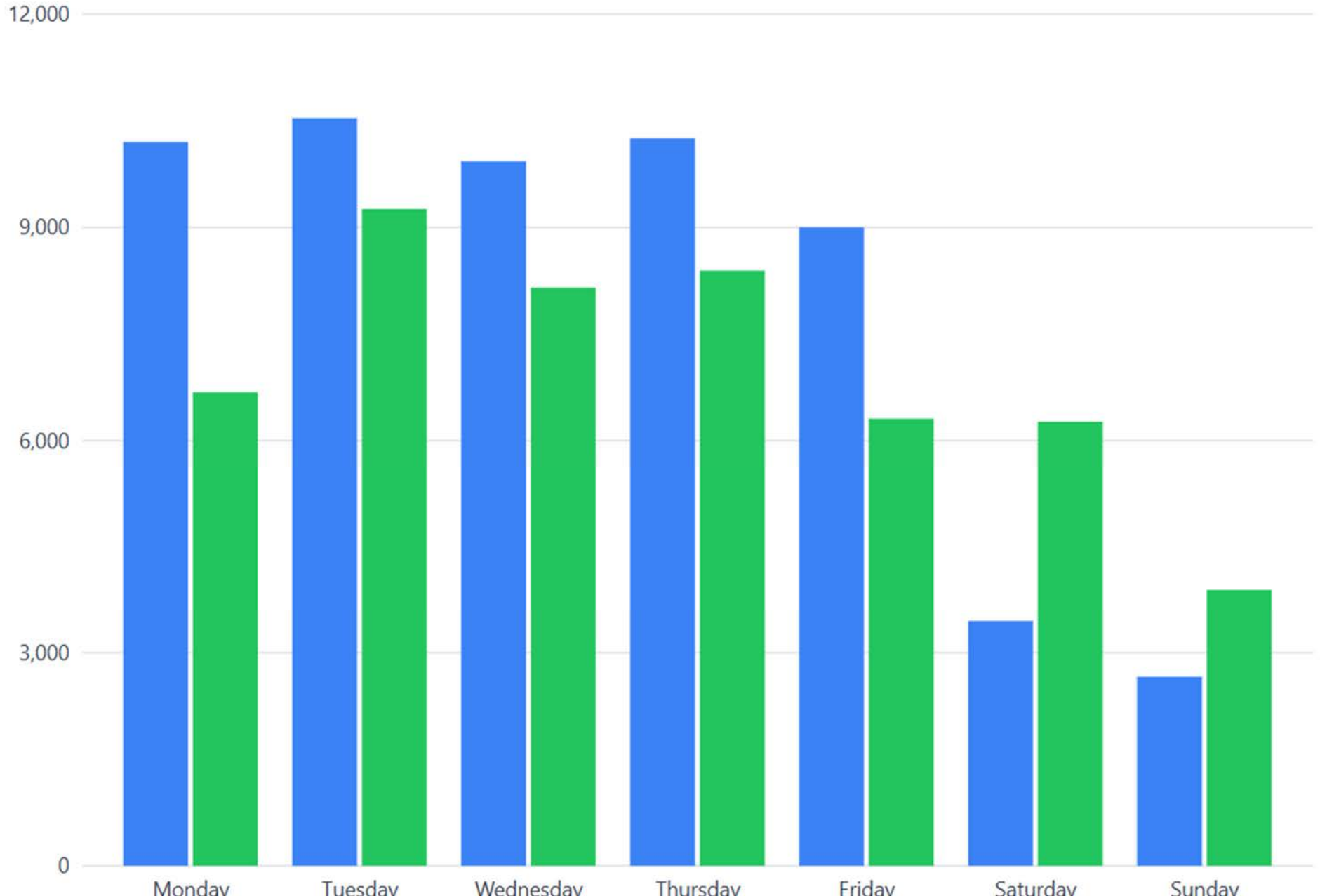


Event ridership is excluded

### Average Ridership by Day of Week Systemwide

[Download CSV](#)

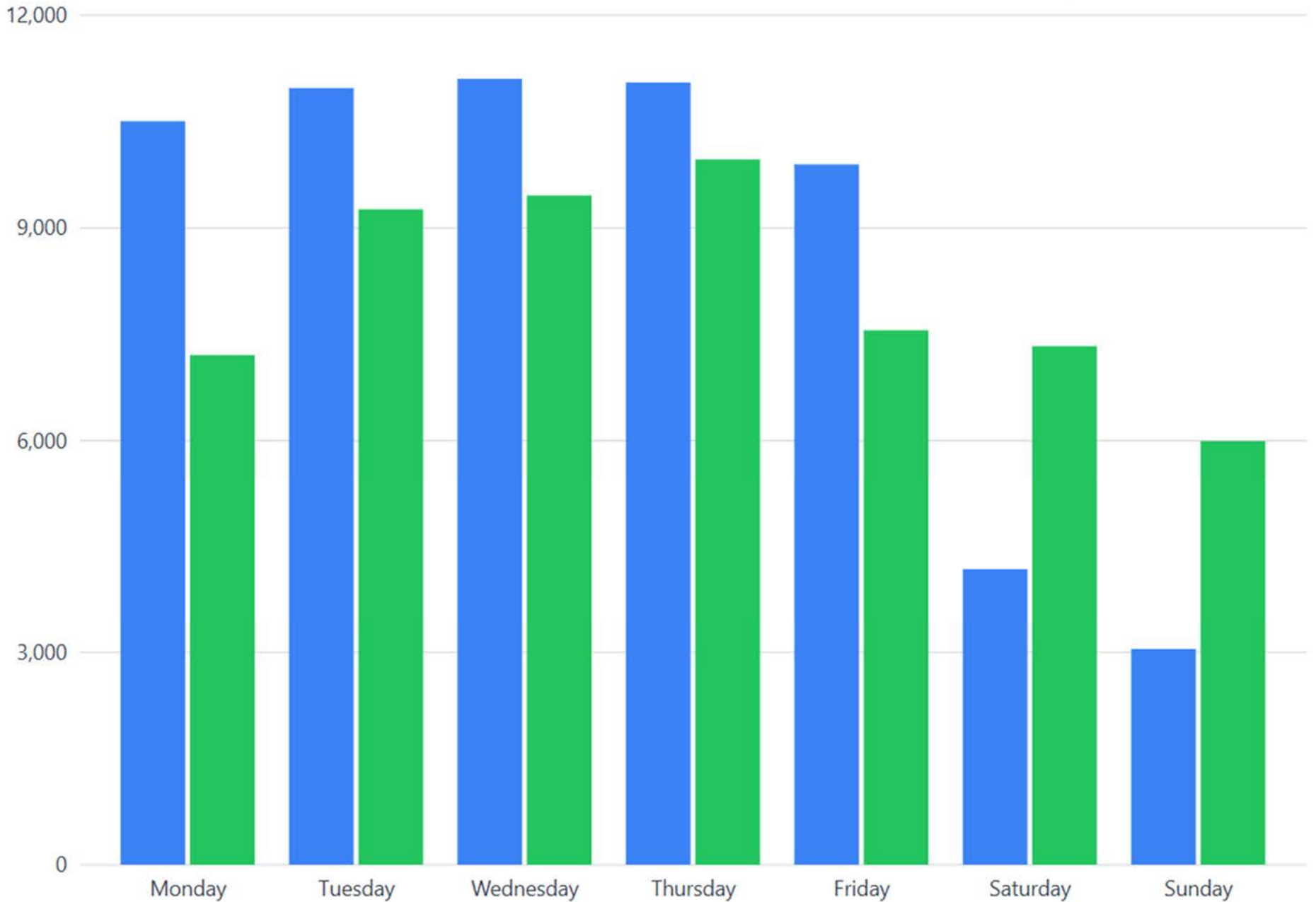
• March 2019 • March 2025



### Average Ridership by Day of Week Systemwide

[Download CSV](#)

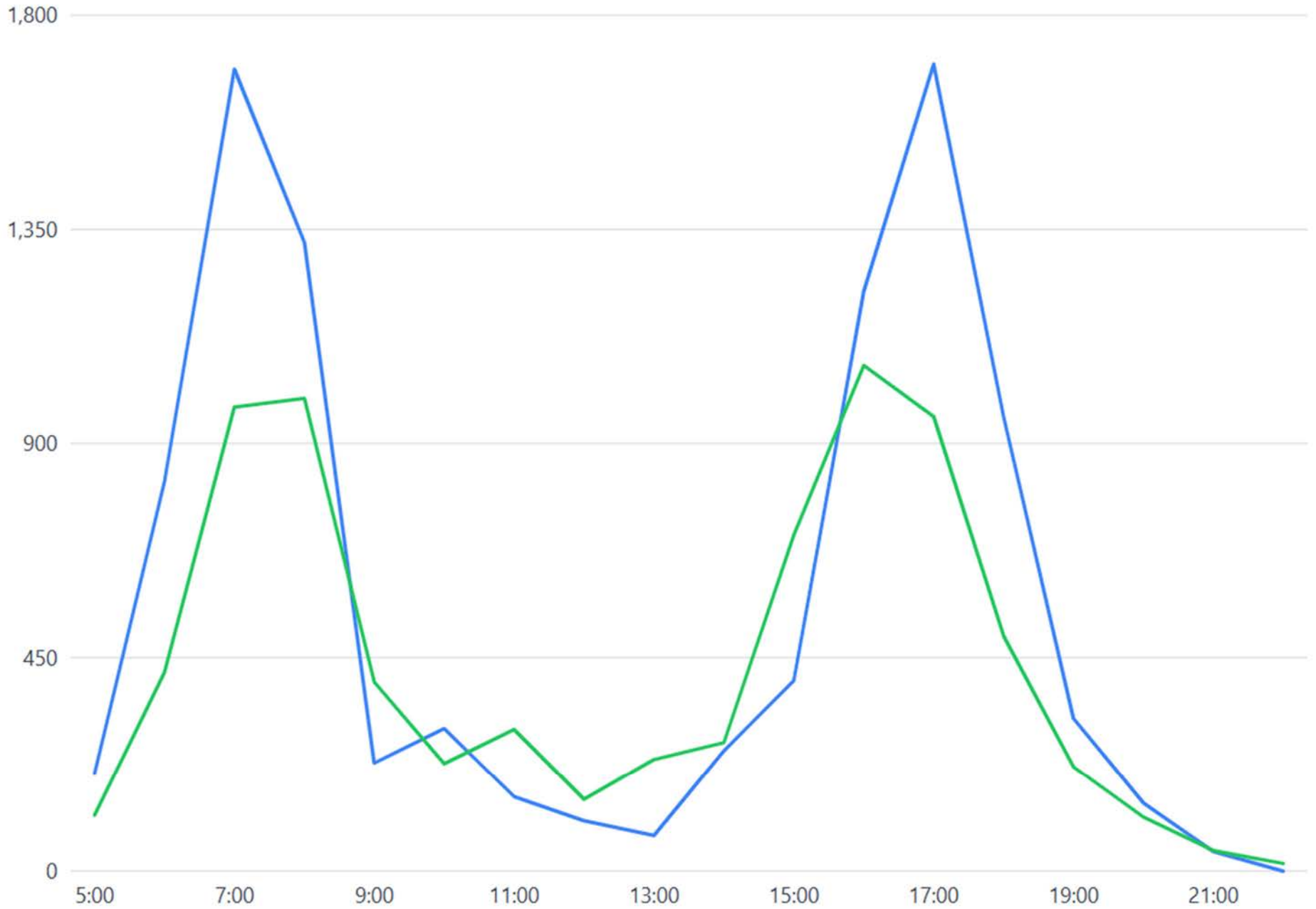
• April 2019 • April 2025



### Average Weekday Hourly Ridership

[Download CSV](#)

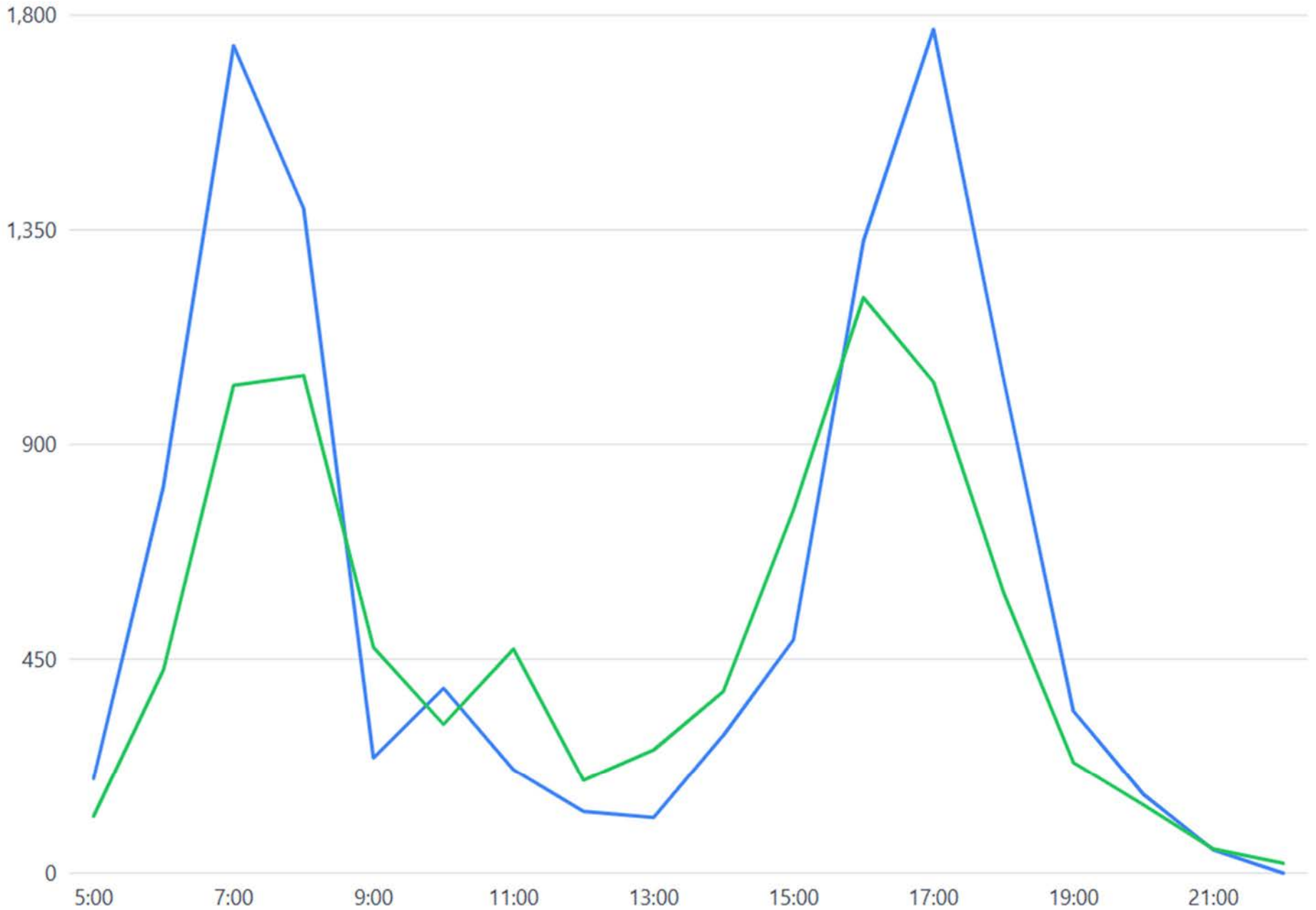
• March 2019 • March 2025

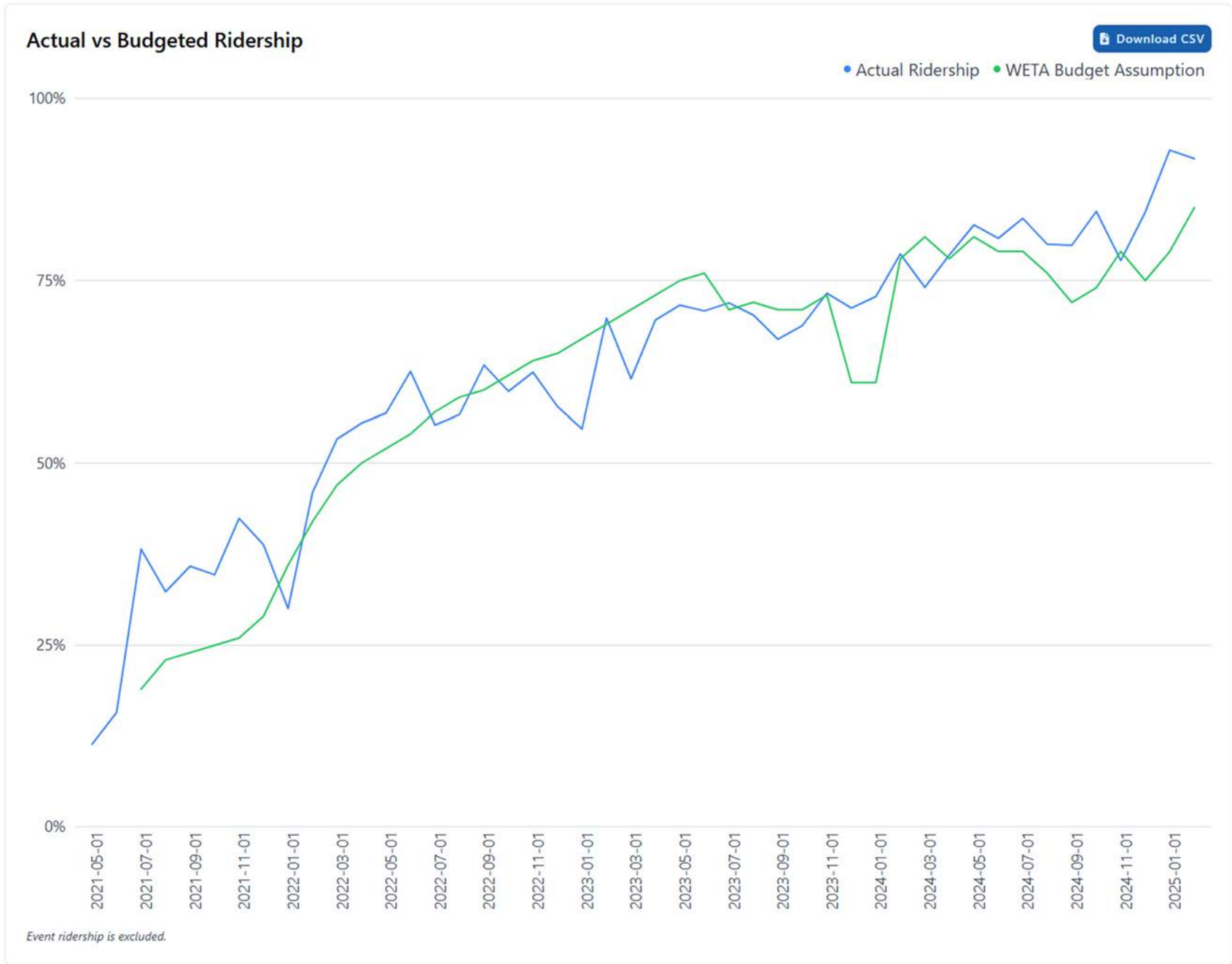


### Average Weekday Hourly Ridership

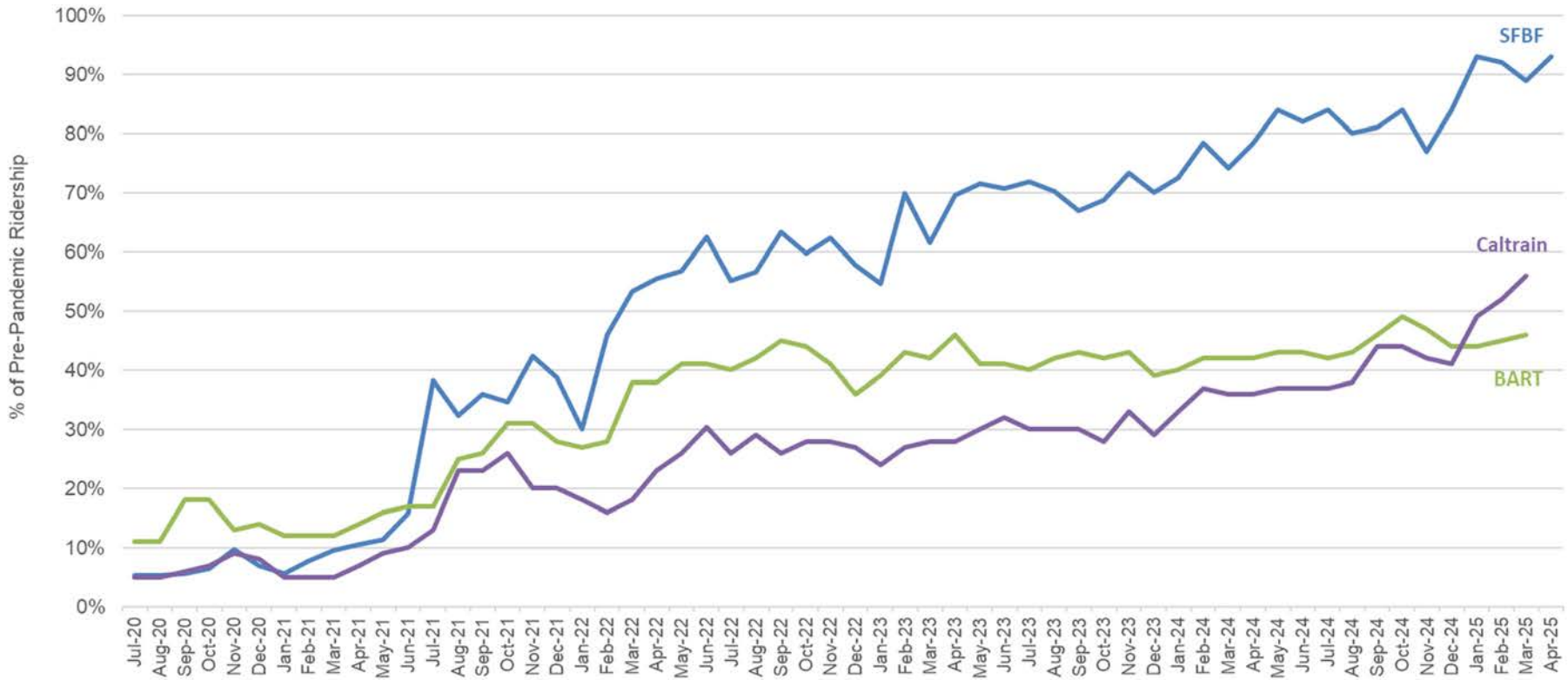
[Download CSV](#)

• April 2019 • April 2025





### 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 March 2025	50,951	25,988	22,716	8,050	33,258	63,195	964	7,512	2,365	214,999
Total Ridership February 2025	42,037	22,353	19,524	7,481	28,947	52,690	614	6,147	1,432	181,225
Percent Change	21.2%	16.3%	16.3%	7.6%	14.9%	19.9%	57%	22.2%	65.2%	18.6%
Total Ridership March 2025	50,951	25,988	22,716	8,050	33,258	63,195	964	7,512	2,365	214,999
Total Ridership March 2024	44,084	22,521	19,894	7,321	28,735	53,801	824	0	2,261	180,063
Percent Change	15.6%	15.4%	14.2%	10%	15.7%	17.5%	17%	Infinity%	4.6%	19.4%
Total Ridership FY2025 to date	518,913	242,655	195,010	70,250	278,302	573,194	14,680	73,516	14,155	2,008,631
Total Ridership FY2024 to date	440,722	202,786	172,824	59,558	260,788	519,140	12,862	0	14,750	1,711,948
Percent Change	17.7%	19.7%	12.8%	18%	6.7%	10.4%	14.1%	Infinity%	-4%	17.3%
Average Weekday Ridership March 2025	1,209	1,018	1,082	383	1,584	2,307		216	303	7,779
Weekdays Operated in March 2025	21	21	21	21	21	21	0	12	5	21
Average Weekend Ridership March 2025	2,556	462				1,474	96	492	426	5,165
Weekend Days Operated in March 2025	10	10	0	0	0	10	10	10	2	10
Ridership Per Hour March 2025	101	69	108	61	153	83	96	63	338	92
Ridership Per Mile March 2025 <sup>†</sup>	7.1	3.8	5.7	3.4	9.1	3.1	5.2	29.3	28	4.8
Revenue Hours March 2025	505	375	210	131	217	760	10	119	7	2,335
Revenue Hours FY To Date	4,400	3,295	1,780	1,181	1,891	6,702	162	1,039	47	20,585
Revenue Miles March 2025 <sup>†</sup>	7,164.1	6,847.6	3,973.2	2,385.4	3,645.6	20,595.9	186	256	84.6	45,138.4
Revenue Miles FY To Date <sup>†</sup>	62,365	60,133.8	35,062.2	20,859.1	31,768.8	181,307.9	2,507.9	1,910.8	564	398,357.2
% of planned trip segments March 2025	99.7%	100%	100%	98.6%	100%	100%	100%	98.9%	85.7%	99.6%
% of trip segments on time March 2025 <sup>*</sup>	98.6%	99.4%	98%	99.3%	100%	98.3%	98.4%			98.8%
	<a href="#">View Trips &gt;</a>	<a href="#">View Trips &gt;</a>	<a href="#">View Trips &gt;</a>	<a href="#">View Trips &gt;</a>	<a href="#">View Trips &gt;</a>	<a href="#">View Trips &gt;</a>	<a href="#">View Trips &gt;</a>	<a href="#">View Trips &gt;</a>	<a href="#">View Trips &gt;</a>	<a href="#">View Trips &gt;</a>

<sup>†</sup>Statute miles.

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

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	Ballpark (Oakland & Alameda)	Chase Center	Ballpark (Vallejo)	Systemwide
Total Ridership April 2025	59,017	30,761	25,470	9,496	37,846	73,369	260	9,600	4,890	1,797	3,406	255,912
Total Ridership March 2025	50,951	25,988	22,716	8,050	33,258	63,195	964	7,512	0	2,365	0	214,999
Percent Change	15.8%	18.4%	12.1%	18%	13.8%	16.1%	-73%	27.8%	Infinity%	-24%	Infinity%	19%
Total Ridership April 2025	59,017	30,761	25,470	9,496	37,846	73,369	260	9,600	4,890	1,797	3,406	255,912
Total Ridership April 2024	52,950	26,396	23,155	7,476	31,264	65,705	721	0	3,599	1,331	1,799	216,812
Percent Change	11.5%	16.5%	10%	27%	21.1%	11.7%	-63.9%	Infinity%	35.9%	35%	89.3%	18%
Total Ridership FY2025 to date	577,930	273,416	220,480	79,746	316,148	646,563	14,940	83,116	21,194	15,952	13,618	2,264,543
Total Ridership FY2024 to date	493,672	229,182	195,979	67,034	292,052	584,845	13,583	0	17,764	16,081	10,794	1,928,760
Percent Change	17.1%	19.3%	12.5%	19%	8.3%	10.6%	10%	Infinity%	19.3%	-0.8%	26.2%	17.4%
Average Weekday Ridership April 2025	1,495	1,144	1,158	432	1,720	2,600		341	427	458	134	8,945
Weekdays Operated in April 2025	22	22	22	22	22	22	0	13	6	2	6	22
Average Weekend Ridership April 2025	3,266	699				2,020	130	646	582	441	651	7,390
Weekend Days Operated in April 2025	8	8	0	0	0	8	2	8	4	2	4	8
Ridership Per Hour April 2025	124	78	124	69	151	100	130	81	431	399	225	109
Ridership Per Mile April 2025 <sup>†</sup>	8.7	4.3	6.2	3.9	9.4	3.7	7	38	37.6	31.9	8.1	5.7
Revenue Hours April 2025	475	394	205	137	250	731	2	118	11	5	15	2,343
Revenue Hours FY To Date	4,875	3,688	1,984	1,319	2,141	7,433	164	1,157	47	51	60	22,927
Revenue Miles April 2025 <sup>†</sup>	6,768.7	7,186.8	4,136.6	2,463.2	4,020.8	19,667.1	37.2	252.8	130	56.4	422.1	45,141.6
Revenue Miles FY To Date <sup>†</sup>	69,133.7	67,320.6	39,198.8	23,322.3	35,789.6	200,975	2,545.1	2,163.5	533	620.4	1,710.5	443,498.8
% of planned trip segments April 2025	99.8%	100%	99.4%	100%	100%	100%	100%	100%	100%	100%	100%	99.9%
% of trip segments on time April 2025 <sup>*</sup>	99.7%	99.4%	94.2%	100%	99.6%	96.9%	100%					98.5%

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

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**TO:** Board Members

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

**SUBJECT:** Service Reliability Report – February and March 2025

**Background**

The following metrics are included in this report:

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

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

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

**Discussion**

Due to the cancellation of the April Board of Directors meeting, this report includes two months of data. All charts presented include data through March 31, 2025.

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

- **Reliability:** SF Bay Ferry completed 3,908 of 3,918 trips in February, for a reliability rate of 99.7%. The 10 trips cancelled were all due to mechanical issues. Four each were on the Richmond and Harbor Bay routes and two were on the Vallejo route.
- **On-time performance:** In February, 98% of SF Bay Ferry's trips were considered on-time. The only route with less than 97% on-time performance was the Harbor Bay route, which came in at 92% largely due to vessel speed issues.
- **Max-Outs:** Four transbay trips hit maximum capacity in February. Three of these trips were on Saturday, February 15 as ridership surged due to the Lunar New Year parade in San Francisco and Presidents' Day Weekend. The fourth max-out was on an evening commute trip to Vallejo on Tuesday, February 18.

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

- **Reliability:** SF Bay Ferry completed 4,324 of 4,333 trips in March, for a reliability rate of 99.8%. The nine trips cancelled were all due to mechanical issues. Five were on the Oakland & Alameda route, and four were on the South San Francisco route.
- **On-time performance:** In March, 97% of SF Bay Ferry’s trips were considered on-time.
- **Max-Outs:** There were no transbay trips in March which hit maximum capacity.

Staff collected updated service reliability metrics for 2024 from other public ferry operators. The tables below show how SF Bay Ferry compares to these agencies in reliability and on-time performance.

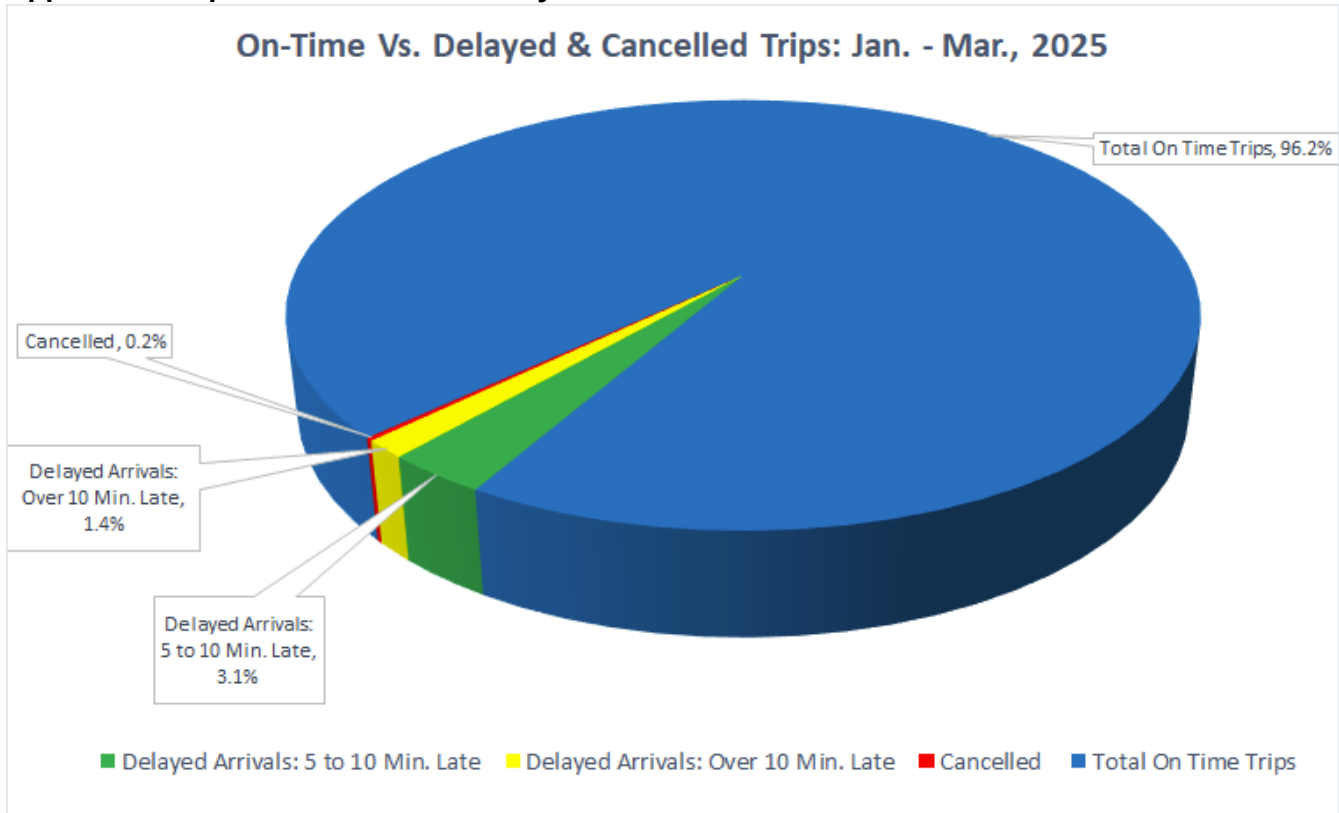
**On-Time Performance - % of Trips On-Time (2024)**

	NYC Ferry	WA State Ferries	Kitsap Transit	Ma. Bay Ferries	Golden Gate	AVERAGE	SF Bay Ferry
January	Reporting Paused	91.7%	97.3%	99.7%	98.1%	96.7%	98.5%
February	Reporting Paused	89.0%	98.7%	99.9%	97.3%	96.2%	98.4%
March	Reporting Paused	84.1%	97.5%	99.7%	95.0%	94.1%	97.9%
April	Reporting Paused	84.7%	97.0%	99.6%	96.6%	94.4%	97.5%
May	Reporting Paused	78.1%	96.7%	96.8%	97.8%	92.4%	96.7%
June	Reporting Paused	83.1%	96.9%	97.2%	97.7%	93.7%	96.4%
July	Reporting Paused	82.6%	96.8%	97.9%	97.0%	93.6%	95.8%
August	Reporting Paused	82.3%	96.0%	98.3%	97.9%	93.6%	97.5%
September	Reporting Paused	79.4%	97.0%	96.8%	97.3%	92.6%	97.6%
October	Reporting Paused	88.0%	98.0%	98.5%	98.8%	95.8%	96.4%
November	Reporting Paused	91.3%	98.0%	99.4%	97.6%	96.6%	94.4%
December	Reporting Paused	91.0%	92.0%	99.8%	96.4%	94.8%	96.5%
<b>Average Monthly</b>	Reporting Paused	<b>85.4%</b>	<b>96.8%</b>	<b>98.6%</b>	<b>97.3%</b>	<b>94.5%</b>	<b>96.9%</b>

**Service Reliability - % of Scheduled Trips that were Operated (Not Cancelled) 2024**

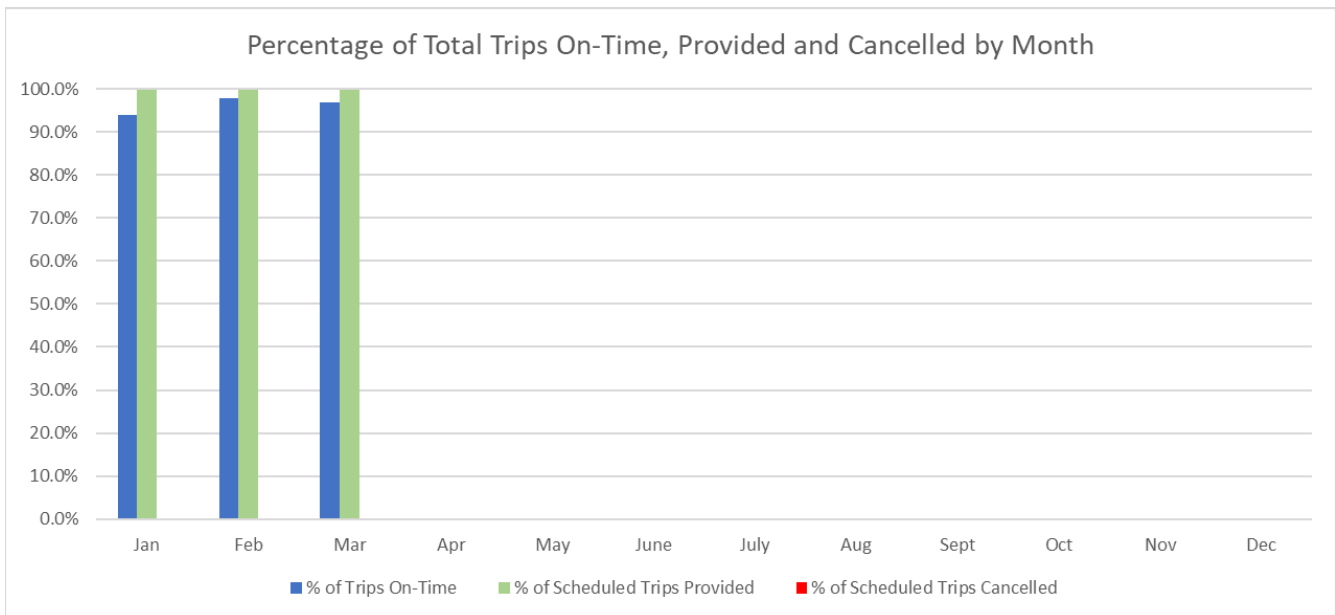
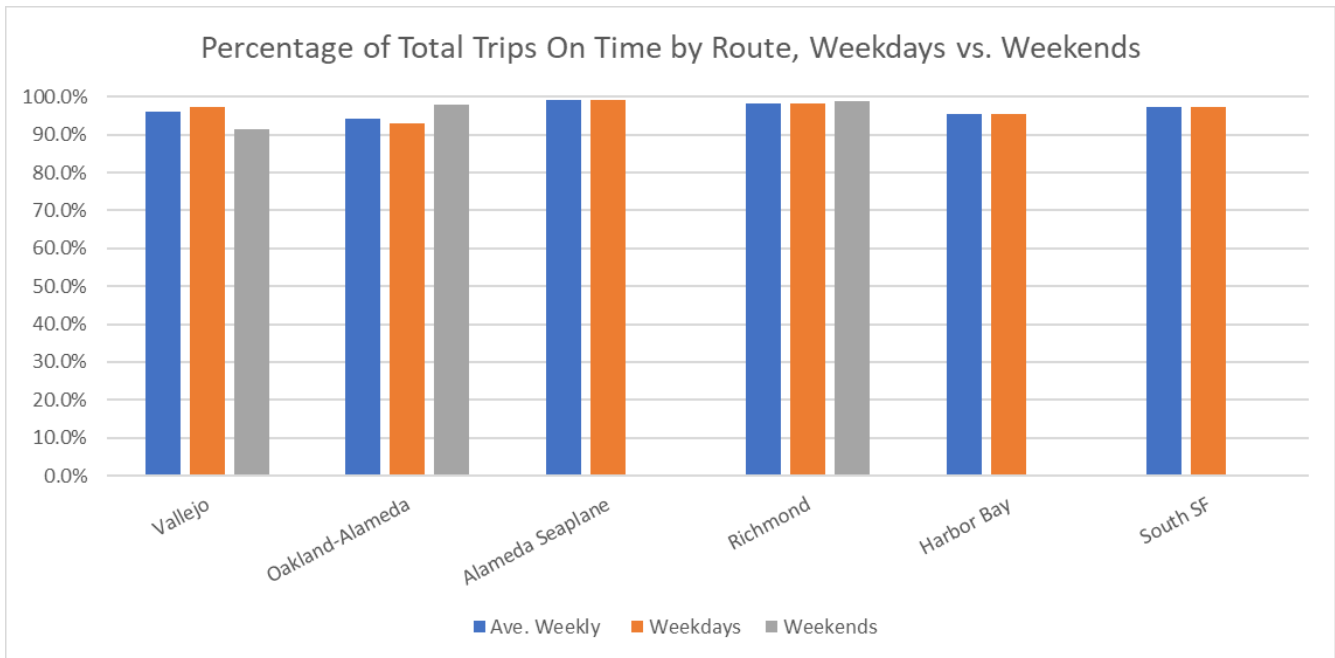
	NYC Ferry	WA State Ferries	Kitsap Transit	Ma. Bay Ferries	Golden Gate	AVERAGE	SF Bay Ferry
January	Reporting Paused	99.0%	99.2%	99.8%	99.3%	99.3%	98.8%
February	Reporting Paused	99.0%	99.7%	99.8%	99.3%	99.5%	98.3%
March	Reporting Paused	99.0%	98.9%	99.9%	99.3%	99.3%	99.6%
April	Reporting Paused	99.4%	99.0%	98.2%	99.3%	99.0%	99.9%
May	Reporting Paused	98.6%	99.5%	99.9%	99.3%	99.3%	99.9%
June	Reporting Paused	98.0%	99.6%	100.0%	99.3%	99.2%	99.9%
July	Reporting Paused	95.9%	98.7%	100.0%	99.3%	98.5%	99.9%
August	Reporting Paused	97.6%	97.0%	99.9%	99.3%	98.5%	99.9%
September	Reporting Paused	97.9%	100.0%	99.9%	99.0%	99.2%	99.9%
October	Reporting Paused	98.8%	100.0%	100.0%	99.8%	99.6%	99.8%
November	Reporting Paused	98.9%	99.0%	99.7%	97.8%	98.8%	99.6%
December	Reporting Paused	98.3%	97.0%	100.0%	99.5%	98.7%	99.5%
<b>Average Monthly</b>	Reporting Paused	<b>98.4%</b>	<b>99.0%</b>	<b>99.8%</b>	<b>99.2%</b>	<b>99.1%</b>	<b>99.6%</b>

Appendix A. Operations Data Summary



On-Time Performance - % of Trips On Time: Year-to-Date (March 2025)			
Route	Ave. Weekly	Weekdays	Weekends
Vallejo	96.2%	97.4%	91.5%
Oakland-Alameda	94.2%	92.8%	98.0%
Alameda Seaplane	99.1%	99.1%	Not Provided
Richmond	98.3%	98.2%	98.8%
Harbor Bay	95.5%	95.5%	Not Provided
South SF	97.3%	97.3%	Not Provided
<b>Total System</b>	<b>96.2%</b>	<b>96.1%</b>	<b>96.6%</b>

On-Time Performance & Reliability by Month			
	% of Trips On-Time	% of Scheduled Trips Provided	% of Scheduled Trips Cancelled
Jan	94.1%	99.8%	0.2%
Feb	98.0%	99.7%	0.3%
Mar	96.8%	99.8%	0.2%
Apr			
May			
June			
July			
Aug			
Sept			
Oct			
Nov			
Dec			
<b>Year-to-Date Average</b>	<b>96.2%</b>	<b>99.8%</b>	<b>0.2%</b>



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

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

*[March 13, 2025]*

The Board of Directors of the San Francisco Bay Area Water Emergency Transportation Authority met in regular session at the Alameda City Hall Council Chambers at 2263 Santa Clara Avenue, 3rd Floor, Alameda, CA and via videoconference.

**1. CALL TO ORDER**

Chair James Wunderman called the meeting to order at 1:03 p.m.

**2. ROLL CALL/PLEDGE OF ALLEGIANCE**

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

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

**3. REPORT OF BOARD CHAIR**

Chair Wunderman invited City of Alameda City Manager Jennifer Ott to share a few comments and offer her welcome.

Chair Wunderman thanked Ms. Ott for her welcome and the collaborative relationship between SF Bay Ferry and the City of Alameda.

Chair Wunderman said that he met with San Francisco International Airport (SFO) Director Mike Nakornkhet to discuss a ferry terminal that would serve SFO.

**4. REPORTS OF DIRECTORS**

The Directors thanked the City of Alameda for hosting SF Bay Ferry and expressed appreciation for the efforts resulting in increased ridership.

Director Dew commented on things happening in Solano County that challenge connectivity to the ferry.

**5. REPORTS OF STAFF**

Executive Director Seamus Murphy thanked Ms. Ott for her comments and for the partnership with the City of Alameda.

Mr. Murphy introduced new staff member, Digital Communications Specialist Teo Saragi who was most recently with the Greenlining Institute and Equal Rights Advocates.

Mr. Murphy introduced Director of Planning Michael Gougherty to provide an update on the initiatives related to Alameda Ferry Terminal access including parking fees. He acknowledged City of Alameda Transportation Planning Manager Lisa Foster and Land Use and Transportation Planner Brian McGuire for their great working relationship. He stated that the goal was to make certain that the proposed initiatives benefited the service as well as the riders and that staff was

working to draft a Memorandum of Understanding that would be brought to the Board for consideration.

Ms. Foster explained that payment would be made available at pay stations and through mobile payment options. She noted that changing prices based on demand would be no more often than quarterly with at least a public two-week notice.

Director Alba expressed her appreciation for the approach the City of Alameda was taking to manage parking demand.

Mr. Gougherty stated other access considerations would fall under the purview of SF Bay Ferry's Pilot Service Program. He further stated that staff would be working closely with local partners to identify funding opportunities and determine goals and priorities for other access concerns.

Mr. Murphy reported that the California Air Resources Board (CARB) had accepted and approved the alternative control of emissions (ACE) plan and introduced Director of Project Delivery and Engineering Timothy Hanners to talk about the ACE plan and the delivery of MV *Karl*.

Mr. Hanners shared his presentation and the CARB regulation timeline. He introduced Aurora Marine Design Vice President Christian Stark to explain CARB's Commercial Harbor Craft (CHC) Regulation and the zero-emissions program of the ACE plan.

Mr. Stark introduced CARB Staff Air Pollution Specialist Tracy Haynes to talk about CARB's alternative pathway to meet emission reduction requirements. Ms. Haynes congratulated SF Bay Ferry and the leadership for their work in implementing the ACE plan which was the first ACE plan approved under the CHC Regulation noting that the MV *Karl* was the first vessel to meet the most stringent CHC Regulation emission standards for diesel vessels.

Mr. Stark introduced Director of Operations and Customer Experience Thomas Hall to talk about some of the improvements and the passenger experience on MV *Karl*.

Mr. Hanners closed out the presentation with next steps including delivery of the fourth Dorado class vessel, MV *Zalophus*, in fall 2025.

Chair Wunderman congratulated the team for their efforts and expressed his appreciation for the challenge and complexity of the work.

The Directors expressed their appreciation to the project team for the flexible and collaborative approach under challenging circumstances within the regulatory framework.

The project team acknowledged the efforts of Government and Regulatory Affairs Manager Lauren Gularte and the leadership of Mr. Murphy.

Chief Financial Officer Erin McGrath clarified the spend down of the operating revenue.

Mr. Murphy provided written reports and offered to answer questions before inviting Transportation Planner Gabriel Chan to provide the ridership report and share his presentation.

Mr. Hall noted the April schedule changes improved operational efficiency.

The Directors thanked staff for their reports and updates.

## **6. CONSENT CALENDAR**

Director DelBono made a motion to approve the consent calendar:

- a. Approve Board Meeting Minutes – February 13, 2025
- b. Approve Contract Award to Pacific Power Group, LLC for MV *Peralta* Main Engine Preventative Maintenance Services

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

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

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

## **7. APPROVE ACTIONS RELATIVE TO RFP 22-017, 400-PASSENGER REEF VESSEL PROCUREMENT**

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

1. Subject to satisfactory completion of the FTA-required Buy America pre-award audit, approve contract award to Ice Floe, LLC dba Nichols Brothers Boat Builders (NBBB) for the procurement of two high-speed ferries in an amount of \$59,557,312; and,
2. Authorize a revision to the MV *Intintoli* replacement project budget from \$26,446,700 to \$41,019,000; and
3. Replace the MV *Mare Island* capital project with a new 400-Passenger vessel project with a budget of \$36,334,000; and
4. Authorize the Executive Director to negotiate and execute an agreement with NBBB and take any other related actions as may be necessary to support this work.

Mr. Powell shared his presentation about the procurement process including information about NBBB and recognized NBBB CEO Gavin Higgins and Vice President Lacey Greene.

Chair Wunderman thanked NBBB for bidding and recognizing the complexity and risk of the job and asked for clarity about how volatility would be managed. Chief Financial Officer Erin McGrath explained the funding plan in response to director questions.

The Directors invited NBBB to respond to questions and thanked them for bidding on the project and for their efforts to control costs and their apprenticeship program.

Mr. Powell acknowledged construction manager, Elliott Bay Design Group Principal Jim Towers.

Director DelBono made a motion to adopt Resolution No. 2025-06 approving this item.

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

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

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

## **8. MISSION BAY FERRY LANDING MEMORANDUM OF UNDERSTANDING**

Capital Planning Manager Chad Mason presented this item recommending authorizing the Executive Director to execute a Memorandum of Understanding (MOU) with the Port of San Francisco for the Mission Bay Ferry Landing Project.

Mr. Mason acknowledged and thanked Port of San Francisco staff – Capital Projects Manager Simon Betsalel, Government Affairs Manager Boris Delepine, and Project Manager Jamie Hurley

for their continued partnership and collaboration in reaching this important milestone and shared his presentation.

Mr. Mason gave an overview of the project history, design, and next steps for project delivery, and Mr. Gougherty spoke about the specifics of the MOU.

Chair Wunderman encouraged local governments to prioritize ferry service in waterfront development from the beginning.

Vice Chair Moyer reminded everyone that the Mission Bay Plan was done in 1997, long before the existence of WETA.

Director Dew suggested that a Joint Powers Authority (JPA) be considered focusing on dredging to streamline permitting and funding efforts.

Chair Wunderman made a motion to adopt Resolution No. 2025-07 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, DeIBono, Dew, Moyer, Wunderman. Nays: None. Absent: None.

**9. AUTHORIZE THE EXECUTIVE DIRECTOR TO ENTER INTO A LEASE AT 375 BEALE STREET AND RELATED ACTIONS**

Mr. Murphy introduced this item recommending authorizing the Executive Director to enter into a lease with the Bay Area Headquarters Authority for new administrative office space at 375 Beale Street and take related actions to relocate staff to the new leased space and work with the Port of San Francisco to modify or terminate the current lease for administrative office space at Pier 9.

Mr. Murphy stated that approximately a year and a half remained on the Pier 9 lease and that SF Bay Ferry was currently in discussion with the Port of San Francisco to discuss options for termination of the lease.

Director Alba made a motion to adopt Resolution No. 2025-08 approving this item.

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

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

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

**10. OAKLAND ALAMEDA WATER SHUTTLE PILOT PROJECT UPDATE**

Mr. Hall introduced this informational item on the Oakland Alameda Water Shuttle Pilot and shared his presentation.

Mr. Hall provided the background of the service, and Mr. Chan shared ridership and service reliability data.

Mr. Hall discussed next steps and invited Mr. McGuire to provide a few comments from the City's perspective.

**11. APRIL 2025 SCHEDULE CHANGE**

Mr. Hall introduced this informational item on the April 2025 schedule change and highlighted a few points noting that most passengers would not see any negative impacts from the schedule change.

**12. UPDATED AND RESTATED SF BAY FERRY ADMINISTRATIVE CODE**

WETA General Counsel Steven Miller of Hanson Bridgett presented this item for Board feedback and consideration. Mr. Miller stated that the Board had the flexibility to provide comments on the draft updated and restated SF Bay Ferry Administrative Code (Code) for further consideration or approve the draft Code.

Mr. Miller shared his presentation about the Code, noting a few outdated provisions and best practices. He noted that the draft Code was mostly a reorganization and update of one of SF Bay Ferry's most important foundational guiding documents.

Chair Wunderman clarified his role in approving Director travel.

The Directors said the increase in Executive Director authority was reasonable and defensible.

Chair Wunderman thanked Mr. Miller for his work and offered to take a motion to approve the Code.

Director Alba made a motion to adopt Resolution No. 2025-09 approving this item.

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

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

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

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

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

With all business concluded, Chair Wunderman adjourned the meeting at 4:03 p.m.

- Board Secretary

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

MEMORANDUM

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**TO:** Board Members

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

**SUBJECT:** Authorize Purchase of Insurance Policies for Fiscal Year 2025/26

**Recommendation**

Approve the purchase of the following insurance policies for Fiscal Year (FY) 2025/26 estimated to cost up to \$853,600 in total:

- 1) Marine Commercial Liability including Terminal Operators
- 2) Excess Marine Liabilities
- 3) Property Insurance
- 4) Public Officials Management & Employment Practices Liability
- 5) Crime Insurance
- 6) Special Liability Insurance (SLIP)
- 7) Workers' Compensation

**Background/Discussion**

The SF Bay Ferry's risk management practices rely on a number of policies and practices. Primarily, risk is managed through the insurance coverage purchased directly and the coverage the Authority requires contractors to carry. The most important contract in this regard is the operating and maintenance contract with the Blue and Gold Fleet. In addition to commercial general liability and automobile liability coverage, Blue & Gold Fleet's insurance provides coverage for WETA's vessels (Protection & Indemnity and Hull), Blue & Gold Fleet's crew, and environmental liability, as well as an additional \$49,000,000 of "umbrella liability" coverage for incidents arising out of Blue & Gold Fleet's provision of services to WETA. Such insurance is procured and held separately by Blue & Gold Fleet but paid for by WETA. Current insurance costs incurred by Blue & Gold that are billable to WETA exceed \$1.8 million and are budgeted in the operating budget depending on the category of the expense.

In addition, SF Bay Ferry purchases policies directly to protect the agency from third party claims, loss of property, employment practices or other public agency risks. These policies are renewed annually with approval from the Board based upon estimates provided by WETA's insurance broker, Alliant Insurance Services (Alliant).

This item authorizes the purchase of FY 2025/26 insurance policies consistent with prior year policies and coverage levels. Each type of insurance proposed is described below and policy coverage and pricing are detailed in the FY 2025/26 Insurance Policy Schedule provided as **Attachment A**.

**Marine Commercial Liability and Excess Marine Liabilities**

These policies protect against third party claims for bodily injury and property damage at covered locations. Because of the size of the coverage, it is held by multiple carriers who share the risk on a percentage basis.

Property Insurance

This coverage provides protection against losses due to damage to property from fires, vandalism, accidents, earthquake, flood, etc. including both personal property and business inventory. This coverage also extends to the waterside assets consisting of the docks, floats, gangways, piers, pilings, and ramps which are insured for replacement costs subject to the property insurance limits.

Public Officials Management & Employment Practices Liability

This policy is designed to address the unique exposures faced by public entities and responds to claims brought against WETA, its employees, and volunteers for any alleged or actual breach of duty, neglect, error, misstatement, or omission in the course of public duties. Included is coverage for employment related matters, such as wrongful termination and harassment.

Crime Insurance

Crime insurance covers money, securities, and other property against a variety of criminal acts including fraud, employee theft, robbery, and forgery.

Special Liability (SLIP)

Special liability is a policy designed to provide auto liability coverage for WETA-owned vehicles.

Workers' Compensation

Required coverage for employee injuries in the performance of their work

Actual annualized premiums for SF Bay Ferry policies for FY 2024/25 were \$805,122. Annual premium rate increases for FY 2025/26 policies are projected to increase overall 6% with variability depending on the policy. For both liability and property coverage, the driving force behind the state of the market is claims experience. Although the Authority has a low claims experience related to its work which helped during the renewal process last year, the market overall has seen the value of claims increase dramatically due to natural disasters, jury awards and other market factors. The result overall is a recommendation to authorize the execution of policies with an estimated total cost of \$853,600. This is a conservative projection next year's renewals .

**Fiscal Impact**

Projected cost of \$853,600 will be included in the proposed FY 2025/26 Operating Budget to support the purchase of insurance as outlined in this memorandum.

Attachment A: 2025/26 Insurance Policy Coverage and Cost Estimates

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

**San Francisco Bay Ferry (WETA)  
2025-26 Insurance Policy Coverage and Cost Estimates**

**Attachment A**

Coverage	Locations	Deductible/Retention	Carrier	FY 2024-25 Limit	FY 2025-26 Estimated Premium
Marine Commercial Liability Terminal Operators Liability Wharfingers Liability	Pier 9 Offices Pier 9 Berthing Facility Central Bay O&M Facility North Bay O&M Facility Vallejo Ferry Ticket Office San Francisco Harbor Bay Alameda Main Street Alameda Seaplane Lagoon Oakland Clay Street Vallejo Mare Island South San Francisco Richmond Public Dock at Jack London Square Public Dock, Bohol Circle F Dock, Redwood City	\$2,500 each occurrence	Aspen American Insurance Company	\$1,000,000 Each Occurrence \$3,000,000 Aggregate	\$29,200
Excess Marine Liabilities - Layer 1	Same as above	N/A	Liberty Mutual Insurance Company - 50% Navigators Insurance Company - 25% Endurance Risk Solutions Assurance Company - 25%	\$9,000,000 Excess \$1,000,000	\$ 39,200
Excess Marine Liabilities - Layer 2	Same as above	N/A	Starr Indemnity & Liability Company	\$15,000,000 Excess \$10,000,000	\$ 30,600
Property Insurance	Pier 9 Offices Pier 9 Berthing Facility Central Bay O&M Facility North Bay O&M Facility Vallejo Ferry Ticket Office San Francisco Harbor Bay Alameda Main Street Alameda Seaplane Lagoon Oakland Clay Street Vallejo Mare Island South San Francisco Richmond	\$25,000 to \$250,000	Illinois Union Insurance Company	Total Insured Value: \$232,718,848	\$ 720,800
Public Officials Management & Employment Practices Liability	N/A	\$15,000 each public officials management \$25,000 each employment practices violation	Indian Harbor Insurance Company	\$3,000,000 Aggregate	\$ 32,000
Crime Insurance	N/A	\$2,500 each occurrence	National Union Fire	\$1,000,000 Each Occurrence	\$ 1,800
Special Liability Insurance (SLIP)	Pier 9 Offices	Commercial General Liability \$1,000	Great American	\$1,000,000 Each Occurrence	\$ 4,000
	N/A	Automobile Liability \$1,000	Great American		
Workers Compensation	N/A	None	State Compensation Insurance Fund	Statutory / \$1M EL	\$ 18,000
					<b>\$ 853,600</b>

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

**RESOLUTION NO. 2025-10**

**AUTHORIZE PURCHASE OF INSURANCE POLICIES FOR FISCAL YEAR 2025/26**

**WHEREAS**, WETA's existing commercial insurance policies expire on June 30, 2025 and WETA seeks to renew the policies through June 30, 2026; and

**WHEREAS**, these policies are reviewed annually and placed with the assistance of Alliant Insurance Services, WETA's insurance broker; and

**WHEREAS**, WETA has received estimates for FY 2025/26 insurance coverage; and

**WHEREAS**, the estimated cost of insurance coverage for FY 2025/26 is 6% higher than the previous year; this increase is fair and reasonable given the current state of the insurance market reflecting rate increases due at least in part to increased claims experiences (even though not at WETA, such market factors have increased claims industry-wide); now, therefore, be it

**RESOLVED**, that the Board of Directors hereby approves and authorizes the Executive Director to purchase Commercial Insurance with assistance of its broker, Alliant Insurance Services, at an estimated amount of \$853,600 for FY 2025/26.

**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 May 8, 2025.

YEA:

NAY:

ABSTAIN:

ABSENT:

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/s/ Board Secretary

2025-10

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

MEMORANDUM

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**TO:** Board Members

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

**SUBJECT:** Authorize the Filing of an Application with the Metropolitan Transportation Commission for \$25,300,000 in Regional Measure 3 Capital Funds

**Recommendation**

Authorize the Executive Director to file an application, related assurances and allocation request with the Metropolitan Transportation Commission (MTC) for Regional Measure 3 (RM3) capital funds in the amount of \$25,300,000 to support the Mission Bay Ferry Landing project.

**Background**

On June 5, 2018, voters passed RM3, raising the toll for all vehicles on the seven State-owned toll bridges in the San Francisco Bay Area by a total of \$3.00, phased in through one-dollar increments. This toll increase is to fund various transportation projects within the region that have been determined to reduce congestion or to make improvements to travel in the toll bridge corridors, as identified in SB 595 (Chapter 650, Statutes of 2017). Specifically, RM3 establishes the RM3 Expenditure Plan and identifies specific capital and operating projects and programs eligible to receive RM3 funding as identified in Sections 30914.7 (a) & (c) of the California Streets and Highways Code.

The Capital Program of the RM3 Expenditure Plan includes the Ferry Enhancement Program, totaling \$300 million. WETA is the designated recipient of funds under this program. The Mission Bay Ferry Landing project (Project), being implemented by the Port of San Francisco (Port), is eligible for consideration under the Ferry Enhancement Program of the RM 3 Expenditure Plan. The Port has requested \$25 million in capital funds from the RM3 Ferry Enhancement Program for the Mission Bay Ferry Landing project.

In November 2023, MTC approved the first RM3 allocation request for *Project 5.1, Mission Bay Ferry Landing* (Project) for \$700,000 to perform further engineering analysis, which explored options to reduce construction costs of the existing design and examine the potential long-term future of the existing temporary Mission Bay terminal located at Pier 48.5.

**Discussion**

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

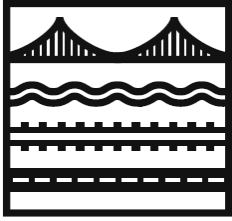
In coordination with the Port of San Francisco and with funding secured through the EPA Clean Ports grant, the Mission Bay Ferry Landing Project is fully funded and advancing into the final design and construction phase. WETA is submitting an allocation request in the amount of \$25,300,000 for the full construction of the Mission Bay Ferry Landing project. The scope of work includes building the ferry landing pier and piles, installing electrification infrastructure for the ferry landing, and completing upland improvements to Ferry Landing Plaza and Agua Vista Park.

This item allows staff to move forward to request an allocation of funds from MTC for \$25,300,000 in Regional Measure 3 funds to support the additional engineering surrounding the Mission Bay Ferry Landing project.

**Fiscal Impact**

The *Mission Bay Ferry Landing* project is included in the draft FY 2025/26 Capital Budget at a cost of \$28,000,000, funded with \$26 million in RM3 and \$2 million in TIRCP.

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



# Regional Measure 3

## Initial Project Report

### *Project/Subproject Details*

#### Basic Project Information

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

#### Subproject Information

Subproject Number	5.1
Subproject Title	Mission Bay Ferry Landing Project
RM3 Funding Amount	\$26,000,000

### I. Overall Subproject Information

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

Project Sponsor: SF Bay Ferry (WETA)

Implementing Agency: Port of San Francisco (Port)

On March 13, 2025, WETA approved the Memorandum of Understanding with the Port of San Francisco for the planning design, entitlement, and funding of the Mission Bay Ferry Landing project. The new MOU replaces the prior MOU from 2017. It defines roles for delivery of the project, as well as sets responsibilities for the operation, maintenance, and ownership of the project after construction is complete. The Port of San Francisco Commission approved the MOU at its meeting of March 11, 2025. A copy of the signed MOU is attached.

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

The Mission Bay Ferry Landing will provide critical regional ferry service to and from the fast-growing Mission Bay neighborhood and surrounding Central Waterfront communities. It will also connect communities across the Bay to water recreation and maritime activity on the San Francisco waterfront.



## Regional Measure 3 Initial Project Report

The new ferry landing is within a half mile of approximately 11,000 new housing units, 7 million square feet of new office and commercial space, over 1 million square feet of new retail space and 70 acres of public open space. Additionally, the terminal is planned within one block from the T-Third line and Central Subway, which is underway for extension to San Francisco's Chinatown neighborhood. The terminal will be an easy walk to the Golden State Warriors Chase Center, the UCSF Mission Bay hospital and campus, and to San Francisco's related life sciences community.

Mission Bay Ferry Landing will provide capability to berth two ferry boats simultaneously and it is estimated that the ferry landing will have the capacity to handle up to 6,000 passengers per day. The ferry landing is essential to alleviate current regional transportation overcrowding and provide transportation resiliency in the event of an earthquake, BART or Bay Bridge failure, or other unplanned events. Ferry service will reduce our community's carbon footprint and the landing is designed to accommodate the expected sea level rise.

The Port of San Francisco and SF Bay Ferry (WETA) are leading the project with the support of other City and regional agencies.

In the upcoming fiscal year, WETA and the Port will update baseline cost estimates including scenarios for terminal electrification. After the cost estimates are complete, a value engineering study will commence to evaluate options to reduce project costs.

### **c. Impediments to Project Completion**

In the last year the project has been reviewed and construction estimates have been updated. Current impediments are market conditions driving up prices between allocation and bids being received and the uncertainty around funding from the EPA needed to complete the project. That funding has been allocated and a grant has been executed.

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

The Project contracted a marine engineering firm that has recently built 2 facilities similar in the Bay Area and incorporated schedule and cost estimates into the project plans. The team has also solicited estimate peer reviews on the major portions of the project. The estimates originally included 10% design contingency and 10% construction contingency as well as applied an escalation appropriate for the Bay Area. These will be retained as the cost estimate is reexamined due to the timing delay. The value engineering study will be conducted with a marine engineering firm and could also involve coordination with marine construction contractors to evaluate options for cost reductions.

WETA and the Port will coordinate with permitting agencies if value engineering options would affect existing permits.



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

WETA will be responsible for maintaining and operating the facility.

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



## II. Project Phase Description and Status

**a. Environmental/Planning**

Does NEPA apply? Yes  No

Port staff secured a CEQA Mitigated Negative Declaration in September 2018 and have received environmental project permits in late 2019 from National Marine Fisheries Service, Regional Water Quality Control Board, Bay Conservation Development Commission. The Port has been actively engaged with the United States Army Corp of Engineers and have already obtained the final permit environmental permit required for the project.



**b. Design**

The Project has completed all design required for bidding for a construction contract. The design includes provisions for Sea Level Rise through 2070- the design life of the landing. In the coming months, WETA and the Port plan to engage in a review of the design to confirm the cost of the project and identify any value engineering opportunities.

**c. Right-of-Way Activities / Acquisition**

ROW is fully owned by the Port of San Francisco, no ROW acquisition.

**d. Construction / Vehicle Acquisition / Operating**

The Mission Bay Ferry Landing project will be delivered in three phases as described below.

- Phase 1 work was completed in 2020. The scope was initial site preparation and dredging of the Project area. Phase 1 work cost approximately \$10.5 million.
- Phase 2a is scheduled to be awarded in Q2 2025 and completed in Q1 2026. This scope includes cleanup of marine debris in the Project area, dredging of the previously installed sand cap area, and installation of a marine mattress to serve as an erosion protection layer.
- Phase 2b work is scheduled to be awarded in Q2 2026 and completed in Q1 2027. This scope includes the construction of the ferry landing pier and piles, ferry landing electrification infrastructure, and upland improvements to Ferry Landing Plaza and Agua Vista Park.

WETA will operate service to and from the Mission Bay Ferry Landing using the agency’s fleet of ferry vessels.

**III. Project Schedule**

Phase-Milestone	Planned	
	Start Date	Completion Date
Environmental Studies, Preliminary Eng. (ENV / PE / PA&ED)	January 2017	December 2018
Final Design - Plans, Specs. & Estimates (PS&E)	December 2018	December 2024
Right-of-Way Activities /Acquisition (R/W)	N/A	N/A
Construction (Begin – Open for Use) / Acquisition (CON)	June 2025	March 2027



## IV. Project Budget

### Capital

<b>Project Budget</b>	<b>Total Amount - Escalated to Year of Expenditure (YOE)- (Thousands)</b>
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	(included in PS&E Below)
Design - Plans, Specifications and Estimates (PS&E)	7,700
Right-of-Way Activities / Acquisition (R/W)	N/A
Construction / Rolling Stock Acquisition (CON)	66,700
<b>Total Project Budget (in thousands)</b>	<b>74,400</b>

<b>Phase 2A Deliverable Segment Budget (if different from Project budget)</b>	<b>Total Amount - Escalated to Year of Expenditure (YOE)- (Thousands)</b>
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	
Design - Plans, Specifications and Estimates (PS&E)	
Right-of-Way Activities /Acquisition (R/W)	
Construction / Rolling Stock Acquisition (CON)	
<b>Total Project Budget (in thousands)</b>	

<b>Operating</b>	<b>Total Amount - Escalated to Year of Expenditure (YOE)- (Thousands)</b>
Annual Operating Budget	FY25/26: \$2,020



## V. Project Funding

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

## VI. Contact/Preparation Information

### **Contact for Project Sponsor**

Name: Chad Mason  
Title: Senior Planner/Project Manager  
Phone: (415) 364-1745  
Email: mason@watertransit.org  
Mailing Address: Pier 9, Suite 111, The Embarcadero, San Francisco, CA 94111

### **Person Preparing Initial Project Report** (if different from above)

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

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

Project Title:	Ferry Expansion Program
Subproject Title	Mission Bay Ferry Landing Project
Project/Subproject Number:	5.1
Total RM3 Funding:	\$ 26,000,000

(add rows as necessary)

**CAPITAL FUNDING**

Funding Source	Committed? (Yes/No)	Total Amount (\$ thousands)	Amount Expended (\$ thousands)	Amount Remaining (\$ thousands)
<b>ENV</b>				
		\$ -	\$ -	\$ -
				\$ -
				\$ -
				\$ -
				\$ -
ENV Subtotal		\$ -	\$ -	\$ -
<b>PSE</b>				
RM3	Yes	\$ 700	\$ 87	\$ 613
UCSF	Yes	\$ 1,100		\$ 1,100
City of SF Funds	Yes	\$ 6,500		\$ 6,500
				\$ -
				\$ -
PSE Subtotal		\$ 8,300	\$ 87	\$ 8,213
<b>ROW</b>				
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
ROW Subtotal		\$ -	\$ -	\$ -
<b>CON</b>				
RM3	Yes	\$ 25,300		\$ 25,300
UCSF	Yes	\$ 2,900		\$ 2,900
City of SF Funds	Yes	\$ 13,300		\$ 13,300
SF Sales Tax	Yes	\$ 4,200		\$ 4,200
TIRCP	Yes	\$ 2,000		\$ 2,000
EPA	Yes	\$ 18,400		\$ 18,400
				\$ -
				\$ -
				\$ -
				\$ -
CON Subtotal		\$ 66,100	\$ -	\$ 66,100
<b>Capital Funding Total</b>		\$ 74,400	\$ 87	\$ 74,313

**OPERATING FUNDING (Annual)**

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

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

Project Title:	Ferry Expansion Program
Subproject Title:	Mission Bay Ferry Landing Project
Project/Subproject Number:	5.1
Total RM3 Funding:	\$ 26,000,000

(add rows as necessary)

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

Funding Source	Prior	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	Future committed	Total Amount (\$ thousands)	Amount Expended (\$ thousands)	Amount Remaining (\$ thousands)
<b>ENV</b>														
RM-3												\$ -		\$ -
												\$ -		\$ -
												\$ -		\$ -
												\$ -		\$ -
ENV Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>PSE</b>														
RM-3						\$ 700						\$ 700		\$ 700
UCSF							\$ 1,100					\$ 1,100		\$ 1,100
City of SF Funds							\$ 6,500					\$ 6,500		\$ 6,500
												\$ -		\$ -
												\$ -		\$ -
PSE Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 700	\$ 7,600	\$ -	\$ -	\$ -	\$ -	\$ 8,300	\$ -	\$ 8,300
<b>ROW</b>														
RM-3												\$ -		\$ -
												\$ -		\$ -
												\$ -		\$ -
												\$ -		\$ -
ROW Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>CON</b>														
RM-3							\$ 25,300					\$ 25,300		\$ 25,300
UCSF							\$ 2,900					\$ 2,900		\$ 2,900
City of SF Funds							\$ 13,300					\$ 13,300		\$ 13,300
SF Sales Tax								\$ 4,200				\$ 4,200		\$ 4,200
TIRCP								\$ 2,000				\$ 2,000		\$ 2,000
EPA								\$ 18,400				\$ 18,400		\$ 18,400
												\$ -		\$ -
												\$ -		\$ -
												\$ -		\$ -
CON Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 41,500	\$ 24,600	\$ -	\$ -	\$ -	\$ 66,100	\$ -	\$ 66,100
<b>RM-3 Funding Subtotal</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 700	\$ 25,300	\$ -	\$ -	\$ -	\$ -	\$ 26,000	\$ -	\$ 26,000
<b>Capital Funding Total</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 700	\$ 49,100	\$ 24,600	\$ -	\$ -	\$ -	\$ 74,400	\$ -	\$ 74,400

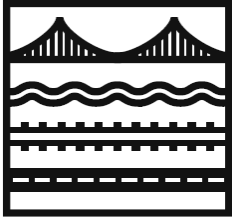
**Regional Measure 3  
Initial Project Report - Subproject Report  
Cash Flow Plan**

Project Title:	Ferry Expansion Program
Subproject Title	Mission Bay Ferry Landing Project
Project/Subproject Number:	5.1
Total RM3 Funding:	\$ 26,000,000

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

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

Funding Source	Prior	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	Future committed	Total Amount (\$ thousands)
<b>ENV</b>												
RM 3												\$ -
												\$ -
												\$ -
												\$ -
												\$ -
ENV Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>PSE</b>												
RM 3							\$ 100,000	\$ 600,000				\$ 700,000
UCSF							\$ 200,000	\$ 900,000				\$ 1,100,000
City of SF Funds							\$ 4,400,000	\$ 1,200,000	\$ 900,000			\$ 6,500,000
												\$ -
												\$ -
												\$ -
PSE Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,700,000	\$ 2,700,000	\$ 900,000	\$ -	\$ -	\$ 8,300,000
<b>ROW</b>												
RM 3												\$ -
												\$ -
												\$ -
												\$ -
												\$ -
ROW Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>CON</b>												
RM 3								\$ 10,700,000	\$ 14,600,000			\$ 25,300,000
UCSF							\$ 100,000	\$ 600,000	\$ 2,200,000			\$ 2,900,000
City of SF Funds						\$ 10,200,000	\$ 600,000	\$ 1,800,000	\$ 700,000			\$ 13,300,000
SF Sales Tax								\$ 600,000	\$ 3,600,000			\$ 4,200,000
TIRCP									\$ 2,000,000			\$ 2,000,000
EPA									\$ 18,400,000			\$ 18,400,000
												\$ -
												\$ -
												\$ -
												\$ -
CON Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,200,000	\$ 700,000	\$ 13,700,000	\$ 41,500,000	\$ -	\$ -	\$ 66,100,000
<b>RM 3 Funding Subtotal</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ 11,300,000	\$ 14,600,000	\$ -	\$ -	\$ 26,000,000
<b>Capital Funding Total</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,200,000	\$ 5,400,000	\$ 16,400,000	\$ 42,400,000	\$ -	\$ -	\$ 74,400,000



# Regional Measure 3 Allocation Request

## RM3 Project Information

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

## Subproject Information (if different from overall RM3 project)

Subproject Number	5.1
Subproject Title	Mission Bay Ferry Landing Project
Subproject Funding Amount	\$26,000,000

## RM3 Allocation History (Add lines as necessary)

	MTC Approval Date	Amount	Phase
#1:	11/15/2023	\$700,000	PS&E  (Will request to deobligate \$600,000 before end of FY25.)
#2			
#3			

**Total: \$0.00**

## Current Allocation Request:

Request submittal date	Amount	Phase
3/14/2025	\$25,300,000	CON

## I. RM3 Allocation Request Information

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

*The Project is fully funded and the Port of San Francisco and entering the final design and construction phase. The Port is preparing to construct Phase 2A of the Project. Phase 2A scope includes cleanup of marine debris in the Project area, dredging of the previously installed sand cap area, and installation of a marine mattress to serve as an erosion protection layer.*

*The Project is also entering final design and construction for Phase 2b. Final design is required to incorporate design changes for items identified for cost savings in work under the first Mission Bay RM3 allocation request. The construction work is scheduled to be awarded in Q2 2026 and completed in Q1 2027. This scope includes construction of the ferry landing pier and piles, ferry landing electrification infrastructure, and upland improvements to Ferry Landing Plaza and Agua Vista Park.*

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

*The scope of this allocation request includes the entire construction of the Mission Bay Ferry Landing Project.*

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

*This request is for \$25,300,000 for construction. Please see attached excel allocation form.*

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

*The anticipated completion date for construction is March 2027.*

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

*LONP Date Issued: March 25, 2020, MTC Resolution No. 4412.*

**f. Request Details**

Amount being requested	\$25,300,000
Project phase being requested	CON
Are there other fund sources involved in this phase?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Date of anticipated Implementing Agency Board approval of RM3 Allocation Request resolution for the allocation being requested	5/8/25
Month/year being requested for MTC commission approval of allocation	May 2025

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

**g. List any other planned bridge toll allocation requests in the next 12 months - *No*.**

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

Project Title:	Ferry Expansion Program
Subproject Title	Mission Bay Ferry Landing Project
Project/Subproject Number:	5.1
Total RM3 Funding:	\$ 26,000,000

<b>1. Direct Labor of Implementing Agency (specify by name and job function)</b>			
	Estimated Hours	Rate/Hour	Total Estimated cost
Project Manager			\$ 150,000
Transportation Planner			\$ 100,000
			\$ -
			\$ -
			\$ -
			\$ -
Direct Labor Subtotal			\$ 250,000
<b>2. Overhead and direct benefits (specify)</b>			
	Rate	x Base	
		\$ -	
		0	
		0	
		0	
		0	
		0	
Overhead and Benefit Subtotal			\$ -
<b>3. Direct Capital Costs (include engineer's estimate on construction, right-of-way, or vehicle acquisition)</b>			
	Unit (if applicable)	Cost per unit	Total Estimated cost
Construction Contract			\$ 66,450,000
PS&E/Final Design			\$ 7,500,000
			\$ -
			\$ -
			\$ -
			\$ -
Direct Capital Costs Subtotal			\$ 73,950,000
<b>4. Consultants (Identify purpose and/or consultant)</b>			
			Total Estimated cost
Value Engineering			\$ 100,000
Legal			\$ 100,000
Constultants Subtotal			\$ 200,000
<b>5. Other direct costs</b>			
			Total Estimated cost
Other Direct Costs Subtotal			\$ -
<b>Total Estimated Costs</b>			<b>\$ 74,400,000</b>

Comments:

**Regional Measure 3  
Allocation Request  
Funding Plan - Deliverable Segment - Fully funded phase or segment of total project**

Project Title:	Ferry Expansion Program
Subproject Title:	Mission Bay Ferry Landing Project
Project/Subproject Number:	5.1
Total RM3 Funding:	\$ 26,000,000

(add rows as necessary)

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

Funding Source	Phase	Prior	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	Future committed	Total Amount (\$ thousands)	Amount Expended (\$ thousands)	Amount Remaining (\$ thousands)
RM3	ENV												\$ -		\$ -
	ENV												\$ -		\$ -
													\$ -		\$ -
													\$ -		\$ -
													\$ -		\$ -
ENV Subtotal		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM 3	PSE					\$ 700,000							\$ 700,000	\$ 87,000	\$ 613,000
UCSF	PSE						\$ 1,100,000						\$ 1,100,000		\$ 1,100,000
City of SF Funds	PSE						\$ 6,500,000						\$ 6,500,000		\$ 6,500,000
													\$ -		\$ -
													\$ -		\$ -
PSE Subtotal		\$ -	\$ -	\$ -	\$ -	\$ 700,000	\$ 7,600,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,300,000	\$ 87,000	\$ 8,213,000
RM 3	ROW												\$ -		\$ -
	ROW												\$ -		\$ -
													\$ -		\$ -
													\$ -		\$ -
													\$ -		\$ -
ROW Subtotal		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM 3	CON						\$ 25,300,000						\$ 25,300,000		\$ 25,300,000
UCSF	CON						\$ 2,900,000						\$ 2,900,000		\$ 2,900,000
City of SF Funds	CON					\$ 13,300,000							\$ 13,300,000		\$ 13,300,000
SF Sales Tax	CON							\$ 4,200,000					\$ 4,200,000		\$ 4,200,000
TIRCP	CON							\$ 2,000,000					\$ 2,000,000		\$ 2,000,000
EPA	CON							\$ 18,400,000					\$ 18,400,000		\$ 18,400,000
													\$ -		\$ -
													\$ -		\$ -
													\$ -		\$ -
													\$ -		\$ -
CON Subtotal		\$ -	\$ -	\$ -	\$ -	\$ 13,300,000	\$ 28,200,000	\$ 24,600,000	\$ -	\$ -	\$ -	\$ -	\$ 66,100,000	\$ -	\$ 66,100,000
RM 3 Funding Subtotal		\$ -	\$ -	\$ -	\$ -	\$ 700,000	\$ 25,300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 26,000,000	\$ 87,000	\$ 25,913,000
Capital Funding Total		\$ -	\$ -	\$ -	\$ -	\$ 14,000,000	\$ 35,800,000	\$ 24,600,000	\$ -	\$ -	\$ -	\$ -	\$ 74,400,000	\$ 87,000	\$ 74,313,000

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

Project Title:	Ferry Expansion Program
Subproject Title:	Mission Bay Ferry Landing Project
Project/Subproject Number:	5.1
Total RM3 Funding:	\$ 26,000,000

*(please include all planned funding, add rows as necessary)*  
**Please update the columns below based on your allocation month. The first six months of cash flow are monthly, followed by quarterly, then annually as long as you can reasonably estimate projected expenditures**

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

Funding Source(s) List all funding sources besides RM3	Phase	Prior	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25	2026 Q1	2026 Q2	2026 Q3	2026 Q4	2027 Q1	2027 Q2	Future committed (if applicable)	Total Amount (\$ millions)	Amount Expended (\$ millions)	Amount Remaining (\$ millions)
											(Jan - March 2026)	(April - June 2026)	(July - Sept 2026)	(Oct - Dec 2026)	(Jan - March 2027)	(April - June 2027)				
RM 3	ENV																	\$ -	\$ -	\$ -
Other																		\$ -	\$ -	\$ -
ENV Subtotal		\$ -												\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM 3	PSE	\$ 700,000																\$ 700,000	\$ 87,000	\$ 613,000
UCSF			\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 300,000							\$ 1,100,000	\$ -	\$ 1,100,000
City of SF Funds		\$ 4,100,000	\$ 200,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000			\$ 6,500,000	\$ -	\$ 6,500,000
PSE Subtotal		\$ 4,800,000	\$ 300,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 600,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ -	\$ -	\$ 8,300,000	\$ 87,000	\$ 8,213,000
RM 3	ROW																	\$ -	\$ -	\$ -
ROW Subtotal		\$ -												\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM 3	CON		\$ -		\$ 4,500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 1,000,000	\$ 1,500,000	\$ 200,000	\$ 2,000,000	\$ 4,200,000	\$ 6,000,000	\$ 4,400,000			\$ 25,300,000	\$ -	\$ 25,300,000
UCSF			\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000		\$ 750,000	\$ 750,000	\$ 700,000				\$ 2,900,000	\$ -	\$ 2,900,000
City of SF Funds		\$ 10,200,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000		\$ 300,000	\$ 200,000	\$ 200,000				\$ 13,300,000	\$ -	\$ 13,300,000
SF Sales Tax												\$ 600,000	\$ 2,200,000	\$ 1,400,000				\$ 4,200,000	\$ -	\$ 4,200,000
TIRCP													\$ 2,000,000					\$ 2,000,000	\$ -	\$ 2,000,000
EPA													\$ 9,000,000	\$ 9,000,000	\$ 400,000			\$ 18,400,000	\$ -	\$ 18,400,000
CON Subtotal		\$ 10,200,000	\$ 300,000	\$ 400,000	\$ 4,900,000	\$ 900,000	\$ 900,000	\$ 900,000	\$ 1,400,000	\$ 1,900,000	\$ 200,000	\$ 2,600,000	\$ 18,450,000	\$ 17,350,000	\$ 5,700,000	\$ -	\$ -	\$ 66,100,000	\$ -	\$ 66,100,000
<b>RM 3 Funding Subtotal</b>		\$ 700,000	\$ -	\$ -	\$ 4,500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 1,000,000	\$ 1,500,000	\$ 200,000	\$ 2,000,000	\$ 4,200,000	\$ 6,000,000	\$ 4,400,000	\$ -	\$ -	\$ 26,000,000	\$ 87,000	\$ 25,913,000
<b>Capital Funding Total</b>		\$ 15,000,000	\$ 600,000	\$ 600,000	\$ 5,100,000	\$ 1,100,000	\$ 1,100,000	\$ 1,100,000	\$ 1,600,000	\$ 2,100,000	\$ 800,000	\$ 2,900,000	\$ 18,750,000	\$ 17,650,000	\$ 6,000,000	\$ -	\$ -	\$ 74,400,000	\$ 87,000	\$ 74,313,000

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

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

Project Title:	Ferry Expansion Program
Subproject Title	Mission Bay Ferry Landing Project
Project/Subproject Number:	5.1
Total RM3 Funding:	\$ 26,000,000

<b>1. Direct Labor of Implementing Agency (specify by name and job function)</b>			
	Estimated Hours	Rate/Hour	Total Estimated cost
Project Manager			\$ 150,000
Transportation Manager			\$ 100,000
			\$ -
			\$ -
			\$ -
			\$ -
Direct Labor Subtotal			\$ 250,000
<b>2. Overhead and direct benefits (specify)</b>			
	Rate	x Base	
Overhead		\$ -	
		\$ -	
		\$ -	
		\$ -	
		\$ -	
		\$ -	
Overhead and Benefit Subtotal			\$ -
<b>3. Direct Capital Costs (include engineer's estimate on construction, right-of-way, or vehicle acquisition)</b>			
	Unit (if applicable)	Cost per unit	Total Estimated cost
Construction Contract			\$ 66,450,000
PS&E/Final Design			\$ 7,500,000
			\$ -
			\$ -
			\$ -
Direct Capital Costs Subtotal			\$ 73,950,000
<b>4. Consultants (Identify purpose and/or consultant)</b>			
			Total Estimated cost
Value Engineering			\$ 100,000
Legal			\$ 100,000
Constultants Subtotal			\$ 200,000
<b>5. Other direct costs</b>			
			Total Estimated cost
Other Direct Costs Subtotal			\$ -
<b>Total Estimated Costs</b>			<b>\$ 74,400,000</b>

Comments:

## MEMORANDUM OF UNDERSTANDING

This **MEMORANDUM OF UNDERSTANDING** (“MOU”) dated as of March 13, 2025 for reference purposes only, by and among the **CITY AND COUNTY OF SAN FRANCISCO** (“City”), acting by and through the **SAN FRANCISCO PORT COMMISSION** (“Port”) and the **SAN FRANCISCO BAY AREA WATER EMERGENCY TRANSPORTATION AUTHORITY** (“WETA”, or “SF Bay Ferry,” and together with the Port, the “Parties”), replaces that certain “Memorandum of Understanding for the Planning, Design, Entitlement, and Funding of the Mission Bay Ferry Landing Project” between the Parties dated June 30, 2017, which established a framework for development of a future Mission Bay Ferry Landing.

### RECITALS

A. The Port of San Francisco oversees, manages, and holds 7.5 miles of waterfront lands, from Aquatic Park in Fisherman’s Wharf to Heron’s Head Park near India Basin, in public trust for the use and enjoyment of the people of California. The Port works to advance environmentally and financially sustainable maritime, recreational, and economic opportunities for the residents of and visitors to the City, Bay Area, and the State of California.

B. WETA was created by the State of California to develop and operate a regional ferry transit system on San Francisco Bay and to coordinate water transit response in the event of a natural disaster or regionally disruptive event. WETA, under the operating brand SF Bay Ferry, currently operates service to San Francisco from six terminals throughout the Bay Area.

C. The Mission Bay Ferry Landing (“MBFL”) is a ferry terminal to be constructed in the Mission Bay neighborhood near the intersection of Terry A. Francois Boulevard and 16th Street, adjacent to Agua Vista Park and near the Bayfront Park. The MBFL project (“Project”) includes the construction of a ferry terminal and equipment installation, including a Universal Charging Float (UCF) capable of mooring and charging battery electric ferry vessels with a connection to the local electrical grid. The Project also includes the construction of a fixed pier with canopy, a gangway, and shoreside public access and open space improvements. Project components are illustrated in Exhibit 1B.

D. On June 30, 2017, the Parties entered into a Memorandum of Understanding for the Planning, Design, Entitlement, and Funding of the Mission Bay Ferry Landing Project; this MOU replaces the 2017 Memorandum of Understanding in its entirety, and upon full execution and delivery of this MOU, the Parties declare the Memorandum of Understanding for the Planning, Design, Entitlement, and Funding of the Mission Bay Ferry Landing Project to be null and void.

E. The Port completed a Mitigated Negative Declaration (State Clearing House No. 2018052002, July 6, 2018) that meets the requirements of the California Environmental Quality Act (CEQA) for environmental clearance of the Project.

F. The Parties acknowledge that new ferry service at Mission Bay was identified in Plan Bay Area 2050, San Francisco Bay Area's long-range Regional Transportation Plan jointly developed and adopted in 2021 by the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG). New ferry service at MBFL is also identified in SF Bay Ferry's 2050 Service Vision as a Tier I expansion project.

G. The Port and other departments within the City have invested \$16.7 million in early-phase project expenses for the Project including design, permitting, and environmental mitigation.

H. SF Bay Ferry intends to request allocation of up to \$26.0 million for the Project from the \$300 million Ferry Enhancement Program approved by voters in June 2018 as part of Regional Measure 3 ("RM3") to purchase new vessels, upgrade and rehabilitate existing vessels, build facilities and landside improvements, and upgrade existing facilities.

I. The Parties agree that the Project will be designed and constructed to support the operation of zero emission battery electric ferry vessels, in addition to SF Bay Ferry's current fleet of diesel vessels.

J. SF Bay Ferry has been awarded grant funds from the California State Transportation Agency (CalSTA) Transit via its Intercity Rail Capital Program (TIRCP) for electrification of MBFL to support zero emissions ferry service.

K. In addition to this MOU, it is the intent of the Parties to enter into a long-term lease ("Lease") and companion long-term license ("License"), which collectively will delineate the ongoing operation and maintenance rights and responsibilities at the MBFL upon Project completion. Furthermore, the Parties agree to enter into any necessary subrecipient or funding agreements required to access or disburse funds awarded for the Project and to comply with all terms and conditions of those fund sources.

L. Under a separate agreement (Lease No. L-16591, as will be amended), the Port agrees to allow continued use of Pier 48.5 by SF Bay Ferry as an interim landing for special event services and potentially short hop service to the San Francisco Ferry Terminal until commencement of operations at the MBFL. If mutually desirable, the Parties agree to explore the future feasibility of a permanent landing at Pier 48.5 serviced by SF Bay Ferry.

M. SF Bay Ferry anticipates that it will initially serve the MBFL with service from the North Bay and East Bay during normal morning and evening commute times. Depending on ridership demand and operating fund availability, SF Bay Ferry may also

provide service to the MBFL for special events at the Chase Center or other nearby locations, as well as for the short-hop service to the San Francisco Ferry Terminal and to other regional terminals.

## **AGREEMENT**

The parties hereby agree as follows:

### **I. Incorporation of Recitals**

The above recitals are specifically incorporated into this MOU.

### **II. Term**

This MOU will be effective on the last date this MOU is signed by all Parties and, subject to either Party's ability to terminate the MOU for any reason upon 90 days' notice, will expire upon full execution of the long-term lease and license agreements referenced in Recital K above.

### **III. General Principles**

By and through this MOU, the Parties agree to:

- 1) Work collaboratively to pursue timely implementation of the Project in support of the respective organizational missions of the Parties.
- 2) Acknowledge the current funding plan including Port and SF Bay Ferry funding commitments for MBFL as summarized in Exhibit 1A to this MOU.
- 3) Work together to advocate for the preservation and allocation of all funding committed to the project.
- 4) Acknowledge the potential for additional Project or Project-related costs to arise in the future. The parties will partner to secure future sources of revenue as needed, including but not limited to potential regional transportation measures.
- 5) Acknowledge that SF Bay Ferry's total requested allocation of RM3 funds to support construction of the Project shall not exceed \$26.0, the total commitment indicated in Exhibit 1A.
- 6) Delineate specific roles and responsibilities for SF Bay Ferry and the Port related to the Project.

### **IV. General Approach to Project Implementation**

Planning and implementation of the Project is being undertaken as a partnership between the Port and SF Bay Ferry. The Project also involves close coordination with additional local, State, and Federal agencies, as well as community stakeholder groups.

The Port will continue to serve as the lead agency throughout the planning and implementation phase of the Project, supported by SF Bay Ferry. Specifically, the Port has lead agency responsibilities regarding:

- Regulatory permits and environmental clearance
- On-site construction contracts and building permits
- Overall Project management, construction management and
- Public outreach and external Project-related communications.

Further details related to Project funding, design and delivery, and the division of responsibilities are included below and in Exhibits 1A and 1B.

## **V. Project Financing**

The Project is understood to be fully funded as of the date of this MOU and supported by \$74.4 million of local, regional, state and federal sources that are being managed by the Port and SF Bay Ferry. The Port and SF Bay Ferry acknowledge that each agency's budget is subject to an appropriations process, and therefore its ability to pay for its allocated costs is subject to the appropriations of funds.

The funding details below illustrate the availability of funding and agreed-upon intended uses by source; however, both funding sources and uses may be adjusted by the Parties if necessary.

- 1) **City and County of San Francisco Capital Funds (\$19.8 million).** Several departments within the City and County of San Francisco have or will contribute funding to various phases of the Project:
  - *Port of San Francisco (\$7.0 million)* – The Port contributed \$7.0 million towards early-phase project expenses including design, permitting, and environmental mitigation.
  - *Parks Bond (\$2.0 million)* – The Port will also invest \$2.0 million City Parks Bond proceeds in Aqua Vista Park improvements, which is directly adjacent to the landing; Project construction includes installation of landing utilities in the park area and using the area as the contractor's temporary staging area during construction.
  - *General Fund (\$1.2 million)* – The City's General Fund supported early-phase project expenses including design, permitting, and environmental mitigation.
  - *Office of Community Investment and Infrastructure ("OCII") (\$8.5 million)* – OCII contributed funding toward the early-phase project expenses including design, permitting, and environmental mitigation.
  - *San Francisco Public Utilities Commission ("SFPUC") (\$1.1 million)* – The SFPUC will fund infrastructure for the City's Auxiliary Water Service System (AWSS), which is used to support fire suppression. It is anticipated that the

SFPUC will support the full amount of these costs, which is currently estimated to at \$1.1 million.

- 2) **University of California San Francisco (“UCSF”) (\$4.0 million).** UCSF has pledged \$4.0 million in grant funding to the Port to support the Project, recognizing the benefit of improving and diversifying transportation options for its employees and to support environmental mitigation of the waterways utilized by the ferry system.
- 3) **San Francisco Sales Tax (\$4.2 million).** The San Francisco County Transportation Authority (SFCTA) committed \$4.2 million Proposition L sales tax revenue to support the Project. These funds are anticipated to support environmental mitigation of the waterways utilized by the ferry system but may be used to support other project costs.
- 4) **Regional Measure 3 (\$26.0 million).** SF Bay Ferry intends to request allocation of up to \$26.0 million from the RM3 Ferry Enhancement Program to support construction of the Project.
- 5) **Transit and Intercity Rail Capital Program (\$2 million).** The Transit and Intercity Rail Capital Program (TIRCP), administered by the California State Transportation Agency (CalSTA), is a state initiative utilizing Cap and Trade sale proceeds to achieve transformative capital improvements that will significantly reduce emissions of greenhouse gases, vehicle miles traveled, and congestion. SF Bay Ferry received over \$20.4 million in funding through this program, of which \$2.0 million is anticipated to support construction of the Project.
- 6) **Clean Ports Program Grant (\$18.4 million).** The United States Environmental Protection Agency (EPA) received \$3 billion from the 2022 Inflation Reduction Act of 2022 to fund zero-emission port equipment and infrastructure as well as climate and air quality planning at U.S. ports. The Port, in partnership with SF Bay Ferry, was one of 55 selected grantees and received a total award of \$55.4 million. Of these funds, an estimated \$2.8 million will support Project soft costs, \$15.6 million will support construction of the UCF and piles.

The Parties will enter into further agreements relating to financial processes and commitments for subrecipient obligations, invoice processing and procedures, and other related matters.

## **VI. Design**

Project design has been and will continue to be a multi-year effort involving various City agencies and partnerships. Project scope and design responsibilities are broken out as follows:

- a. Except as set forth in sub-paragraph (b), the Port is responsible for entering and managing contracts to create a design for the Project, subject to the availability of funding sources identified for Project components.

- b. SF Bay Ferry is responsible for entering and managing contracts to create a design for the UCF and will fund 100% of the design cost associated with the UCF from funds other than those described in this MOU.

SF Bay Ferry and the Port will collaborate to ensure effective and efficient design. Each Party will engage the other at key milestones to request design review of their respective design elements, which will be completed by each party in a thorough and timely manner. The Parties agree to incorporate the operation and charging of SF Bay Ferry battery-electric vessels into the Project design, as required.

**VII. Project Permitting and Environmental Review**

The Project requires CEQA and NEPA environmental clearances and permits listed below. The Port is the lead agency for Project permitting and is responsible for securing additional design review, environmental clearances and permit extensions to proceed with construction. The Port will incorporate the operation and charging of SF Bay Ferry battery-electric vessels into the Project permitting and environmental review, as required. The Port will fund 100% of the cost for Project permitting and environmental review with the support of SF Bay Ferry, as necessary.

- a. City of San Francisco Planning Department, Mitigated Negative Declaration, 2017-008824ENV issued July 6, 2018; and City of San Francisco Planning Department, Addendum to Mitigated Negative Declaration, 2017-008824ENV, issued June 4, 2019.
- b. San Francisco Regional Water Quality Control Board Section (Regional Water Board) 401 Water Quality Certification, CIWQS Place ID 841395, issued October 28, 2019; and Regional Water Board Letter of Modifications to MBFL CIWQS 841395, issued August 17, 2020. Port requesting an extension of the time limit to complete the construction from December 31, 2025 through 2028.
- c. San Francisco Bay Conservation and Development Commission (BCDC) Major Permit No. 2017.008.00 issued December 17, 2019 and Federal Consistency Certification, including BCDC Design Review Board review. Port requesting an extension of the time limit to complete the construction and Agua Vista Park improvements from June 23, 2025 through 2028.
- d. U.S. Army Corps of Engineers (USACE) Section 404 and Section 10 Individual Permit SPN-2017- 00264S, issued May 4, 2020; and USACE Letter of Modification to Permit No. 2017-00264S, issued June 4, 2020. Port requesting an extension of the time limit to complete the construction from May 1, 2025 through 2028.
- e. National Marine Fisheries Service (NMFS) No: WCRO-2019-00444 – Federal Endangered Species Act 7(a)(2) Concurrence Letter and Magnuson-Stevens

Fishery Conservation and Management Act Essential Fish Habitat Response, issued August 9, 2019.

- f. U.S. Fish and Wildlife Service (USFWS) – Federal Endangered Species Act 7(a)(2) Consultation for 2024 listing of longfin smelt.
- g. National Oceanic and Atmospheric Administration (NOAA) – Marine Mammal Protection Act Incidental Harassment Authorization (IHA), issued June 1, 2019 (expired May 30, 2020).
- h. California Department Fish & Wildlife (CDFW) Incidental Take Permit #2081-2018-062-07, issued December 19, 2018; and Minor Amendment to ITP Permit #2081-2018-062-07-A1, issued January 25, 2021. Port requesting an extension of the time limit to complete the construction from November 30, 2025 through 2028.

### **VIII. Construction/Procurement/Delivery**

Project construction/procurement/delivery responsibilities are as set forth as follows:

- a. Mission Bay Ferry Landing – The Port is responsible for awarding and overseeing construction and construction management contracts for the entire Project excluding the Universal Charging Float. SF Bay Ferry will participate in the Port-led procurement process and will review and, as appropriate approve all contracting awards and change orders. The Port’s construction contract scope includes, but is not limited to, ferry landing site preparation, waterside infrastructure, landside improvements, ferry electrification infrastructure, and Emergency Firefighting Water System (EFWS) features.
- b. Universal Charging Float – SF Bay Ferry will fabricate and deliver the UCF as owner-provided equipment at a delivery date and location mutually agreed upon by the Parties. The UCF will be installed by the Port’s contractor team.
- c. Testing and Commissioning – The Port’s contractor team will perform testing and commissioning of the various Project components with input and oversight of the Parties, and in accordance with their respective Project responsibilities as set forth herein.

### **IX. Operation and Maintenance**

The Parties will enter into new lease and license agreements defining roles and responsibilities relating to, but not limited to, operation, maintenance, capital rehabilitation and landing rights of the facility prior to Project completion. Terms of the lease and license agreements will include:

- a. "Waterside Operational Elements" are those improvements located eastward of the access control gate at the eastern end of the pier and specifically include the float, gangway, piles supporting the float, Clipper infrastructure, and the access control gate leading to the gangway. Upon completion of the Project, SF Bay Ferry will own or lease, maintain, repair, and rehabilitate, and if necessary, replace all Waterside Operational Elements in addition to any SF Bay Ferry signage westward of the access control gate.
- b. The Port will own, maintain, repair, rehabilitate, and, if necessary, replace all Project components, other than the Waterside Operational Elements (and other than any SF Bay Ferry signage westward of the access control gate). The Port will provide and maintain a 500kW connection between the access control gate and the connection to the local power grid to support ferry service operations.
- c. Property Rights: Paragraphs a and b describe the Parties' intended ownership rights in the Project upon completion. Such ownership must be consistent with any funding agreement obligations for which either Party is responsible. If permitted by funding agreements, the Parties may enter into agreements for the transfer of ownership of Project components to give effect to the division of operating and maintenance responsibilities set forth in this MOU.
- d. SF Bay Ferry will be the sole and exclusive operator of MBFL. SF Bay Ferry may allow other operators to land at the facility provided they have a valid landing agreement with SF Bay Ferry and do not interfere with SF Bay Ferry services. SF Bay Ferry may charge landing fees for the privilege of landing at MBFL.
- e. The Port and SF Bay Ferry will execute a Lease for a 66-year duration for the Waterside Operational Elements that are not SF Bay Ferry's property, commencing upon completion of construction. The terms for the Lease will generally be consistent with the existing lease dated July 6, 2020 for the downtown San Francisco terminal.
- f. The Port and SF Bay Ferry will execute a License for portions of the MBFL that are outside the Lease premises but will need to be accessed by SF Bay Ferry and its agents and invitees for the purpose of operating the MBFL. The terms for the License will generally be consistent with the existing license dated July 6, 2020 for the downtown San Francisco terminal.
- g. Without limiting the Port's authority in the event of a local emergency (for example, the berthing of the San Francisco Fire Department boat or San Francisco Police Department boat for rescues, responses to crime, etc.),

the Lease and License will include provisions consistent with SF Bay Ferry's statutory authority to plan, manage, operate, and coordinate regional emergency activities of water transportation and related facilities.

- h. The Parties acknowledge the potential future need to perform maintenance dredging to support ferry operations at the MBFL and agree to work cooperatively to identify funding sources to cover the cost of maintenance dredging related activities at the appropriate time, should such need arise. The responsibility for paying for the cost of dredging is not yet determined or set by this MOU.

The Port and SF Bay Ferry have entered into this Memorandum of Understanding as of the last date set forth below.

**San Francisco Bay Area Water  
Emergency Transportation  
Authority**

**City and County of San Francisco,  
acting by and through the San  
Francisco Port Commission**

Signed by:  
 By: Seamus Murphy  
 Date: 4/2/2025  
 Seamus Murphy  
 Executive Director

DocuSigned by:  
 By: Elaine Forbes  
 Date: 4/3/2025  
 Elaine Forbes  
 Executive Director

**Approved as to form:**

DocuSigned by:  
 By: Steven D. Miller  
 Steven D. Miller  
 Legal Counsel to WETA

**Reviewed:**

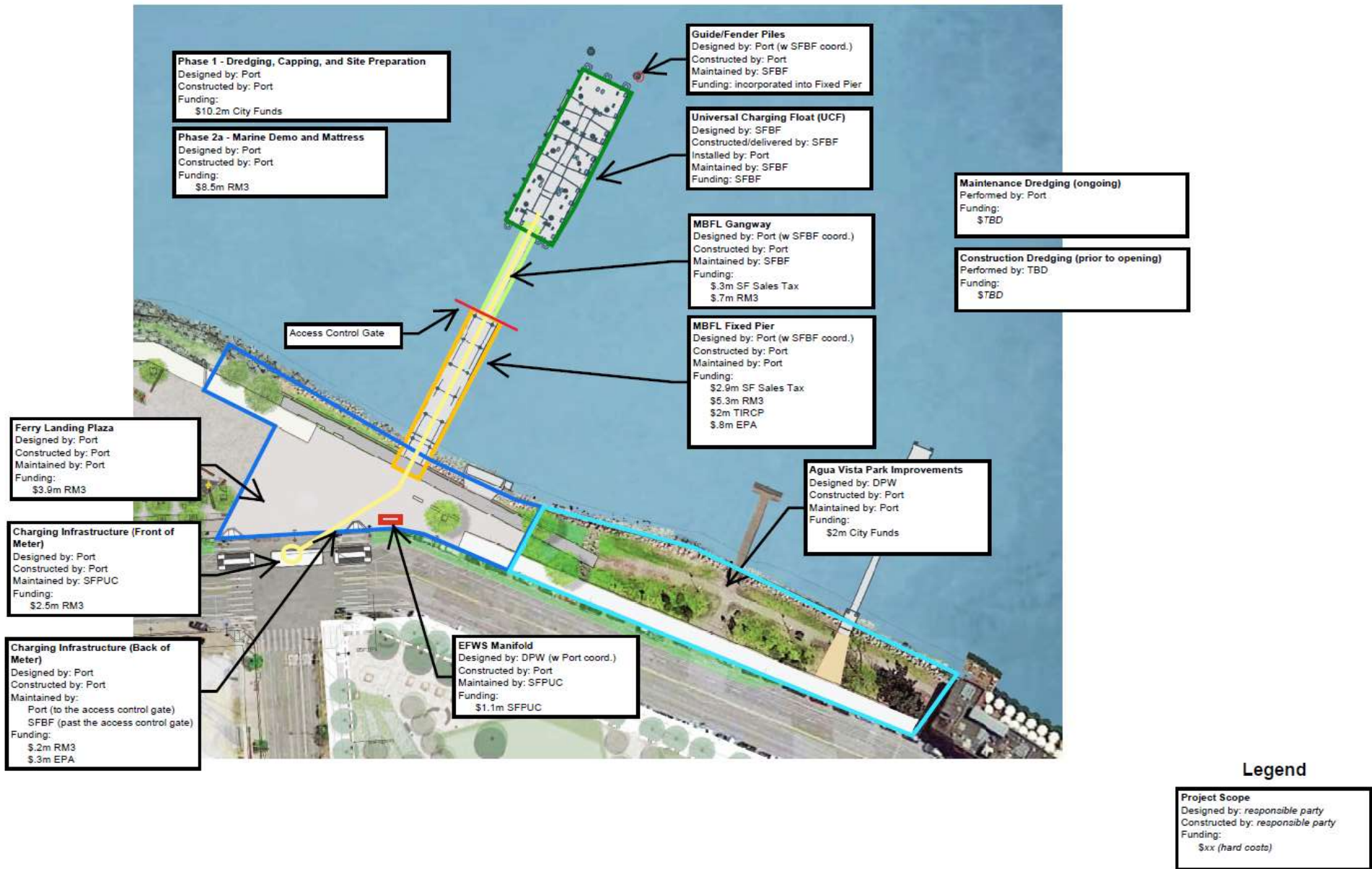
DAVID CHUI, City Attorney

DocuSigned by:  
 By: Michelle Sexton  
 Deputy City Attorney (CCSF)

**Exhibit 1A – MBFL Project Funding and Delivery**

	Delivered By:	City Funds	UCSF	SF Sales Tax	RM3	TIRCP	EPA	TOTAL
<u>Soft Costs</u>		<u>\$6.5</u>	<u>\$4.0</u>	<u>\$0.6</u>	<u>\$0.2</u>	<u>\$-</u>	<u>\$2.8</u>	<u>\$14.1</u>
Project Management and related Port staff labor	Port	\$0.4	\$-	\$-	\$-	\$-	\$0.2	\$0.6
Design, Entitlements, & Regulatory Fees	Port	\$6.1	\$1.1	\$-	\$-	\$-	\$-	\$7.2
Construction Management, Inspections, and Monitoring	Port	\$-	2.9	\$0.6	\$-	\$-	\$2.4	\$5.9
WETA labor for Phase 2b	SFBF	\$-	\$-	\$-	\$0.2	\$-	\$0.2	\$0.4
<u>Construction</u>		<u>\$13.3</u>	<u>\$-</u>	<u>\$3.6</u>	<u>\$25.8</u>	<u>\$2.0</u>	<u>\$15.6</u>	<u>\$60.3</u>
Phase 1 Dredging, Capping and Site Preparation	Port	\$10.2	\$-	\$-	\$-	\$-	\$-	\$10.2
Phase 2a Marine Demo and Mattress	Port	\$-	\$-	\$-	\$8.5	\$-	\$-	\$8.5
Phase 2b Ferry Landing and Upland Improvements		\$-	\$-	\$-	\$-	\$-	\$-	
Shorepower and Anchoring Systems	SFBF/Port	\$-	\$-	\$-	\$-	\$-	\$14.0	\$14.0
Gangway	Port	\$-	\$-	\$0.3	\$0.7	\$-	\$-	\$1.0
Fixed Pier	Port	\$-	\$-	\$2.9	\$5.3	\$2.0	\$0.8	\$11.0
Ferry Plaza	Port	\$-	\$-	\$-	\$3.9	\$-	\$-	\$3.9
Shoreside Charging infrastructure - Back of Meter	Port	\$-	\$-	\$-	\$0.2	\$-	\$0.3	\$0.5
Shoreside Charging infrastructure - Front of Meter	Port	\$-	\$-	\$-	\$2.5	\$-	\$-	\$2.5
Contingency/ Escalation 2 additional years (5%)	Port	\$-	\$-	\$0.4	\$4.7	\$-	\$0.5	\$5.6
Emergency Firefighting Water System (SFPUC)	Port	\$1.1	\$-	\$-	\$-	\$-	\$-	\$1.1
Agua Vista Park Improvements	Port	\$2.0	\$-	\$-	\$-	\$-	\$-	\$2.0
<b>EXPENSES</b>		<b>\$19.8</b>	<b>\$4.0</b>	<b>\$4.2</b>	<b>\$26.0</b>	<b>\$2.0</b>	<b>\$18.4</b>	<b>\$74.4</b>

## Exhibit 1B – Mission Bay Ferry Landing – Funding and Delivery



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

**RESOLUTION NO. 2025-11**

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

**Project Title: Project 5.1 – Mission Bay Ferry Landing Project**

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

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

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

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

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

**WHEREAS**, Project 5.1, Mission Bay Ferry Landing Project is eligible for consideration in the Regional Measure 3 Expenditure Plan, as identified in California Streets and Highways Code Section 30914.7(a); and

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

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

**RESOLVED**, that WETA certifies that Mission Bay Ferry Landing Project is consistent with the Regional Transportation Plan (RTP); and be it further

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

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

**RESOLVED**, that WETA approves the allocation request and updated IPR, attached to this resolution; and be it further

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

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

**RESOLVED**, that WETA is authorized to submit an allocation request for Regional Measure 3 funds for Mission Bay Ferry Landing Project in accordance with California Streets and Highways Code 30914.7(a); and be it further

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

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

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

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

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

**RESOLVED**, that WETA shall, if any revenues or profits from any non-governmental use of property (or project) that those revenues or profits shall be used exclusively for the public transportation services for which the project was initially approved, either for capital improvements or maintenance and operational costs, otherwise the Metropolitan Transportation Commission is entitled to a proportionate share equal to MTC's percentage participation in the projects(s); and be it further

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

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

**RESOLVED**, that WETA authorizes its Executive Director, or his/her designee, to execute and submit an allocation request for the construction phase with MTC for Regional Measure 3 funds in the amount of \$25,300,000, for the project, purposes and amounts included in the allocation request attached to this resolution; and be it further

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

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

#### **CERTIFICATION**

The undersigned, Board Secretary, does hereby certify that the foregoing is a full, true and correct copy of a resolution duly and regularly adopted at a meeting of the San Francisco Bay Area Water Emergency Transportation Authority held on May 8, 2025.

YEA:

NAY:

ABSTAIN:

ABSENT:

---

/s/ Board Secretary

2025-11

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

MEMORANDUM

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**TO:** Board Members

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

**SUBJECT:** Authorize Submission of an Allocation Request to the California Department of Transportation for FY 2024/25 Low Carbon Transit Operations Program Grant Funds

**Recommendation**

Approve the following actions necessary to secure FY 2024/25 Low Carbon Transit Operations Program (LCTOP) funds to support transit capital projects:

1. Authorize submission of the FY 2024/25 LCTOP allocation request for funds, totaling \$700,437, to support the design and construction of a replacement vessel for the *MV Intintoli*; and
2. Certify that SF Bay Ferry will comply with all conditions and requirements set forth in the LCTOP Certification and Assurances document, and
3. Authorize the Executive Director and Chief Financial Officer to submit and execute all required documents necessary to apply for and receive FY 2024/25 LCTOP funding, including the related Certifications and Assurances and Authorized Agent forms, on behalf of SF Bay Ferry.

**Background**

The LCTOP is one of several programs funded by auction proceeds from the California Air Resource Board's (CARB) Cap-and-Trade Program. Proceeds are deposited into the Greenhouse Gas Reduction Fund (GGRF) and LCTOP receives a five percent continuous appropriation of the annual auction proceeds that began in FY 2015-16. Funding is assigned annually to public transit operators in the State based on the existing State Transit Assistance revenue-based formulas.

LCTOP funding provides operating and capital assistance for transit agencies to reduce greenhouse gas (GHG) emissions and improve mobility, with a priority on serving disadvantaged communities. Per Senate Bill (SB) 824, approved projects are intended to enhance or expand transit service by supporting new or expanded bus or rail services, new or expanded waterborne transit, or expanded intermodal transit facilities. The program is administered by the California Department of Transportation (Caltrans) in coordination with CARB and the State Controller's Office (SCO). Caltrans is responsible for ensuring that the statutory requirements of the program are met in terms of project eligibility, greenhouse reduction, disadvantaged community benefit, and other requirements of the law.

### Discussion

The previous two cycles of LCTOP funding were originally programmed to the *400-Passenger MV Mare Island Replacement* project. The project was originally bid as part of a 3-vessel procurement: the *MV Intintoli* and *MV Mare Island* replacement vessels and a third vessel funded by the EPA Clean Ports Grant. The price from the winning bidder was approximately 43% greater than SF Bay Ferry's original 2021 independent cost estimate (ICE), due to several factors such as pandemic-era impacts of inflation and supply chain interruptions, high demand and limited supply of U.S. shipyard capacity limiting competition among qualified proposers, perceived risks associated with new vessel technology, and average annual increase in shipbuilding costs from 2020 to 2024 of 13.9% vs. the 4.9% CPI.

In March 2025, the Board authorized the award of the contract to Nichols Brothers Boat Builders (NBBB) for the construction of two (2) 400-Passenger electric vessels, and pausing the replacement of the *MV Mare Island* until funding is secured to complete the project. The two cycles (FY23 & FY24) of LCTOP formula funding secured for the *MV Mare Island* will be repurposed to the *MV Intintoli* replacement vessel to provide the additional budget needed.

Staff has reviewed the program criteria, as established by Caltrans, and proposes to continue to use its FY25 allocation to support the design and construction of a replacement vessel for the *MV Intintoli* (Project). LCTOP guidelines permit eligible recipients to roll funds over into subsequent fiscal years, accruing a maximum of four years of LCTOP funds for a more substantial project. The full funding plan for the Project will include four years of LCTOP funds and FY 2024/25 is year three of four for this project. Applying the LCTOP funding to a new vessel with Tier 4 engines will meet the LCTOP program requirements by reducing GHG emissions.

As a condition for the receipt of LCTOP funds, project sponsors must agree to comply with all conditions and requirements set forth in the Certification and Assurances, provided as **Attachment A**. These are the same certifications adopted in prior year actions on this funding source by the Board. The Certification and Assurances fall into several categories as follows:

1. General: Requires a general certification that WETA will follow all the guidelines of the funding source.
2. Project Administration: Requires general assurances that WETA has the capacity and procedures to carry out its project, that funds will be tracked and spent appropriately, and that whatever is funded by LCTOP will be maintained for its useful life.
3. Reporting: Outlines specific reporting requirements related to project activities, financial integrity, outcome reporting related to CARB standards and jobs.
4. Cost Principles: Repeats assurances required in federal regulations related to cost principles, administration, and allowable costs.
5. Records Retentions: Requires retention of records for three years and a certification that all books, documents and records be made available to the State for that time.

### Fiscal Impact

The *Vessel Replacement – MV Intintoli* Project is included in the FY 2024/25 Capital Budget at a projected total cost of \$41,018,239. Approval of this item will authorize the use of \$700,437 in FY 2024/25 LCTOP funds to support the design and construction of a replacement vessel for the *MV Intintoli*. This amount is part of the \$8.8 million in matching LCTOP, AB664, and STA funding for \$32.2 million in federal FTA funds.

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

**Attachment A** – Authorized Agent / Certification and Assurances



# FY 2024-2025 LCTOP Authorized Agent

**AS THE** Executive Director  
(Chief Executive Officer/Director/President/Secretary)

**OF THE** San Francisco Bay ~~Ferry~~-Area Water Emergency  
 Transportation Authority  
(Name of County/City/Transit Organization)

I hereby authorize the following individual(s) to execute for and on behalf of the named Regional Entity/Transit Operator, any actions necessary for the purpose of obtaining Low Carbon Transit Operations Program (LCTOP) funds provided by the California Department of Transportation, Division of Local Assistance. I understand that if there is a change in the authorized agent, the project sponsor must submit a new form. This form is required even when the authorized agent is the executive authority himself. I understand the Board must provide a resolution approving the Authorized Agent. The Board Resolution appointing the Authorized Agent is attached.

Seamus Murphy, Executive Director OR  
(Name and Title of Authorized Agent)

Erin McGrath, Chief Financial Officer OR  
(Name and Title of Authorized Agent)

Click here to enter text. OR  
(Name and Title of Authorized Agent)

Click here to enter text. OR  
(Name and Title of Authorized Agent)

Seamus Murphy Executive Director  
(Print Name) (Title)

\_\_\_\_\_  
(Signature)

Approved this 8 day of May, 2025



## FY 2024-2025 LCTOP Certifications and Assurances

**Lead Agency:** San Francisco Bay ~~Ferry Area~~ Water Emergency Transportation Authority

**Project Title:** Vessel Replacement – MV Intintoli

**Prepared by:** Jennifer Raupach, Grants Manager

The California Department of Transportation (Caltrans) has adopted the following Certifications and Assurances for the Low Carbon Transit Operations Program (LCTOP). As a condition of the receipt of LCTOP funds, Lead Agency must comply with these terms and conditions.

### A. General

1. The Lead Agency agrees to abide by the current LCTOP Guidelines and applicable legal requirements.
2. The Lead Agency must submit to Caltrans a signed Authorized Agent form designating the representative who can submit documents on behalf of the project sponsor and a copy of the board resolution appointing the Authorized Agent.

### B. Project Administration

1. The Lead Agency certifies that required environmental documentation is complete before requesting an allocation of LCTOP funds. The Lead Agency assures that projects approved for LCTOP funding comply with Public Resources Code § 21100 and § 21150.
2. The Lead Agency certifies that a dedicated bank account for LCTOP funds only will be established within 30 days of receipt of LCTOP funds.
3. The Lead Agency certifies that when LCTOP funds are used for a transit capital project, that the project will be completed and remain in operation for its useful life.
4. The Lead Agency certifies that it has the legal, financial, and technical capacity to carry out the project, including the safety and security aspects of that project.
5. The Lead Agency certifies that they will notify Caltrans of pending litigation, dispute, or negative audit findings related to the project, before receiving an allocation of funds.
6. The Lead Agency must maintain satisfactory continuing control over the use of project equipment and facilities and will adequately maintain project equipment and facilities for the useful life of the project.
7. Any interest the Lead Agency earns on LCTOP funds must be used only on approved LCTOP projects.

## FY 2024-2025 LCTOP

8. The Lead Agency must notify Caltrans of any changes to the approved project with a Corrective Action Plan (CAP).
9. Under extraordinary circumstances, a Lead Agency may terminate a project prior to completion. In the event the Lead Agency terminates a project prior to completion, the Lead Agency must (1) contact Caltrans in writing and follow-up with a phone call verifying receipt of such notice; (2) pursuant to verification, submit a final report indicating the reason for the termination and demonstrating the expended funds were used on the intended purpose; (3) submit a request to reassign the funds to a new project within 180 days of termination.

### C. Reporting

#### 1. The Lead Agency must submit the following LCTOP reports:

- a. **Annual Project Activity Reports October 30<sup>th</sup> each year.**
- b. **A Close Out Report within six months of project completion.**
- c. **The annual audit required under the Transportation Development Act (TDA), to verify receipt and appropriate expenditure of LCTOP funds. A copy of the audit report must be submitted to Caltrans within six months of the close of the year (December 31) each year in which LCTOP funds have been received or expended.**
- d. **Project Outcome Reporting as defined by CARB Funding Guidelines.**
- e. **Jobs Reporting as defined by CARB Funding Guidelines.**

2. Other Reporting Requirements: CARB develops and revises Funding Guidelines that will include reporting requirements for all State agencies that receive appropriations from the Greenhouse Gas Reduction Fund. Caltrans and project sponsors will need to submit reporting information in accordance with CARB's Funding Guidelines, including reporting on greenhouse gas reductions and benefits to disadvantaged communities.

### D. Cost Principles

1. The Lead Agency agrees to comply with Title 2 of the Code of Federal Regulations 225 (2 CFR 225), Cost Principles for State and Local Government, and 2 CFR, Part 200, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.
2. The Lead Agency agrees, and will assure that its contractors and subcontractors will be obligated to agree, that:
  - a. Contract Cost Principles and Procedures, 48 CFR, Federal Acquisition Regulations System, Chapter 1, Part 31, et seq., shall be used to determine the allow ability of individual project cost items and

## FY 2024-2025 LCTOP

- b. Those parties shall comply with Federal administrative procedures in accordance with 2 CFR, Part 200, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments. Every sub-recipient receiving LCTOP funds as a contractor or sub-contractor shall comply with Federal administrative procedures in accordance with 2 CFR, Part 200, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.
3. Any project cost for which the Lead Agency has received funds that are determined by subsequent audit to be unallowable under 2 CFR 225, 48 CFR, Chapter 1, Part 31 or 2 CFR, Part 200, are subject to repayment by the Lead Agency to the State of California (State). All projects must reduce greenhouse gas emissions, as required under Public Resources Code section 75230, and any project that fails to reduce greenhouse gases shall also have its project costs subject to repayment by the Lead Agency to the State. Should the Lead Agency fail to reimburse moneys due to the State within thirty (30) days of demand, or within such other period as may be agreed in writing between the Parties hereto, the State is authorized to intercept and withhold future payments due the Lead Agency from the State or any third-party source, including but not limited to, the State Treasurer and the State Controller.

### A. Record Retention

1. The Lead Agency agrees and will assure that its contractors and subcontractors shall establish and maintain an accounting system and records that properly accumulate and segregate incurred project costs and matching funds by line item for the project. The accounting system of the Lead Agency, its contractors and all subcontractors shall conform to Generally Accepted Accounting Principles (GAAP) and enable the determination of incurred costs at interim points of completion. All accounting records and other supporting papers of the Lead Agency, its contractors and subcontractors connected with LCTOP funding shall be maintained for a minimum of three (3) years after the "Project Closeout" report or final Phase 2 report is submitted (per CARB Funding Guidelines, Vol. 3, page 3.A-16), and shall be held open to inspection, copying, and audit by representatives of the State and the California State Auditor. Copies thereof will be furnished by the Lead Agency, its contractors, and subcontractors upon receipt of any request made by the State or its agents. In conducting an audit of the costs claimed, the State will rely to the maximum extent possible on any prior audit of the Lead Agency pursuant to the provisions of federal and State law. In the absence of such an audit, any acceptable audit work performed by the Lead Agency's external and internal auditors may be relied upon and used by the State when planning and conducting additional audits.
2. For the purpose of determining compliance with Title 21, California Code of Regulations, Section 2500 et seq., when applicable, and other matters connected with



## FY 2024-2025 LCTOP

the performance of the Lead Agency's contracts with third parties pursuant to Government Code § 8546.7, the project sponsor, its contractors and subcontractors and the State shall each maintain and make available for inspection all books, documents, papers, accounting records, and other evidence pertaining to the performance of such contracts, including, but not limited to, the costs of administering those various contracts. All of the above referenced parties shall make such materials available at their respective offices at all reasonable times during the entire project period and for three (3) years from the date of final payment. The State, the California State Auditor, or any duly authorized representative of the State, shall each have access to any books, records, and documents that are pertinent to a project for audits, examinations, excerpts, and transactions, and the Lead Agency shall furnish copies thereof if requested.

3. The Lead Agency, its contractors and subcontractors will permit access to all records of employment, employment advertisements, employment application forms, and other pertinent data and records by the Civil Rights Department, or any other agency of the State of California designated by the State, for the purpose of any investigation to ascertain compliance with this document.

### F. Special Situations

Caltrans may perform an audit and/or request detailed project information of the project sponsor's LCTOP funded projects at Caltrans' discretion at any time prior to the completion of the LCTOP.

I certify all these conditions will be met.

Seamus Murphy  
*(Print Authorized Agent)*

Executive Officer  
*(Title)*

\_\_\_\_\_  
*(Signature)*

\_\_\_\_\_  
*(Date)*

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

**RESOLUTION NO. 2025-12**

**AUTHORIZATION FOR THE EXECUTION OF THE  
CERTIFICATIONS AND ASSURANCES AND AUTHORIZED AGENT FORMS  
FOR THE LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)  
FOR THE FOLLOWING PROJECT:  
REPLACEMENT VESSEL – MV INTINTOLI - \$700,437.00**

**WHEREAS**, SF Bay Ferry is an eligible project sponsor and may receive state funding from the Low Carbon Transit Operations Program (LCTOP) for transit projects; and

**WHEREAS**, the statutes related to state-funded transit projects require a local or regional implementing agency to abide by various regulations; and

**WHEREAS**, Senate Bill 862 (2014) named the Department of Transportation (Department) as the administrative agency for the LCTOP; and

**WHEREAS**, the Department has developed guidelines for the purpose of administering and distributing LCTOP funds to eligible project sponsors (local agencies); and

**WHEREAS**, SF Bay Ferry wishes to delegate authorization to execute these documents and any amendments thereto to SF Bay Ferry's Executive Director and/or Chief Financial Officer; and

**WHEREAS**, SF Bay Ferry wishes to implement the following LCTOP project(s) listed above, now therefore be it

**RESOLVED**, by the Board of Directors that the fund recipient agrees to comply with all conditions and requirements set forth in the Certification and Assurances and the Authorized Agent documents and applicable statutes, regulations and guidelines for all LCTOP funded transit projects; and be it further

**RESOLVED**, that SF Bay Ferry's Executive Director and Chief Financial Officer are authorized to execute all required documents of the LCTOP program and any Amendments thereto with the California Department of Transportation; and be it further

**RESOLVED**, that the Board of Directors hereby authorizes the submittal of the following project nomination(s) and allocation request(s) to the Department in FY2024-2025 LCTOP funds:

**Project Name:** *Vessel Replacement – MV Intintoli*

**Short description of project:** *Construct a replacement vessel for the MV Intintoli*

**Amount of LCTOP funds requested:** *\$700,437.00*

**Benefit to a Priority Populations:** *GHG emission reductions*

**Amount to benefit Priority Populations:** *100%*

## 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 May 8, 2025.

YEA:

NAY:

ABSTAIN:

ABSENT:

---

/s/ Board Secretary

2025-12

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

MEMORANDUM

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**TO:** Board Members

**FROM:** Seamus Murphy, Executive Director  
Erin McGrath, Chief Financial Officer  
Michael Gougherty, Director of Planning  
Thomas Hall, Director of Operations and Customer Experience

**SUBJECT:** Alameda Ferry Terminals Memorandum of Understanding

**Recommendation**

Authorize the Executive Director to execute a Memorandum of Understanding with the City of Alameda for the Alameda Ferry Terminals.

**Background**

SF Bay Ferry and the City of Alameda (City) entered into the Ferry Service Operations Transfer Agreement (Transfer Agreement) relative to the Main Street and Harbor Bay ferry terminals in February 2011. In June 2021, SF Bay Ferry and the City executed the First Amendment to the Transfer Agreement, in which the parties agreed to phase out certain sources of local funding that are provided to SF Bay Ferry to support the Harbor Bay ferry service. In exchange, the City agreed to assume general responsibility for the operation and maintenance of landside facilities at the Main Street Alameda and Harbor Bay terminals. The City has similar obligations with respect to landside facilities at the Seaplane Lagoon terminal through a 2020 Operating Agreement with SF Bay Ferry. In particular, the First Amendment to the Transfer Agreement phased out the landscape and lighting assessment district (LLAD) funds in an amount up to \$78,194 and committed the parties to engage in a meet and confer process to discuss phasing out the traffic/transportation improvement funds (TIF), which provide up to \$500,000 annually for the Harbor Bay service.

The City and SF Bay Ferry agreed to initiate the required meet and confer process for the TIF following resolution of the court challenge to Regional Measure 3 and release of those funds to SF Bay Ferry in 2023. As part of this process, the parties also agreed to address issues regarding landside facilities at all three Alameda terminals, specifically the future implementation of City parking fees and the addition of security services.

**Discussion**

As an outcome of the meet and confer process, the City and SF Bay Ferry have negotiated terms relating to the TIF, coordination of parking fees, and security services that are memorialized in the Alameda Ferry Terminals Memorandum of Understanding (MOU) included as *Attachment A*. A key point of agreement is to terminate the transfer of the TIF to as of June 30, 2025, consistent with the general terms set forth in the First Amendment to the Transfer Agreement. As such, SF Bay Ferry would no longer receive the TIF in an annual amount up to \$500,000 and would need to replace those funds with other available revenue sources beginning in FY2026.

Additionally, the parties have agreed to terms concerning future terminal parking fees that would be implemented by the City. As part of the meet and confer process, the City has

worked collaboratively with SF Bay Ferry staff to refine its parking fee implementation plan to address potential concerns. The current plan calls for the phased launch of limited parking fees (Tuesday through Thursday) at the Harbor Bay terminal followed by a subsequent launch at Seaplane Lagoon. The City plans to launch fees later this Summer. Significantly, the MOU sets forth a list of specific coordination, monitoring, and reporting requirements that the City is obligated to fulfill to minimize the risk that parking fees would negatively impact SF Bay Ferry services at the Alameda ferry terminals.

The MOU also addresses security service levels at the Alameda ferry terminals, indicating the City's initial plan to provide security services eight hours per weekday (Monday through Friday) at the Harbor Bay Ferry Terminal and eight hours per weekday (Monday-Friday) split between the Seaplane Lagoon and Main Street Alameda ferry terminals using available revenues. Parking fee proceeds would constitute such a potential revenue source for the City as existing agreements with SF Bay Ferry stipulate that those proceeds are to be designated for use in connection with ferry terminal parking lots.

The City and SF Bay Ferry staff have engaged collaboratively and productively during the meet and confer process for the TIF to identify beneficial solutions for both parties. Both parties are confident that the obligations set forth in the MOU will be fulfilled and performed in good faith. In the event of an unanticipated circumstance or development whereby key obligations are not performed, the MOU indicates that SF Bay Ferry would request that the transfer of the TIF be resumed.

**Fiscal Impact**

Approval results in the elimination of the transfer of \$500,000 annually to SF Bay Ferry for Harbor Bay terminal needs. The FY 2025/26 budget proposal substitutes RM3 funding to continue the current Harbor Bay service.

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

*Attachment A: Alameda Ferry Terminals Memorandum of Understanding*

## ALAMEDA FERRY TERMINALS MEMORANDUM OF UNDERSTANDING

This Memorandum of Understanding ("MOU") is entered into and effective on April 24, 2025 ("Effective Date") by and between the San Francisco Bay Area Water Emergency Transportation Authority ("SF Bay Ferry") and the City of Alameda ("City") (collectively, the "Parties" and individually a "Party") regarding the Main Street Ferry Terminal, Harbor Bay Ferry Terminal, and Seaplane Lagoon Ferry Terminal (collectively referred to as the "Alameda ferry terminals").

### RECITALS

- A. The City is a charter city and a municipal corporation located in Alameda County, California and is the successor agency to the Alameda Reuse and Redevelopment Authority.
- B. SF Bay Ferry is a regional public transit agency tasked with operating and expanding ferry service on the San Francisco Bay and with coordinating the water transit response to regional emergencies.
- C. On February 25, 2011, the Parties executed the Ferry Service Operations Transfer Agreement ("Transfer Agreement") applicable to the Main Street Ferry Terminal and Harbor Bay Ferry Terminal. The Transfer Agreement established a subsidy for the Harbor Bay service, referred to as the "TIF/LLAD Equivalent" consisting of two funding sources: (i) traffic/transportation improvement funds ("TIF") paid by the City to SF Bay Ferry in an annual amount up to \$500,000 and (ii) landscape and lighting assessment district funds ("LLAD") paid by the City to SF Bay Ferry in an annual amount up to \$78,194. The "TIF/LLAD Equivalent" is also commonly referred to as the Harbor Bay subsidy.
- D. On January 14, 2020, the Parties executed the Seaplane Lagoon Ferry Terminal Operating Agreement ("Seaplane Operating Agreement"), which provides that the City owns and maintains, at its sole expense, all Landside Assets, as defined therein, which include parking facilities at the Seaplane Lagoon Ferry Terminal.
- E. On June 17, 2021, the Parties executed the First Amendment to the Transfer Agreement ("First Amendment"). The First Amendment provides that the City must maintain and manage, at its sole expense, all Landside Assets, as defined therein, which include, parking facilities at the Main Street and Harbor Bay Ferry Terminals. The First Amendment eliminated the LLAD funds component of the Harbor Bay subsidy and committed the Parties to meet and confer within one year of execution of the First Amendment to revisit the transportation priorities of the TIF. Any decision to continue the City's subsidy of the TIF was to be by mutual agreement.
- F. As provided in the First Amendment and the Seaplane Operating Agreement, the City may establish and collect parking fees at the parking lots at all three Alameda ferry terminals. The Seaplane Operating agreement specifies that the City will consult with SF Bay Ferry on the evaluation and implementation of such parking fees.
- G. The Seaplane Operating Agreement provides that the parking proceeds, if any, from the Seaplane Terminal and Main Street Terminal lots would be designated for use in connection with ferry terminal parking lots, maintenance and operational costs for the Seaplane Terminal and the Main Street Terminal parking lot.

- H. The Parties wish to enhance security services at all three terminals to increase the safety of SF Bay Ferry passengers and their property.
- I. On October 1, 2024, the City Council approved various actions to implement paid parking at the Alameda ferry terminals. Following these actions, SF Bay Ferry met with the City to express its concerns with the City's paid parking plan and the impact parking fees could have on ferry ridership.
- J. The Parties now desire to enter into an MOU to establish a process for coordinating on the implementation of parking fees at the Alameda ferry terminals, clarify the expectations for the security services provided by the City at the Alameda ferry terminals, and eliminate the TIF component of the Harbor Bay subsidy.

## **AGREEMENT**

1. **Recitals**. The recitals described above are incorporated into and made part of this MOU.
2. **Coordination on Implementation of Paid Parking at the Alameda Ferry Terminals**. Notwithstanding anything to the contrary in the Transfer Agreement and the Seaplane Operating Agreement, prior to the City instituting or adjusting parking fees at any Alameda ferry terminal, the Parties will coordinate as follows:
  - a. Ensure paid parking is implemented such that ridership at the Alameda ferry terminals is not considerably impacted. Parking occupancy is the primary metric influenced by paid parking. Other key points of comparison can include historical ridership trends by time of year for the Alameda ferry services since July 2021, observed monthly ridership trends at other regional SF Bay Ferry terminals, and regional transit ridership trends. Considerable impacts to ridership could pose a threat to the financial sustainability of current service levels offered by SF Bay Ferry at the Alameda ferry terminals.
  - b. Ensure adjustments to parking fee rates are specific to each individual Alameda ferry terminal and consider seasonal variations in parking occupancy levels, as well as variations based on day of the week.
  - c. Ensure notifications to riders at impacted Alameda ferry terminals are coordinated with SF Bay Ferry staff at least 60 days prior to instituting paid parking, and 3 weeks prior to adjusting parking rates. The City will be responsible for providing all notices to SF Bay Ferry passengers concerning parking fees at the Alameda ferry terminals.
  - d. Ensure key data is shared between the parties, including SF Bay Ferry ridership statistics and trends, as well as the cost, revenue, expenditures, and enforcement data from the City's parking program, upon request.
3. **Security Services at the Alameda Ferry Terminals**. The City is obligated to maintain and manage, at its sole expense, all Landside Assets at the Alameda ferry terminals, pursuant to the Transfer Agreement and Seaplane Operating Agreement, including the obligation to maintain the Landside Assets at all three terminals in a secure and safe condition for SF Bay Ferry passengers and their property.

During the initial proposed implementation of parking fees at Harbor Bay and Seaplane Lagoon Ferry Terminals (Tuesday through Thursday), the City anticipates providing security services eight hours per weekday (Monday through Friday) at the Harbor Bay Ferry Terminal and eight hours per weekday (Monday-Friday) split between the Seaplane

Lagoon and Main St Ferry Terminals using available revenues, including but not limited to parking fee revenues. The City will consider security levels at each of the ferry terminals coincident with the biennial budget setting process with the goal of maintaining the Landside Assets at all three terminals in a secure and safe condition for SF Bay Ferry passengers and their property.

4. **Elimination of the TIF Component of the Harbor Bay Subsidy**. The Parties agree to end the TIF component of the Harbor Bay subsidy, effectively eliminating the Harbor Bay subsidy in its entirety, effective June 30, 2025. To the extent the Transfer Agreement, as amended, requires the City to transmit traffic/transportation improvement funds, TIF, or "TIF/LLAD Equivalent," as defined in the Transfer Agreement, to SF Bay Ferry, those requirements are deleted, effective June 30, 2025. To the extent there is a conflict between this MOU and the Transfer Agreement with respect to the TIF component of the Harbor Bay subsidy, this MOU controls. If the City does not perform the obligations set forth in this MOU, SF Bay Ferry may request resumption of the TIF transfer payments.
5. **Effect on Existing Agreements**. Except as modified and further clarified by this MOU, the Transfer Agreement, as amended, and the Seaplane Operating Agreement, continue in full force and effect.
6. **Notices**. All notices and communications related to this MOU deemed by either Party to be necessary or desirable must be in writing and may be given by e-mail, mail, personal delivery, or nationally recognized overnight courier to a representative of the Parties addressed as follows:

To SF Bay Ferry:           Attention: Seamus Murphy  
                                    SF Bay Ferry  
                                    Pier 9, Suite 111  
                                    San Francisco, CA 94111  
                                    Email: [Murphy@watertransit.org](mailto:Murphy@watertransit.org)

To City:                     Attention: Jennifer Ott, City Manager  
                                    City of Alameda  
                                    950 West Mall Square  
                                    Alameda, CA 94501  
                                    Email: [jott@alamedaca.gov](mailto:jott@alamedaca.gov)

The address to which mailings may be made may be changed from time to time by written notice mailed as described above. Any notice given by mail will be deemed given on the day after that on which it is deposited in the United States Mail as provided above.

7. **Provisions Incorporated by Reference**. The following provisions of the Seaplane Operating Agreement are incorporated into this MOU by reference: Section 13, Assignment; Section 14, Compliance with All Applicable Laws; Section 15, Default; Section 16, Waiver; Section 17, Limitation of Damages; Section 18, Costs and Attorneys' Fees; Section 20, Dispute Resolution; Section 21, Amendments; Section 22, Governing Law; Section 23, Severability; and, Section 24, Counterparts. As applied to this MOU, all references to "Operating Agreement" in these incorporated sections of the Seaplane Operating Agreement mean this MOU.

- 8. **Termination.** Either Party may terminate this MOU at any time, in that Party's sole discretion, by giving thirty (30) calendar days' prior written notice to the other party.

IN WITNESS WHEREOF, the Parties execute this MOU as of the Effective Date.

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

By: \_\_\_\_\_  
Seamus Murphy, Executive Director

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

Approved as to form:

\_\_\_\_\_  
Attorney for SF Bay Ferry

**CITY OF ALAMEDA**

Signed by:  
By: Jennifer Ott  
Jennifer Ott, City Manager

Date: 4/24/2025

Approved as to form:  
City Attorney:

Signed by:  
By: Len Aslanian  
Len Aslanian, Assistant City Attorney

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

**RESOLUTION NO. 2025-13**

**AUTHORIZE THE EXECUTIVE DIRECTOR TO EXECUTE A MEMORANDUM OF UNDERSTANDING WITH THE CITY OF ALAMEDA FOR THE ALAMEDA FERRY TERMINALS**

**WHEREAS**, SF Bay Ferry and the City of Alameda (City) entered into the Ferry Service Operations Transfer Agreement (Transfer Agreement) relative to the Main Street and Harbor Bay ferry terminals in February 2011; and

**WHEREAS**, in June 2021, SF Bay Ferry and the City executed the First Amendment to the Transfer Agreement, in which the parties agreed to phase out certain sources of local funding that are provided to SF Bay Ferry to support the Harbor Bay ferry service and the City agreed to assume general responsibility for the operation and maintenance of landside facilities at the Main Street Alameda and Harbor Bay terminals; and

**WHEREAS**, the City also owns and maintains the landside facilities at the Seaplane Lagoon terminal through a 2020 Operating Agreement with SF Bay Ferry; and

**WHEREAS**, the First Amendment to the Transfer Agreement phased out the landscape and lighting assessment district (LLAD) funds in an amount up to \$78,194 and committed the parties to engage in a meet and confer process to discuss phasing out the traffic/transportation improvement funds (TIF), which provide up to \$500,000 annually for the Harbor Bay service; and

**WHEREAS**, through the meet and confer process, SF Bay Ferry and the City have negotiated terms relating to the TIF, coordination of parking fees, and security services that are memorialized in the Alameda Ferry Terminals Memorandum of Understanding (MOU) included as Attachment A to the staff report for this action presented at this May 8, 2025 meeting; and

**WHEREAS**, Staff recommends that the Board authorize the Executive Director to execute the MOU with the City for the Alameda ferry terminals; now, therefore, be it

**RESOLVED**, that the Board of Directors authorizes the Executive Director to execute the MOU with the City for the Alameda ferry terminals.

**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 May 8, 2025.

YEA:

NAY:

ABSTAIN:

ABSENT:

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/s/ Board Secretary

2025-13

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

**MEMORANDUM**

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**TO: Board Members**

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

**SUBJECT: Approve Contract Award to Alliant Insurance Services, Inc. for Insurance Brokerage and Risk Management Services**

**Recommendation**

Approve contract award to Alliant Insurance Services, Inc. for Insurance Brokerage and Risk Management Services for an initial term of three years, with the option to extend the agreement for up to two one-year terms, in an amount not to exceed \$480,700 for the entire five-year period comprising the initial and option terms, and authorize the Executive Director to negotiate and execute an agreement and take any other related actions to support this work.

**Background**

Insurance Brokerage and Risk Management Services includes activities around annual insurance procurement and renewals, claims coordination, advisory services on risk management in contracts, and special projects such as demonstration projects or workforce development risks. SF Bay Ferry currently purchases multiple insurance policies including marine general liability, property, public officials' liability, crime, auto, and workers compensation. In addition, contractors to the Agency are required to carry policies to protect SF Bay Ferry from loss related to their services. Chief among those are policies procured by the Blue & Gold Fleet to cover SF Bay Ferry vessels (Protection & Indemnity and Hull), operating crew, environmental liability, and liability coverage for incidents during service provision. That insurance is procured and held separately by Blue & Gold Fleet but paid for by SF Bay Ferry. Alliant Insurance Services is the current broker for SF Bay Ferry and the current agreement for insurance brokerage services will be expiring June 30, 2025.

**Discussion**

SF Bay Ferry released an RFP for these services on January 15, 2025. The proposal period was open for six weeks, with a submission deadline of February 28, 2025. There were two proposals submitted for the RFP, and both were found to be responsive and complete.

SF Bay Ferry's evaluation panel interviewed both proposers, evaluated, and scored the proposals on the criteria listed in the RFP:

- Criteria 1: Project Understanding and Approach (20 points)
- Criteria 2: Proposer's Qualifications and Experience (25 points)
- Criteria 3: Qualifications and Experience of Key Personnel (30 points)
- Criteria 4: Price Proposal (25 points)

During the interview of the two proposers, the panel requested additional information on subjects such as volatility in the market, pros and cons of assuming liability on behalf of the contracted operator, and ways of reducing costs in the market for marine liability. One area of particular interest was the risk related to future electrification and the process by which SF Bay Ferry can prepare for that challenge. The answers were taken into consideration as part of the scoring.

The final scoring table for the procurement is shown below.

<b>Proposer</b>	<b>Criteria 1</b>	<b>Criteria 2</b>	<b>Criteria 3</b>	<b>Criteria 4</b>	<b>Total</b>
<b>Alliant Insurance Services, Inc.</b>	19.33	25	29.33	25	98.67
<b>USI Insurance Services</b>	18	24.67	30	22.67	95.34

The two proposers both scored highly, but Alliant’s score was the highest and accordingly (and pursuant to the rules of the RFP) the evaluation committee recommends selecting Alliant Insurance Services, Inc (Alliant) to serve as SF Bay Ferry’s insurance broker and to provide associated insurance and risk advisory services as needed. Alliant has extensive experience working with clients in the public sector and with similar insurance needs. Their experience includes working with transit and marine clients such as the State of Washington Ferries, the Port of Oakland, and AC Transit. Every member of the proposed SF Bay Ferry service team has at least 10 years of experience with Alliant, and most have over 20 years. The costs for services will be based on a flat rate instead of commission-based and do not include the actual insurance premiums. SF Bay Ferry’s current contract relies solely on commissions for the broker to be reimbursed. Authorization for purchase of the policies will continue to be brought forward to the Board annually for separate approval, as required.

**Fiscal Impact**

Insurance brokerage services are included in the FY2025-26 Operating Budget. Annual costs for the services were proposed to be \$95,000 for each of the first three years. Option years One and Two costs will be \$97,850 each for a total contract value of \$480,700.

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

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

**RESOLUTION NO. 2025-14**

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

**WHEREAS**, SF Bay Ferry requires insurance brokerage and risk management services to assist with annual insurance procurement and renewals, claims coordination, advisory services on risk management in contracts, and special projects such as demonstration projects or workforce development risks; and

**WHEREAS**, On January 15, 2025, WETA issued a Request for Proposals (RFP) for insurance brokerage and risk management services; and

**WHEREAS**, in accordance with the RFP and WETA's Administrative Code, WETA established an evaluation committee that reviewed all proposals received by the RFP's due date; and

**WHEREAS**, based on the evaluation criteria in the RFP, the evaluation committee determined Alliant Insurance Services, Inc. (Alliant) was the highest-ranked proposer; and

**WHEREAS**, Staff recommends that the Board award a contract to Alliant in the amount of \$480,700 for a three-year base term and two one-year option terms; now, therefore, be it

**RESOLVED**, that the Board of Directors hereby approves entering into an agreement with Alliant for a three-year base term and two one-year option terms in the total amount of \$480,700; and be it further

**RESOLVED**, that the Board of Directors authorizes the Executive Director to execute an agreement with Alliant, as well as to exercise either or both of the option terms if deemed in SF Bay Ferry's best interests, and to take any other necessary actions consistent with this action.

**CERTIFICATION**

The undersigned, Board Secretary, does hereby certify that the foregoing is a full, true and correct copy of a resolution duly and regularly adopted at a meeting of the San Francisco Bay Area Water Emergency Transportation Authority held on May 9, 2025.

YEA:

NAY:

ABSTAIN:

ABSENT:

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/s/ Board Secretary

2025-14

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

MEMORANDUM

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**TO:** Board Members

**FROM:** Seamus Murphy, Executive Director  
Gary Griggs, Chief Capital Program Officer  
Jeffery Powell, Senior Project Manager

**SUBJECT:** Award On-Call Professional Services Contracts

**Recommendation**

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

**Background**

With several new capital projects planned for implementation over the next five years, SF Bay Ferry has a growing need for professional services support the overall capital program. That program includes projects associated with the Rapid Electric Emissions-Free Ferry (REEF) Program, and also includes vessel and terminal repair and replacement projects and support of the on-going operation of existing services and future services. Extensive planning, engineering, and construction management services will be needed to support this work. The management and execution of these projects requires a wide range of specialized knowledge and skills that are often needed in intermittent intervals and on short notice. Given the quantity and variety of work anticipated in the next five years, establishing a “bench” of consultants to provide on-call services will allow SF Bay Ferry staff to access specialized consulting services on an as-needed basis to effectively manage peak workloads and ensure the continuous development of all active projects in the SF Bay Ferry work program and to meet the SF Bay Ferry 2050 Service Vision.

**Discussion**

On December 20, 2024, SF Bay Ferry issued a Request for Proposals (RFP) to establish a “bench” of qualified consultant firms in each of the following six categories: Planning, Permitting, and Environmental; Marine Vessel Engineering; Marine Facilities Engineering; Landside Facilities Engineering; Marine Vessel Construction Management; and Facilities Construction Management. Proposers did not need to be qualified for all service categories requested under the RFP but were required to have core competency in at least one service category. Proposers who submitted for more than one service category were required to clearly establish their qualifications in each category and were eligible to be selected for one or more of the categories on which they submitted. Actual work will be authorized by task orders to provide project-specific services on an as-needed basis, so long as the work is within the Board-approved budget. Task orders will be awarded to the most qualified firm for a specific scope of work, consistent with applicable State and federal law.

A well attended virtual non-mandatory but recommended Pre-Proposal Conference was conducted to answer questions about the RFP, including questions concerning DBE/SBE participation.

The proposals were evaluated based on the following selection criteria, as established in the RFP:

**1. Project Understanding and Approach (25 Points)**

Understanding of services required, proposed approach to providing the services and working with SF Bay Ferry staff, an organization chart of the proposed team clearly identifying the composition of the team, how the team will be managed, and where the work will be performed.

**2. Proposer’s Qualifications and Experience (40 Points)**

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 (35 Points)**

Qualifications and relevant experience to perform the same or similar services as required by the RFP including the number of years of experience, and a resume of experience.

Pursuant to the RFP and consistent with State and federal law for the procurement of engineering services, price was not considered as an evaluation criterion.

Forty (40) proposals were received, with each proposal responding to one or more category of services. All proposals were determined to be responsive. Pursuant to the RFP, SF Bay Ferry established an evaluation committee that evaluated each category separately so that proposers were only competing against proposers for the same category. After scoring all proposals in accordance with the RFP, the evaluation committee determined that any proposer with a score of greater than 85 points (out of 100) for a particular category should be recommended for inclusion on the “bench” for that category.

The table below shows the six categories, with the recommended bench of highest scoring firms in each category.

Proposer \ Category	Planning, Permitting, Environmental	Marine Vessel Engineering	Marine Facilities Engineering	Landside Facilities Engineering	Marine Vessel Construction Management	Facilities Construction Management
4LEAF, Inc.						✓
AECOM Technical Services, Inc.				✓		
Anchor QEA, LLC	✓					
Art Anderson Associates, Inc.		✓	✓			
Arup US, Inc.	✓			✓		
Auriga Corporation						✓
Aurora Marine Design		✓	✓		✓	✓
BKF Engineers				✓		
BlinkTag, Inc.	✓					
CDM Smith Inc.	✓					
Cordoba Corporation				✓		✓

Proposer \ Category	Planning, Permitting, Environmental	Marine Vessel Engineering	Marine Facilities Engineering	Landside Facilities Engineering	Marine Vessel Construction Management	Facilities Construction Management
COWI North America, Inc.			✓			
Crucible Engineering LLC		✓			✓	
Dabri, Inc.						✓
Dudek	✓					
Elliott Bay Design Group		✓	✓		✓	
Epicus Group LLC						✓
EV Maritime Limited		✓				
Fast Ferry Management, Inc.		✓	✓		✓	
Fehr & Peers	✓					
Foth & Van Dyke and Associates, Inc.	✓		✓			✓
GHD Inc.	✓		✓	✓		✓
Ghirardelli Associates, Inc.						✓
Glosten, Inc.		✓			✓	
Herbert Engineering Corporation					✓	
Jacobs Project Management	✓					✓
Joe Hill Consulting and Engineering Corporation						✓
KPFF, Inc.	✓		✓	✓		
Liftech Consultants Inc.			✓			
Maritime Consulting Partners, LLC					✓	
MCK Americas, Inc.						✓
Moffatt & Nichol			✓			
Mott MacDonald Group, Inc.				✓		
Point Energy Innovations				✓		
Puget Sound Marine Services					✓	
Rincon Consultants, Inc.	✓					
Simpson Gumpertz & Heger, Inc.			✓			
Terraphase Engineering Inc.	✓					
T. Y. Lin International Group, Ltd.	✓					
Wilshire Consulting Services						✓

If the Board approves this item, Staff will initiate negotiations with the selected proposers. If SF Bay Ferry and the proposer agree on the terms of a professional services agreement, the Executive Director will execute a contract with the firm. Each contract will be for a total amount not-to-exceed \$2,000,000 for each category over a five-year term. When SF Bay Ferry requires a specific scope of work in a particular category, it will undertake a process to determine the most qualified firm on the “bench” for that scope of work and will authorize a task order for an amount within the overall contract limit, and subject to SF Bay Ferry’s Board-approved budget.

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

The professional services under these contracts are funded in part with Federal Transit Administration (FTA) funds. Staff reviewed the DBE/SBE materials provided by the Offerors and determined that they comply with the DBE/SBE requirements for these contracts. Of the Proposers shortlisted, several of the teams were led by DBE or SBE firms as primes and many of the Proposer teams also included DBE or SBE subconsultants as part of the team. Two of the teams were led by DBE firm prime consultants and eight were led by SBE firm prime consultants.

The amount of participation by the SBE subcontractors is dependent on the task orders issued and the related scope of work. The Proposers will provide the amount of SBE participation on a task order basis throughout the life of the contracts. DBE participation for all FTA funded task orders issued pursuant to this contract will count toward SF Bay Ferry’s 0.48% overall triennial DBE goal. SBE participation for all FTA funded task orders issued pursuant to this contract will count toward SF Bay Ferry’s 7.5% overall triennial SBE goal.

**Fiscal Impact**

Funding for on-call professional services to support the capital program is included in the FY 2025/26 Capital Budget. Funding will be included in future year’s budgets to support the work needed that would be completed under this award authority. Task order work in any given year will not exceed budgeted funds.

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

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

**RESOLUTION NO. 2025-15**

**APPROVE MULTIPLE PROFESSIONAL SERVICES CONTRACT AWARDS  
FOR ON-CALL CONSULTANT SERVICES**

**WHEREAS**, SF Bay Ferry desires to establish a bench of qualified consultants to assist in a variety of areas on an on-call, as-needed basis; and

**WHEREAS**, on December 20, 2024, SF Bay Ferry issued a Request for Proposals (RFP) to establish a “bench” of qualified consultant firms in each of the following six categories: Planning, Permitting, and Environmental; Marine Vessel Engineering; Marine Facilities Engineering; Landside Facilities Engineering; Marine Vessel Construction Management; and Facilities Construction Management; and

**WHEREAS**, in accordance with the RFP and WETA's Administrative Code, WETA established an evaluation committee that reviewed proposals received by the RFP's due date, and evaluated them in relation to the specific category(ies) for which a proposer submitted a proposal; and

**WHEREAS**, based on the evaluation criteria in the RFP, the evaluation committee has recommended establishing six “benches” of firms, the specifics of which are set forth in the staff report presented to the Board at the May 8, 2025 meeting (Staff Report); and

**WHEREAS**, subject to the Board-approved budget, actual work will be authorized on an as-needed basis by task orders for project-specific services awarded to the most qualified firm on the bench for the specific scope of work, consistent with applicable State and federal law; and

**WHEREAS**, Staff recommends the Board authorize him to negotiate terms and conditions, including pricing, for agreements with all the firms listed in the Staff Report, and if successful, to enter into agreements with the firms to establish the needed “bench” of on-call consultants; now, therefore, be it

**RESOLVED**, that the Board of Directors hereby authorizes the Executive Director to negotiate and, if negotiations are successful, enter into agreements with all the firms listed in the Staff Report, with the understanding that each agreement will be in the not-to-exceed amount of \$2,000,000 per category of services over a five-year term; and be it further

**RESOLVED**, that the Board of Directors authorizes the Executive Director to issue task orders during the term of agreements to firms with whom SF Bay Ferry has entered into agreements, with the understanding that task orders will be issued to the most qualified firm for a necessary scope of services and will be in an amount within the not-to-exceed contract amount and within the applicable Board-approved budget.

## 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 May 8, 2025.

YEA:

NAY:

ABSTAIN:

ABSENT:

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/s/ Board Secretary

2025-15

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

MEMORANDUM

**TO: Board Members**

**FROM: Seamus Murphy, Executive Director  
Michael Gougherty, Director of Planning  
Thomas Hall, Director of Operations & Customer Experience  
Alexis Matsui, Manager of Public Information & Marketing  
Gabriel Chan, Transportation Planner  
Dorry Funaki, Transportation Planner**

**SUBJECT: South San Francisco Service Study**

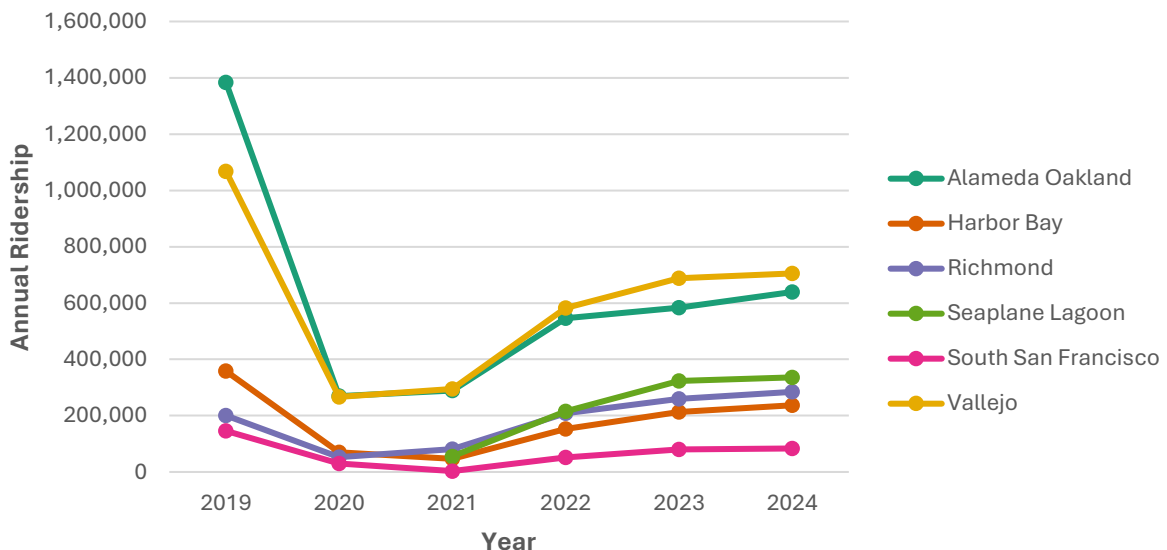
**Recommendation**

There is no recommendation associated with this informational item.

**Background**

The proposed South San Francisco Service Study seeks to identify a preferred service and funding plan to ensure the financial feasibility of water transit serving South San Francisco, increase service productivity, and establish a sustainable runway of operating funds. The Study will be undertaken through a collaborative process involving identified Working Group partners and public outreach. The results of the Study may include a potential service change implementation plan to restructure the South San Francisco service.

Since 2019, the South San Francisco service has had the lowest ridership out of all SF Bay Ferry routes accounting for only 4% of the system's ridership.



Declines in revenue and ridership occurred in FY2020 and FY2021 due to the COVID-19 shutdowns. From FY2019 to FY2024 there was a 44% increase in expenses and a 43% decrease in revenues. However, since FY2022, there has been a steady increase in revenues

and ridership with Vallejo and Alameda/Oakland showing stronger recoveries, and South San Francisco showing the weakest recovery. Following the pandemic, the South San Francisco route averages under 15% farebox recovery compared to the current system average of approximately 25%. The route also has the highest cost per rider of \$69, which is over 2.5 times higher than the system average of \$27.

Staff conducted a survey of riders and non-riders to collect information about the South San Francisco route. The survey was hosted online and promoted on SF Bay Ferry's website, promoted on social media, onboard digital screens, and in person on two regular commute trips. Nearly 250 riders and non-riders submitted responses. Key findings included:

- Nearly 60% of respondents ride the ferry to South SF 3-5 times per week
- Nearly 60% drive alone to their starting terminal and would drive alone to South San Francisco if they did not take ferry
- 55% pay their own fares, 45% have their fares covered by their employer
- Nearly 60% said their main reason for taking the ferry is for the relaxing commute
- More than 60% heard about the ferry from word-of-mouth
- More than 80% of those who have not ridden the ferry live more than 10 miles from a terminal

In additional target efforts to increase ridership in recent months, staff developed several avenues of outreach marketing the South San Francisco route. These efforts began with engagement with South San Francisco city staff members, who helped promote the ferry through their newsletter and social media channels. Staff developed social media posts promoting key features of the service, including its price, frequency, reliability and connection to local transit. The city of South San Francisco helped amplify these posts.

Staff also hosted two free lunches in South San Francisco to tour the ferry and learn more about the service. The lunches, held on March 26 and April 1, each had over 50 attendees. Attendees included a mix of employees in the area and local residents, most of whom had heard of the ferry but never taken it. Those attending the lunch were very interested in the current service and potential new options for the route, including a stop in Downtown San Francisco.

### **Discussion**

The South San Francisco Service Study will incorporate a robust stakeholder and public process to identify and recommend a service restructuring to ensure the financial sustainability of the service. Staff will form a Working Group comprising local government staff, business leaders, and community organizations to assist in the development and identification of a preferred option for the South San Francisco service restructuring. Over the next six to nine months, the Working Group will meet four times with the option of additional meetings if needed. The Working Group meetings will involve analysis of various service alternatives as well as feedback from members. In addition, staff will conduct an open house both in-person and online to inform the Working Group's process and to gather the public's feedback on the potential service options. This process will culminate in the development of a draft report and potential recommendations that will be presented to the Board of Directors by the end of 2025. See below for a timeline of the service study.

- **May 2025:** WETA Board Informational Item
- **June 2025:** Working Group Meeting #1

- Introduction, Purpose, Need
- **July 2025:** Working Group Meeting #2
  - Service options and preliminary alternatives analysis
- **Aug. 2025:** Public Open House and Online Public Outreach
- **Sept. 2025:** Working Group Meeting #3
  - Analysis and discussion of public feedback
  - Identification of preferred options
- **Oct. 2025:** Working Group Meeting #4
  - Working group final recommendation
- **Nov. 2025:** Draft SSF Service Study
- **Jan 2026:** Final SSF Service Study

Any potential recommendation that would constitute a Major Service change per SF Bay Ferry's Administrative Code would be subject to a separate public outreach and Public Hearing process.

**Fiscal Impact**

No fiscal impact is associated with this informational item.

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

**MEMORANDUM**

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**TO: Board Members**

**FROM: Seamus Murphy, Executive Director**  
**Erin McGrath, Chief Financial Officer**  
**Michael Gougherty, Director of Planning**

**SUBJECT: SF Bay Ferry Long-term Financial Outlook**

**Recommendation**

There is no recommendation associated with this informational item.

**Background**

In October 2024 staff presented an update on SF Bay Ferry's long-term financial outlook as part of its report for the FY 2025-2029 Five-year Regional Measure 3 (RM3) Operating Plan. Since that report many key financial and operating cost assumptions have changed resulting in higher than anticipated costs for the proposed FY 2026 Operating Budget. The details of these cost drivers are included in a separate item during this month's Board meeting. The costs are primarily driven by the assumption of increased wages associated with new agreements being negotiated by SF Bay Ferry's contract operator. These higher costs are anticipated to be sustained in future year budgets resulting in potentially significant impacts to the Authority's overall financial outlook.

This item provides an opportunity for the Board to review key inputs driving cost increases in the FY 2026 Operating Budget and their impact on SF Bay Ferry's long-term financial outlook. A summary of potential strategies for promoting financial sustainability in the near-term and longer-term are also presented for consideration.

**Discussion**

*Costs and Expenditures*

The cost of regular ferry services in the FY 2026 Operating Budget (\$73.4 million) is anticipated to increase by approximately 12% compared to FY 2025 (\$65.7 million). This anticipated increase (\$7.7 million) is markedly higher than the 3% annual increase SF Bay Ferry typically assumes as part of its financial forecasting.

The primary driver of higher anticipated costs for the FY 2026 Operating Budget is an assumed increase in Vessel Crew Labor, specifically wages for captains and deckhands. The total cost to maintain current staffing levels is expected to increase by 21% (\$4 million) compared to FY 2025. This potential increase is the result of an anticipated agreement between Blue and Gold Fleet and the unions representing its employees to bring crew pay and benefits into parity with represented ferry employees at the Golden Gate Bridge, Highway and Transportation District.

A secondary factor contributing to higher anticipated operating costs are Vessel Operations & Maintenance and Facility Operations & Maintenance expenses. The total combined cost of these two cost categories is expected to increase over 10% from FY

2025 (\$20.1 million) to FY 2026 (\$22.3 million). Several factors contribute to the overall anticipated increase (\$2.2 million) in costs:

- *Fleet expansion.* The total number of vessels in the SF Bay fleet will increase from 17 at the start of FY 2025 to 19 through FY2026 resulting in additional direct and indirect expenses. SF Bay Ferry operates up to 11 vessels on a typical weekday.
- *Engineering labor.* Blue & Gold Fleet has requested additional engineering labor resources to support the operation and maintenance of the larger fleet and robust services offered by SF Bay Ferry.
- *Fuel.* The use of R99 diesel fuel requires improvements to allow for more filtration than a typical diesel fuel system.

### *Revenues*

The option for SF Bay Ferry to offset higher than anticipated operating costs is limited by constraints on its two primary revenue sources, fare revenue and bridge tolls. Fare revenue is projected to increase 18% in FY 2026 continuing the steady growth experienced since the launch of the Pandemic Recovery Program. Despite a near return to pre-pandemic ridership levels, fare revenues in FY 2026 are projected to recover only 20% of operating costs compared to over 50% in pre-pandemic years. This decrease in projected farebox recovery ratio is due to inflationary pressures leading to higher operating expenses and lower fares established as part of the Pandemic Recovery Program.

The capacity of bridge tolls to cover an increasingly larger share of an increasingly larger budget is limited by two factors. First, bridge toll allocations received by SF Bay Ferry to support its operations do not increase over time. Second, the total amount of bridge tolls collected by MTC has been lower than expected, resulting in SF Bay Ferry receiving only 86% of its total potential allocations for FY 2026. As a result, SF Bay Ferry will be required to supplement its annual allocation of bridge tolls funds with unused RM3 funds held in reserve by MTC to fully cover the cost of its operating expenses in FY 2026 and likely beyond.

### *Long-term Financial Outlook*

The impact of higher anticipated costs in the FY 2026 Operating Budget in combination with a decrease in anticipated revenue sources has the effect of limiting the long-term duration that SF Bay Ferry can sustain its existing operations, in effect advancing its “fiscal cliff.” For SF Bay Ferry, the fiscal cliff specifically represents the year that its balance of unused RM3 funds will be fully subscribed.

In assessing SF Bay Ferry’s long-term financial outlook, staff has revised its annual cost increase assumption from 3% to 5% and updated other assumptions regarding existing revenue sources and potential electrification savings to reflect current information. **Table 1** below provides a summary of the long-term financial outlook for various operating scenarios. Key metrics for each scenario include the “fiscal cliff” or year that current revenues would no longer fully cover operating costs and the total additional revenues that would be required to fund each operating scenario through FY 2038.

**Table 1:** Long-term Financial Outlook by Operating Scenario

<b>Scenario</b>	<b>Fiscal Cliff</b>	<b>Additional Revenue Required FY 2026-2038</b>
<b>Existing Network</b>	FY2033	\$ 175,558,685
<b>Existing Network + Treasure Island</b>	FY2032	\$ 233,361,849
<b>Existing Network + Treasure Island, Mission Bay</b>	FY2032	\$ 270,559,136
<b>Existing Network + Treasure Island, Mission Bay, Berkeley</b>	FY2031	\$ 326,177,922
<b>Existing Network + Tier I 2050 Service Vision</b>	FY2031	\$ 442,583,539

The updated long-term financial outlook shows a fiscal cliff of FY 2031 for the Existing Network + Tier 1 2050 Service Vision, which includes expansion to Treasure Island, Mission Bay, Berkeley, and Redwood City. The total cost of sustaining operations through FY2038 for this scenario would require approximately \$443 million in total new revenue. The financial outlook presented to the Board last October as part of the FY 2025-2029 Five-year RM3 Operation Plan projected a fiscal cliff of FY 2034 for the same scenario. The advancement of SF Bay Ferry’s fiscal cliff is a direct result of the increasing expense and reduced revenue inputs to the FY 2026 Operating Budget that are assumed to carryover in future years.

**Strategies**

Staff has identified several near-term options that could potentially offset the higher than anticipated costs proposed in the FY 2026 Operating Budget and the impact those costs have on longer term financial sustainability. The pursuit of any option or combination of options below would likely require more detailed study and a lead time of several months before changes could be implemented. Potential cost savings based on a rough order of magnitude estimate for each option are summarized below:

- *Reduce service on Central Bay routes.* A savings of approximately \$1.5 million could be achieved by removing one AM vessel and crew from Central Bay service operations.
- *Reduce service on North Bay routes (Vallejo).* Converting a weekday 10-hr crew to a 8-hr crew would yield approximately \$0.5 million in savings.
- *Pilot Service Program.* Termination or suspension of the SF Bay Ferry Pilot Service Program would save up to \$2.5 million per year.
- *Fleet Downsizing.* Decommissioning one vessel from the SF Bay Ferry fleet would save approximately \$0.65 million in direct vessel expenses and indirect labor expenses on an annual basis.

Irrespective of a decision to pursue any of the above near-term cost savings options in FY 2026, staff is already pursuing several initiatives that could improve SF Bay Ferry’s financial outlook and potential forestall the approach of its fiscal cliff, including:

- Service reductions or restructuring on underperforming routes.

- A separate item at this month's Board meeting summarizes a staff initiative to study options for restructuring the South San Francisco service.
- Staff will initiate the development of a service strategy in FY 2026 for providing water transit service in the Oakland Alameda estuary that will consider existing services, the Oakland Alameda Water Shuttle, terminal electrification plans, and financial sustainability.
- Assessment of Richmond weekend service enhancement in FY 2026 and future modification, as needed.
- Changes to FY 2024-2028 Fare Program to leverage Clipper 2.0 features and generate additional revenues.
- New revenues sources, including a 2026 Regional Transportation Ballot measure, local county transportation measures, and contributions from private employers and developers.

**Fiscal Impact**

There is no direct fiscal impact associated with this informational item.

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

MEMORANDUM

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**TO:** Board Members

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

**SUBJECT:** Review Proposed Fiscal Year 2025/26 Budget and Salary Schedule

**Recommendation**

This is an informational item.

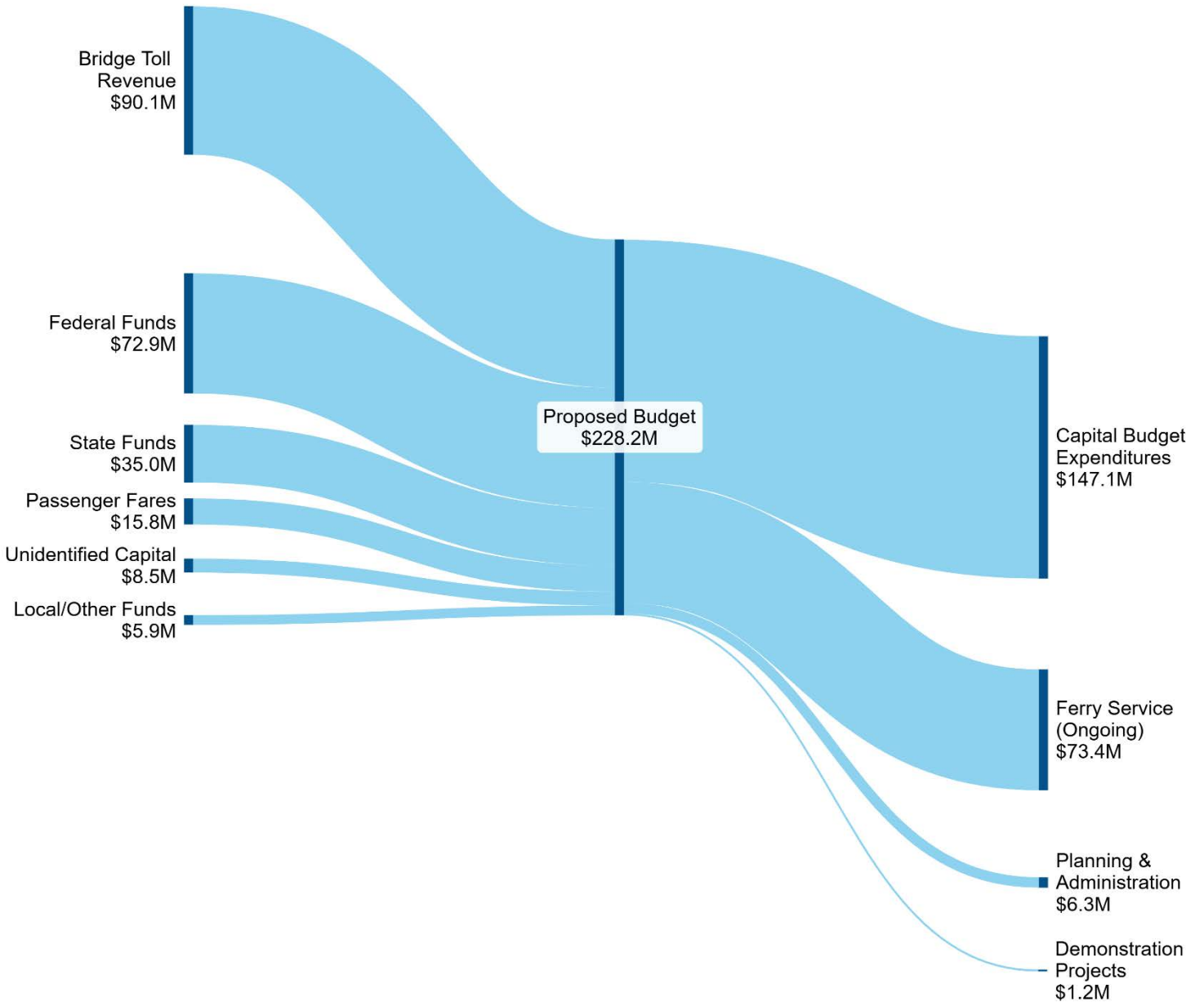
**Background**

Section 66540.41 of the Government Code and Section 106.1 of the San Francisco Bay Area Water Emergency Transportation Authority's (SF Bay Ferry) administrative code requires preparation and implementation of an annual budget. This item contains the draft proposed FY 2025/26 SF Bay Ferry budget, which is divided into the Operating, Administration and Capital Budgets. There is no proposed action this month. This item provides an opportunity for the Board to review and comment on the budget prior to proposed adoption in June. In June, the budget will be accompanied by the required resolutions and other actions that are necessary for annual adoption.

**Introduction and Summary**

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

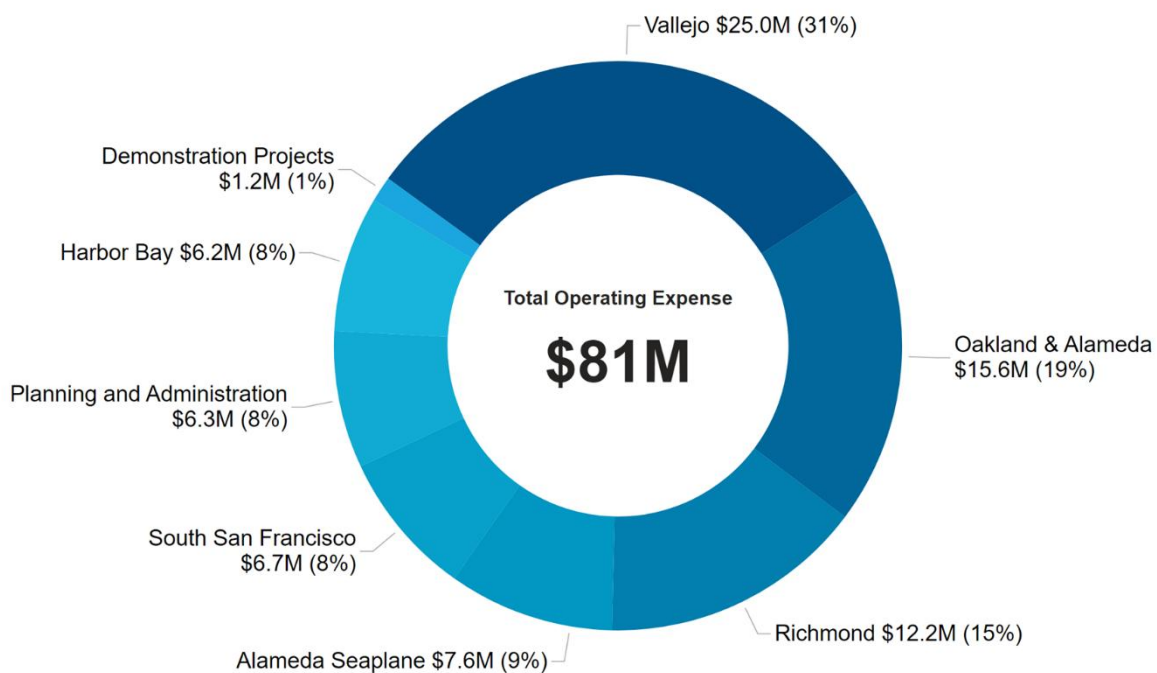
Revenue and Expense is summarized in **Figure 1** (below). Detailed discussion of the budget components is included in the following pages.



## OPERATING BUDGET

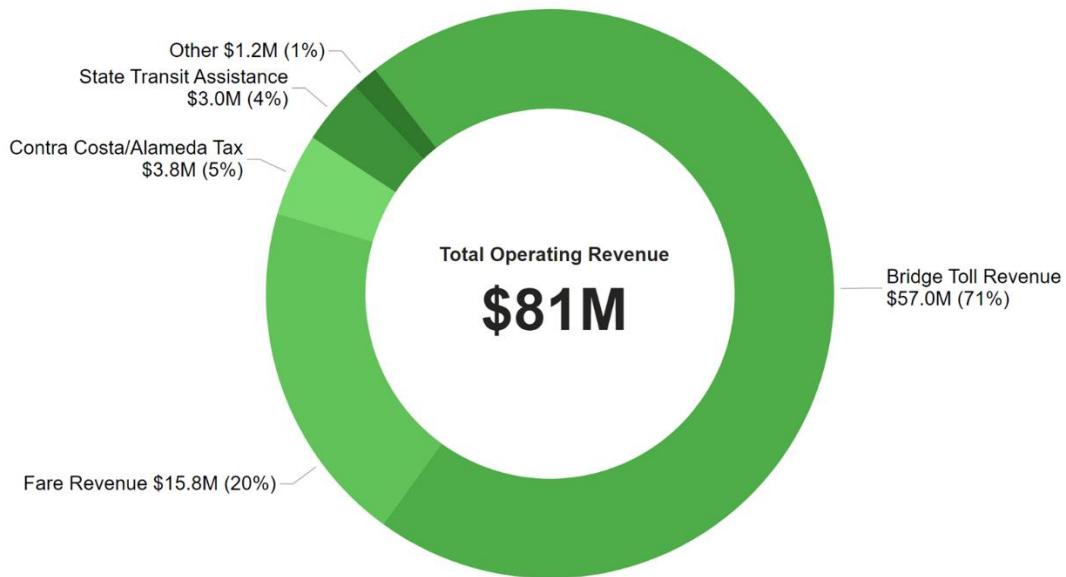
The FY 2025/26 operating budget is made up of two primary components: a \$74.5 million Ferry Service Operating Budget and a \$6.3 million Planning and Administration budget. Together those two components result in a total Operating Budget of \$81 million. Detailed budget charts showing SF Bay Ferry's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

**Figure 1:**



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

**Figure 2:**



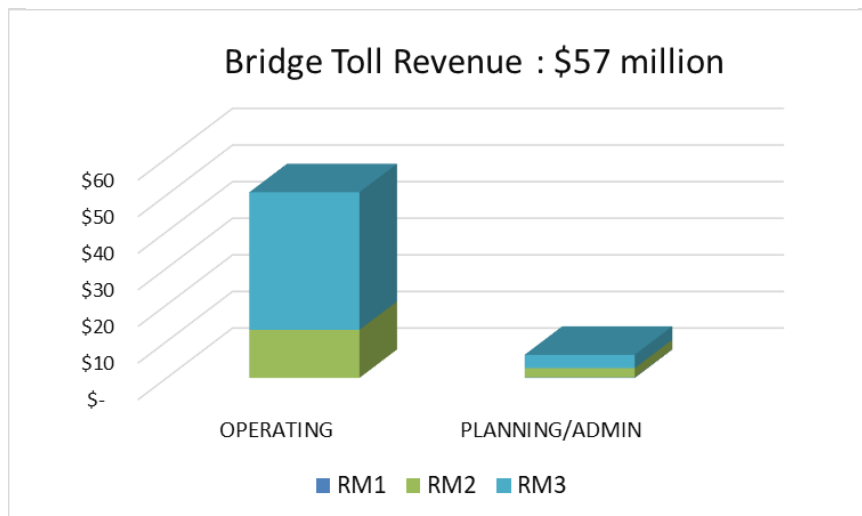
**REVENUE SUMMARY:**

**Bridge Toll Funding**

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

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

**Figure 3**



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

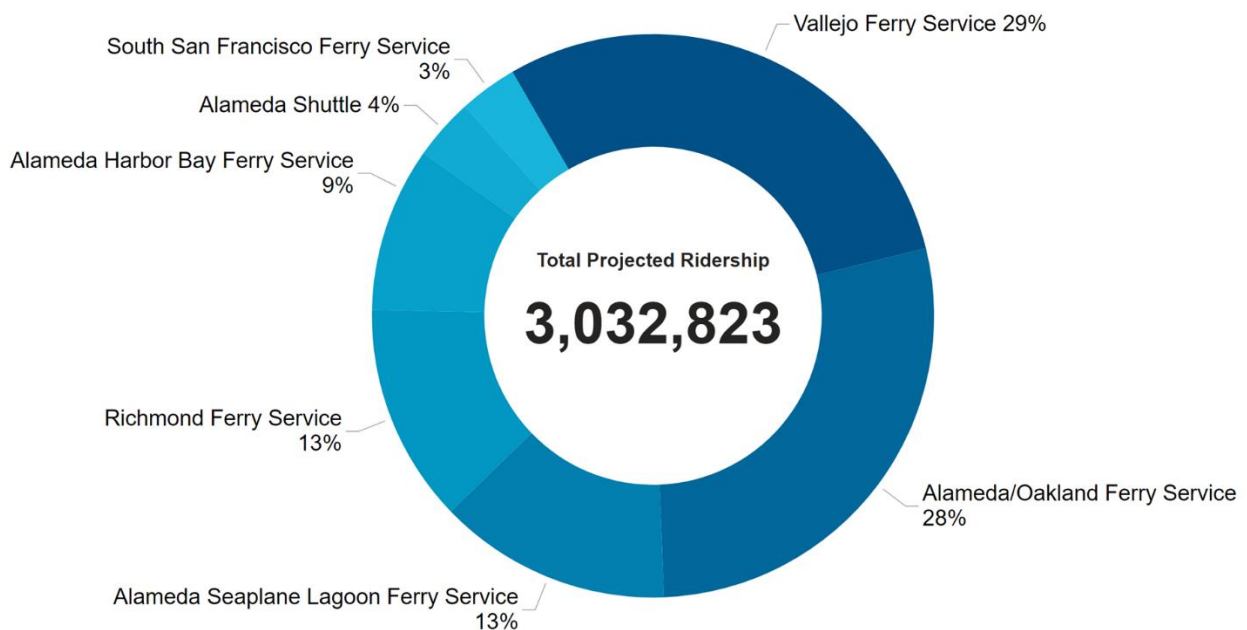
Bay Area fare-dependent transit agencies are facing. However, in the longer term because these funds do not grow, additional sources will be required to maintain current service.

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

## Fares

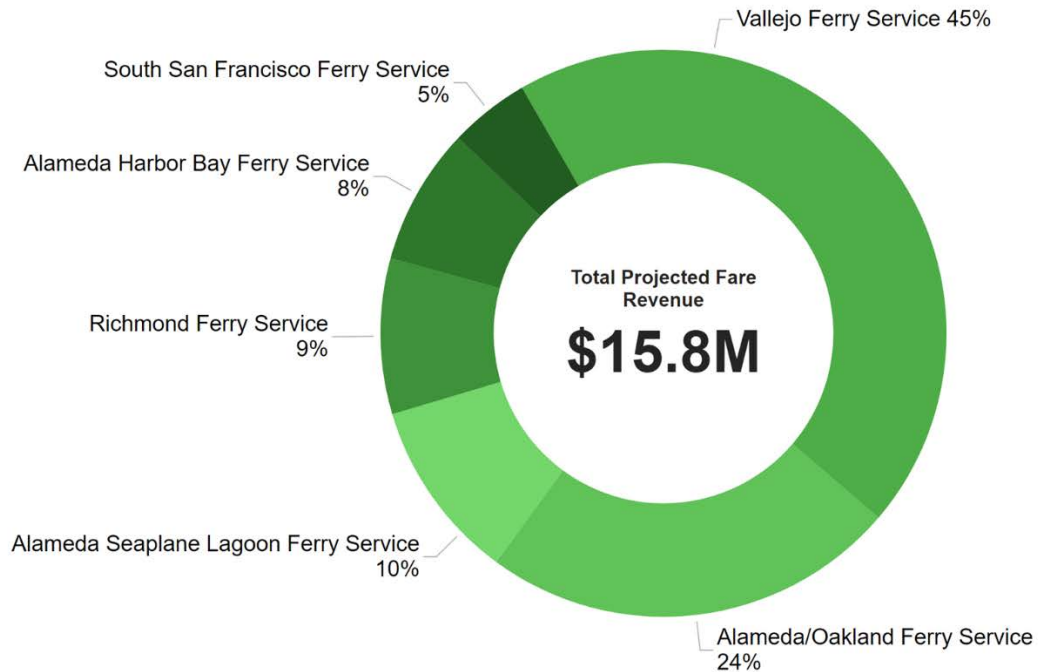
Ridership projections for FY 2025/26, as shown in **Figure 4**, assume 3,032,823 boardings, which is an 18% increase compared to the prior year's budget. This ridership also includes the Oakland Alameda Water Shuttle Pilot service, which generates no fare revenue. Ridership recovery is anticipated to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

**Figure 4**



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

**Figure 5**



**State Transit Assistance**

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

**Local Funding**

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

**Other Revenue: Pilot Project**

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

## EXPENSE SUMMARY:

### FERRY SERVICE

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

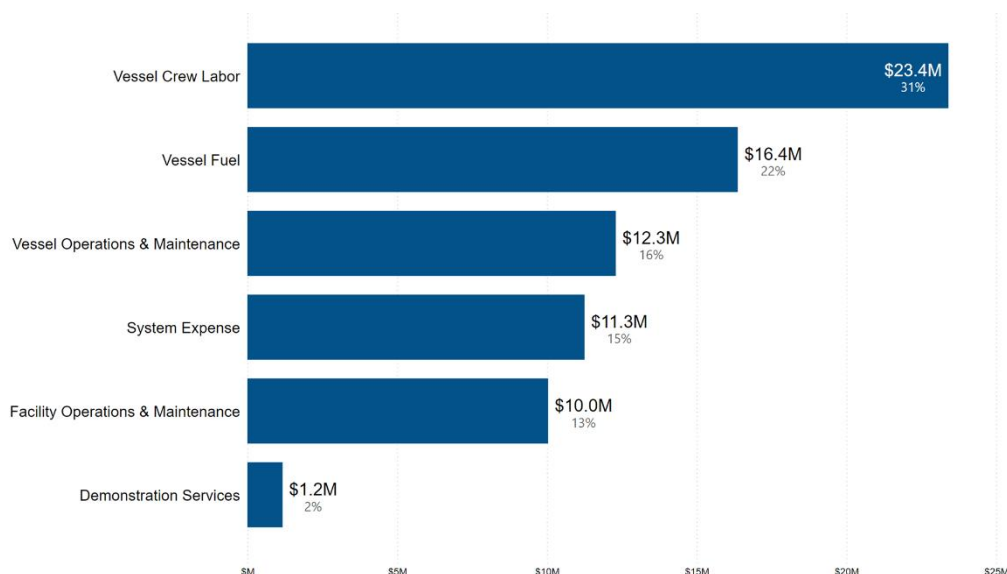
There are no proposed significant changes to the regular ferry routes in the budget. The FY 2025/26 budget assumes over 37,800 operating hours for SF Bay Ferry vessels travelling over 593,000 operating miles.

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

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

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

**Figure 6:**



**Vessel Crew Labor & Fuel : \$39.8 million**

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

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

**Vessel Operations and Maintenance: \$12 million**

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

**Facility Operations and Maintenance: \$10 million**

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

**System Expenses: \$11 million**

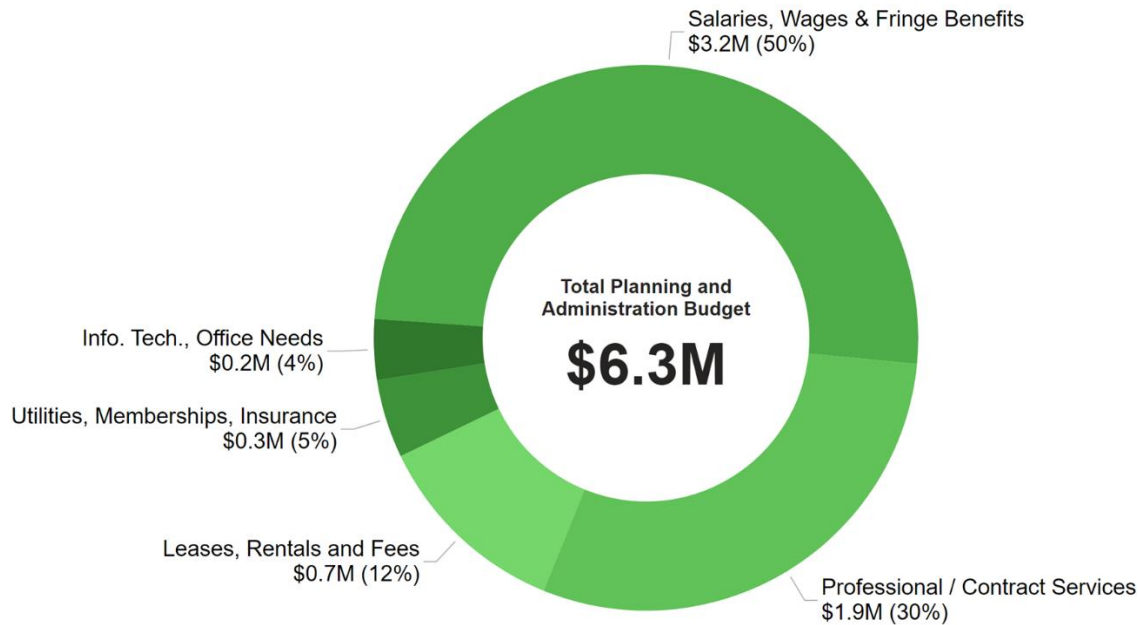
System expenses of \$11 million are generally required to support overall ferry service operation and not one specific service. These costs are spread among the service routes and are a combination of SF Bay Ferry staff costs, contracted operator staff and profit, outreach and communication, ticketing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

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

## PLANNING AND ADMINISTRATION

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

**Figure 7:**



In the coming months, SF Bay Ferry staff will relocate to new offices at 375 Beale Street. Because this move is occurring before the expiration of the Pier 9 office lease, the budget currently includes funding for both the old and new leases. As a result, lease expenses are conservatively budgeted to increase 175%. However, staff anticipates mitigating this expense through a sublease or other means that will reduce this burden. Overall costs including this increase will rise 14%. However, without this rent expense, costs are increasing 6%, including a 2.7% cost of living increase for staff, increases in benefit costs and an investment in better information technology to ensure the cybersecurity of the networks relied upon by staff. Other increases are tied to expansion of Disadvantaged Business Enterprise (DBE) outreach and compliance resources, additional work related to the Green Marine Certification and sustainability program, and additional travel related to ferry electrification professional development. Details of the budgetary categories and shifts are detailed in the Planning and Administration budget (**Attachment A**).

### Salaries and Benefits

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

planning/administration) as appropriate. This schedule assumes a 2.7% cost of living increase effective June 30, 2025 (to match the first pay period in the new fiscal year). In the Spring of 2024, staff capacity was increased to reflect the growth of the system and the challenges of the SF Bay Ferry capital program. No additional staff are proposed in FY 2025/26.

## FISCAL YEAR 2025/26 WORK PLAN

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

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

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

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

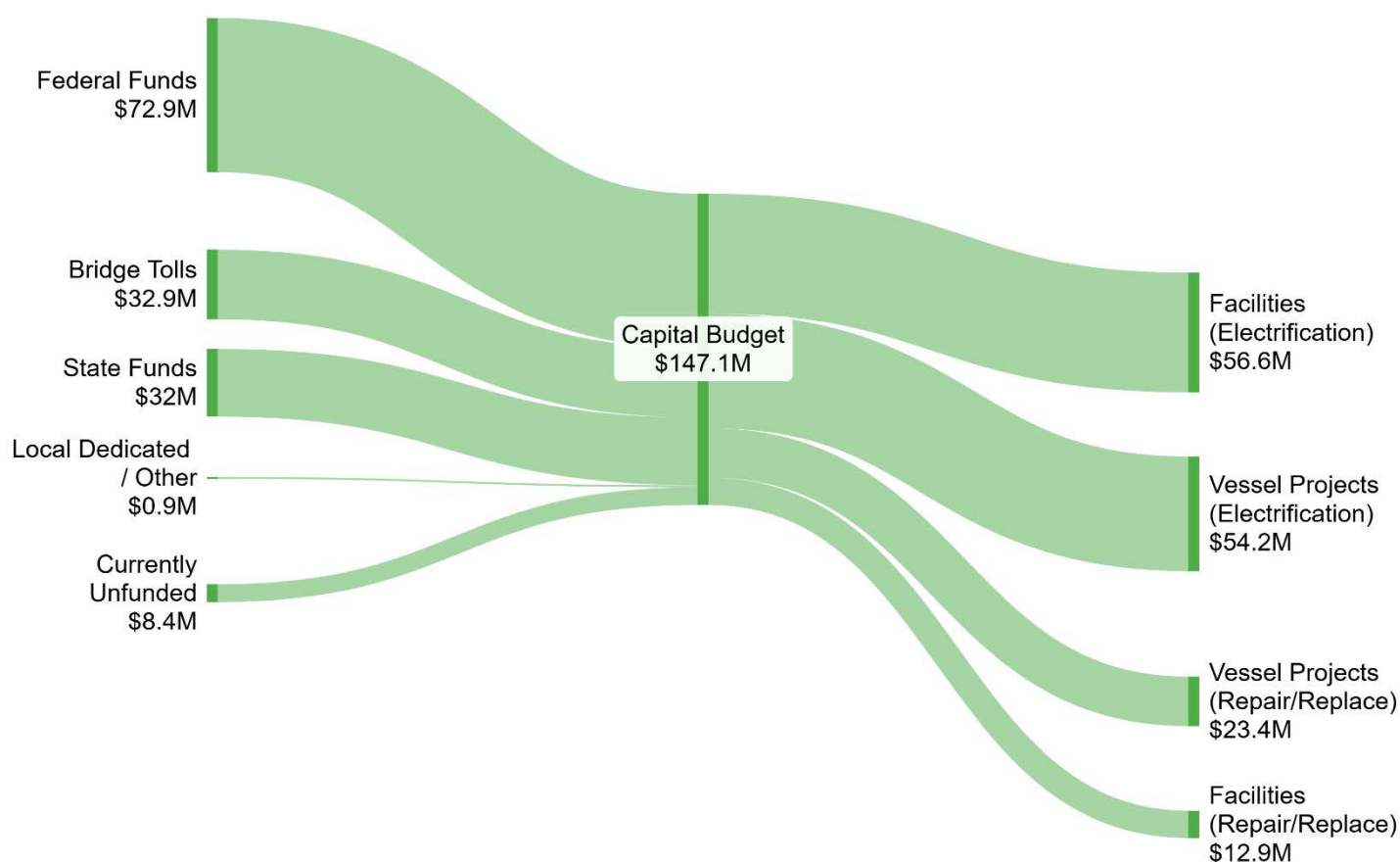
- **Disadvantaged Business Enterprise Program** – In FY 2025/26 staff will begin implementing the multi-year DBE Program Improvement Plan (DBEPIP) developed from the DBE Program Review conducted in 2024 and continue to conduct expanded outreach opportunities to increase availability of DBEs. The DBEPIP includes initiatives to expand organizational capacity, enhance compliance tools, improve vendor engagement, and increase access through strategic unbundling of contracts. Additional improvements include targeted outreach and training, refinement of the Small Business Enterprise (SBE) program, new collaborative efforts with the Working Waterfront Coalition to develop marine-focused small business pipelines, and evaluation of the use of DBE project goals on shoreside electrification work to increase DBE participation.
  
- **Federal, State, Regional and Local Legislative efforts** – Consistent with the 2025 Legislative Program, staff will focus federal, state, regional and local advocacy on targeted priorities, including: ensure that any regional transportation revenue measure spanning the timeframe of SF Bay Ferry’s fiscal cliff includes funding for SF Bay Ferry; build support for increased federal funding to inform the development of the next Surface Transportation Re-Authorization Bill ; advocate for state funding to support SF Bay Ferry’s REEF Program including a sales tax exemption for the purchase of zero emission vessels; support efforts to streamline permitting requirements and California Environmental Quality Act requirements for ferry projects; advocate for incentives to attract new shipyards; explore new strategies for enhancing local and regional support for ferry expansion opportunities including public private partnerships to support ongoing and new ferry operations.

## CAPITAL PROJECTS

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

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

**FIGURE 4:**



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

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

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

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

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

### **Vessel Repair and Replacement Program –**

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

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

subject to.

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

### **Facility Repair and Replacement**

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

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

**Attachment A** –Fiscal Year 2025/26 Operating Budget

**Attachment B** –Fiscal Year 2025/26 Capital Budget

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

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

## Attachment A

### San Francisco Bay Ferry FY 2025/26 Operating Budget

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

\* Transfers of Overhead Eliminated in FY25

## Attachment B

### San Francisco Bay Ferry Fiscal Year 2025/26 Capital Budget

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

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

## Attachment C

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

Position	Authorized FTE	Salary Range: Annually*	
		Low	High
Accountant	2	\$ 108,039	\$ 154,358
Administration & Business Services Manager	1	\$ 108,039	\$ 154,358
Administrative Specialist	1	\$ 86,825	\$ 124,034
Budget Analyst	1	\$ 86,825	\$ 124,034
Capital Planning Manager	1	\$ 166,255	\$ 237,498
Chief Capital Program Officer	1	\$ 191,385	\$ 273,685
Chief Financial Officer	1	\$ 191,385	\$ 273,685
Customer Experience/Communication Specialists	2	\$ 86,825	\$ 124,034
Director of Operations & Customer Experience	1	\$ 175,098	\$ 250,124
Director of Planning	1	\$ 175,098	\$ 250,124
Director of Project Delivery & Engineering	1	\$ 175,098	\$ 250,124
Emergency Response Analyst	1	\$ 108,428	\$ 154,906
Government & Regulatory Affairs Manager	1	\$ 133,060	\$ 190,083
Government & Regulatory Affairs Specialist	1	\$ 86,825	\$ 124,034
Grants Manager	1	\$ 133,060	\$ 190,083
Information Technology Analyst	1	\$ 108,428	\$ 154,906
Maintenance Administrator	1	\$ 108,428	\$ 154,906
Operations Administrator	1	\$ 108,428	\$ 154,906
Project Development and Controls	1	\$ 108,428	\$ 154,906
Project Engineer	2	\$ 108,428	\$ 154,906
Project Manager	2	\$ 106,689	\$ 152,412
Public Information & Marketing Manager	1	\$ 144,007	\$ 205,738
Senior Transportation Planner	1	\$ 138,545	\$ 197,917
Senior Project Manager	2	\$ 133,060	\$ 190,083
Transportation Intern Program (non-exempt, part-time)	1	\$ 44,276	\$ 70,408
Transportation Planner	2	\$ 106,689	\$ 152,412

\*Includes 2.7% Cost of Living Adjustment

# FY 2025/26 SF Bay Ferry Organization Chart

